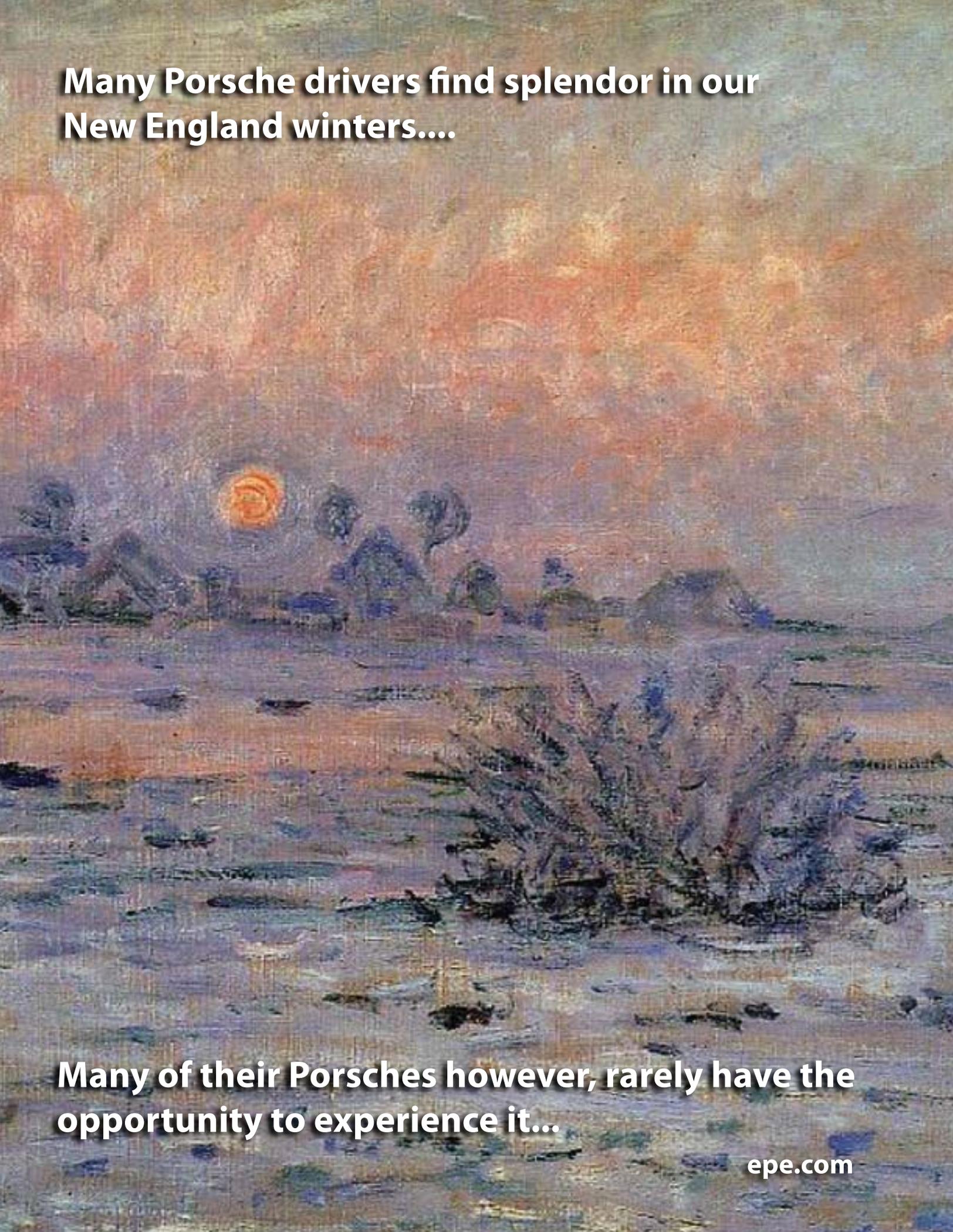




THE NOR'EASTER

NOVEMBER 2012 NOVEMBER 2012 NOVEMBER 2012 NOVEMBER 2012 NOVEMBER 2012 NOVEMBER 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

A painting of a winter landscape. The sky is a mix of warm orange, red, and purple tones, suggesting a sunset or sunrise. A bright, circular sun or moon is visible in the upper left. The ground is covered in snow or ice, with dark, leafless trees and bushes in the foreground and middle ground. The overall style is impressionistic with visible brushstrokes.

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New England winters....**

**Many of their Porsches however, rarely have the
opportunity to experience it...**

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- 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.

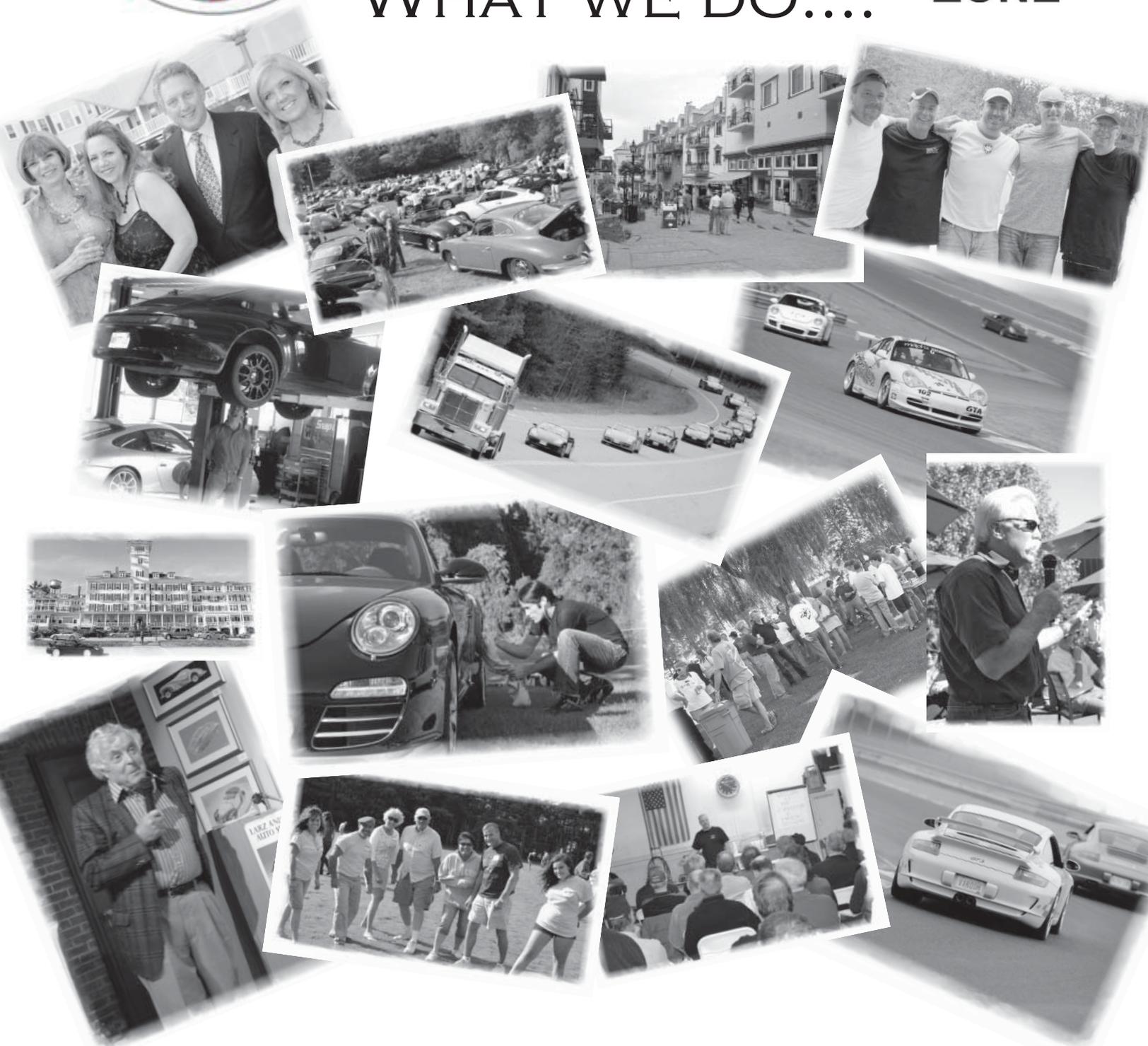


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On the Edge

Adrienne Ross



Tomorrow marks the three-year anniversary of the best thing I've ever done for myself... buy a Porsche.

There's something about these anniversaries that encourages me to reflect on the time gone by, and it really has been a remarkable three years, especially given that if you had told me five years ago that this is where I would be, I would have called you a liar.

So far in three years I've met several driving legends, including Sir Jackie Stewart whom, as you may recall, I basically accosted at Daytona. Then there was the stock car driving. No brakes, crazy handling, and a guy in my ear controlling six of us at once. Make fun if you will about the world of motorsports that only turns left, but it ain't easy, especially in a crowd; one hundred and eighty miles an hour with someone two inches from your driver's side door. The turns are banked ridiculously, all you can see is sky, and the guy is trying to kill you on the left. Then you're flat on the straight, wrestling the alligator that is your

I've learned my Boxster is very special. Well, it has special needs. It's singularly its own silliness...

suspension because all it wants to do is turn left; straight is for sissies! And turn, and panic, and straight, and don't get hit, and turn, and if you move one centimeter wrong, in the crudest car made, you and the 48 guys behind you are going to tangle... yeah, not easy.

I've pit crewed at the Glen for fun, spun twice in four minutes in the same corner, been thrown off a racetrack (for said spins), had countless lunches in Natick, driven a 599, driven the Glen in a hurricane, won a picnic contest, a golf bag, a briefcase, and a trophy that reminds me I was "Born to Drive." That one is in my office, in a place of honor.

Last year I went to Barber Motorsports Park, and the year before that I went to VIR. I staged a grid in 90-degree weather at Sebring in January, on blacktop, for eight hours straight. Some of my best memories are of the Rolex 24 Hours, and the very best ones of all happened off a track.

I've made some good friends, some great friends, and some astonishingly amazing friends, and I encourage people to join every time I see a Porsche on the street.

I've learned more about German engineering than any normal person has a right to (although I'm not claiming that moniker). I've learned my Boxster is very special. Well, it has special needs. It's singularly its own silliness, from the fact that only Boxster rotors can go on my Boxster, not Boxster S, not anything from the 996 series... Boxster, my year. I've learned that my spark plugs "chirp" when they get loose. We played stump the tech over that one. Three highly trained, specially skilled individuals scratching their heads over (or under really) my chirping engine... for 45 minutes. It was a (expensive) sight to behold. I've learned my car, like many others, has its quirks related to the line. My coolant reservoir has a tendency to burst, my seat belt sensor is always telling me I did it wrong, and my engine "sings." Well, "whistles" is more accurate. Another tech stumper. This one has been more than a year.

It is also, of course, subject to IMS bearing failure. Good thing I ground down my transmission before that happened! So, at least it can't sneak up on me. But I couldn't love it any more. I really couldn't. I also can't wait for it to have brothers and sisters.

My workmates and family have run a spectrum from "needs committal papers"

continued on page 44

In This Issue...

This issue gets to the heart of our transitional point in the year. We have our nominees for offices, the Gala tickets are available, and the NOR'EASTER resubscription form is also enclosed. If you're new to the club, you may have been getting it as our gift to you for the first year, but after that you will need to subscribe. Fill out the form and send it in.

AutoCross wrapped up with a great day and bash afterwards. It's all in the report. The DE season also wrapped up in September, but the report is in this issue.

Our own Mike Kerouac regales us with part three of his Porsche Cup car series with his 993 "Lindsay". I'll leave it to him to explain.

And finally, on page 43 I right a wrong done by me to the three members profiled by Ginny last month. I screwed up their captions, so I've rerun the pics with the correct captions.

On the Loud Pedal

Christopher Mongeon



Recent events have led to some much needed and developmentally important daydreaming. It does not matter who or what you are, we have all done it. Recent triggers include: Porschefest, an NER board meeting, and our annual fall tour. I have drifted off to dream about the ultimate car collection more than once. Before the last board meeting began, a few of us discussed the "if money were no object" scenario. The first order of business was a track car or, in this case, cars. Porsche GT3 RS 4.0 rang out immediately followed by the Cayman Interseries. I have to agree with the latter as long as it's in Gulf blue and orange. It escalated from there. What about a daily driver? What about a tow vehicle? What about, dare I say... something other than Porsche? What's inside your ultimate garage?

Sitting at my desk at home, I have a picture of me in the Blue Bomber in its original glory, carving our way through the South chicane at NHMS. At the time, this was my ultimate track car. Honestly, there is nothing I don't like about that car today until a GT3 passes me on track and I won-

The tach is still moving (sort of), I am in fourth and my foot is firmly pressing the loud pedal to the floor.

der if I am out of gas. Nope. The tach is still moving (sort of), I am in fourth and my foot is firmly pressing the loud pedal to the floor. It's those moments that give way to daydreaming about the ultimate car. Perhaps that car only exists in our mind. In the footsteps of Dr. Frankenstein, I imagine the power of a 917/30, the handling of a Cayman S and the creature comforts of a new 991. Yup, that should do it.

I'm afraid my train of thought will present more questions than column. Instead, I will give consideration to what remains in this calendar year for NER. As we begin to prepare our cars for a long winter's nap, it's nice to have events throughout a New England winter to stay in touch with other members. Shortly after receiving this edition of the NOR'EASTER, Autobahn Performance in Peabody will be hosting a Tech session on Saturday, November 10th. The winter season is a great time of year to consider getting to those projects for our cars. A tech

session is just the place to get our questions answered.

I know that each member has his or her favorites among PCA activities, but it does not matter if you're a dedicated track rat, autocross cone head, club racer or a Concours D'Elegance aficionado, everyone eats dinner. Our annual dinner will be December 1st at the Wellesley Country Club. If you haven't attended before, consider putting this one in your schedule. There will be a silent auction before dinner to benefit Angel Flight and there is always something of interest to bid on. As an added perk this year, our VP of Activities, Bill Seymour, has volunteered to help out at the registration table. If that doesn't seal the deal for you, I don't know what will. Lastly, NOR'EASTER subscription forms and ballots will be headed your way soon. I have had the good fortune to be a part of NER's Board of Directors for the last three years and, with your approval, would be honored to stay for a fourth.

As 2012 comes to a close, keep your eye on our website for exciting activities for the 2013 season.

Until then, I hope to see you at one of our remaining 2012 events.

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Four Speeds & Drum Brakes

Tom Tate



Winter is coming, turn on the heat! With the days getting shorter, we all know where that is going this time of year. Old man winter is on his way and it's time to put the toys away. I wimped out for a car show in Weston two weeks ago and took the Puddle Jumper because it was cold and misty that morning and the Speedster just didn't look that inviting sitting in the garage with no top.

I haven't had the coupe out much, the Speedster always draws more attention, and besides it's louder. The heater in the sunroof coupe is all hooked up with its cables, rods, levers, and flappers but I have never tried it because it wasn't needed. Coming out of a warm garage, it was cozy inside on the drive over even with the sunroof open. That day never got any warmer so on the way home I turned the knob what seemed like 50 times and a little warm air suddenly started to flow into the cockpit. What a nice feeling. I've been driving the Speedster for over 30 years and never turned on the heat because

I haven't had the coupe out much, the Speedster always draws more attention, and besides it's louder.

I knew it was a waste of time. Plus, I knew the chances were that once it was on it probably wouldn't turn off without some help and that would require getting under the car and pushing the heater box flaps open.

Years ago we just closed the heater box flaps in the fall and opened them in the spring. In the unlikely case that there was too much hot air coming in we just opened a window. That was called climate control.

Once underway I reached down to the heater vents on the floor and realized that I had stuffed red shop rags into the tube restricting air flow because I was concerned about some of the sand left over from the sand blasting done on the pan during the restoration process. I was correct to have been concerned. As I went through the gears and the revs were climbing, I could feel dust particles on my face. Actually it was sand, and in short order I could've written my name on the top of the dashboard in black sand. At least it was warmer. Other than driving the car, I haven't figured out how to get the sand out of the system

but I have all winter to think about it.

That reminded me of my encounter with the hot air heating system in my first car, a VW Beetle. We lived in Florida and while it didn't get used much, it was pretty effective below 50 degrees and above freezing. That was until I made that milk run one night.

My brother and I used to run errands for the family for gas money back when a dollar would get you almost half a tank of gas. If we needed milk, sugar, or something for dinner nobody had to ask twice and out the door I went. Any excuse to take a ride. Milk was sold in a glass container, \$1.00 for a gallon. I zipped over to a local convenience store, backed into the parking spot (for a quick getaway) and went in to get the goods. Returning to the bug I sat the milk on the passenger side floor and lit out as one of my buddies went by waving. As I pulled the car left out of the parking spot, I heard the sound of the glass bottle rolling over on its side on the rubber mat with a sound like an eggshell cracking open. That was followed by the sound of a gallon of milk sloshing about on the passenger side looking for an exit. And it found one, the heater tube.

Early VWs, like 356s, have carpet glued to the inside of the cockpit with rubber mats on the floors. With a 6" high tunnel for the shift linkage, cables and gas line, the floor was divided into two areas. That kept the milk on one side of the car so it didn't ruin everything, just half of everything. I mopped it up at home, went back to the store to question the strength of the glass they used and got another bottle for free. It wasn't until months later when I turned on the heater for the first time that season that I learned what spoiled milk smelled like after a few months in the Florida sun. Not good.

This must be my year for heater problems because I've discovered that Big Red ('85 BMW M6) has decided that he doesn't want to operate the heater properly this year either. I've done this before so I know how it works. There is a heater valve bolted to the engine firewall that gets a signal from a thermostat in the car that will open or close depending on what is needed to maintain the temperature set on the dash. Early climate control. After a few years idle the valve sticks and will only release hot coolant to the heater core after some side force has been applied. Like

continued on page 43

Minutes Of The Board

Nick Shanny—October 12th, 2012 NER Board Meeting



Members present: Chris Mongeon, Steve Ross, Stan Corbett, Bill Seymour, Adrienne Ross, Kristin Larson, Dave Berman, Virginia Young, Nick Shanny, Joyce Brinton, and Bruce Hauben.

The board met at 6:30 pm on October 10th at Kristin Larson's house in Acton. Kristin graciously provided dinner and appetizers. The official meeting began at 8:00 pm.

We started with the membership report presented by Virginia Young. It was reported the region overall has done well maintaining members. NER has 1,477 Primary members and 990 Affiliate members, for a total membership of 2,467. During the month, there were six transfers in, and six outgoing transfers.

Next up was Adrienne Ross, presenting an update on the NOR'EASTER. Adrienne indicated that it was time to be sending out the ballots and subscription notices. She then went on to discuss a new idea for a photography contest. The board felt the idea had merit and Adrienne will follow through with how to proceed. We then discussed the wonderful job that Richard Viard has done acting as a photographer at autocross and other events. It was suggested that to thank him for his efforts the club would sponsor Richard, plus one guest, at the annual dinner. A motion was put forth by Kristin Larson to sponsor Richard, seconded by Virginia Young, and it passed unanimously.

Stan then proceeded with the DE update. Stan reported that contact has been initiated with the various tracks the club visits in preparation for next year. He then went on to discuss the rebate program, which will be discussed in detail in his monthly column. An amusing fact was then shared with the board when Stan noted that it did not rain while the track was hot during the entire season. On a final note, several members of the board along with Stan will be traveling to Thompson Speedway, located in Thompson CT, to view the track as the owners talk of resurrecting the road course.

Steve Ross updated the board on the concours held at Larz Anderson on September 8th. We had a total of approximately 75 registrants, which was considered a light turnout. Porsche of Norwell was the sponsor for the event and Vic Elford was a judge as well as a speaker at the event. We will be reviewing the score sheets for next year's event as they have not been reviewed in a number of years. It was also noted that there was a significant communication issue due to lack of equipment.

Steve indicated that he would be meeting with individuals at the museum. Steve also reported that the Fall Tour to Kringle Candle and Kittredge Estate currently has 51 registrants.

Next was the autocross update presented by Bill Seymour. Bill reported that the overall season was a success. The average attendance was reported to be 70 people with a minimum of 10 runs. Bill also mentioned that the change to on-line only registration turned out to be a great success. During the off-season, the Autocross committee will undertake a major initiative trying to align the NER classes with those of NCR and Zone 1/ National.

Kristin Larson presented the Treasurer's report. As usual, the reports were e-mailed to the board earlier in the week. All advertisers are up to date and the financials are healthy. A motion was put forth by Adrienne Ross to accept the report, seconded by Bill Seymour, and it passed unanimously.

Steve Ross went on to provide the admin. update. As mentioned before, ballots and subscriptions need to be sent out to all members. Susana Weber will be the receiver of ballots.

Finally, the board went on to discuss the logistics behind the upcoming Gala event. Susana Weber noted that the Wellesley Country Club is a beautiful first class venue.

The meeting adjourned at 9:20 pm.

Happy PCA Anniversary

Thirty Five Years

David R. Marshall

Twenty Years

Gene R. Tremblay

Fifteen Years

Vern J. Brownell
David Chamberland
William J. Nerney
Elizabeth G. Riley

Ten Years

William J. Masser
Lee Montag

Five Years

Steven Bagby
L. K. Carvounis
Daniel E. Collins
Roger Guillemette
Gary H. Gustafson
Zaki M. Jaber
Martin B. Mantenfel
Robert Norton
Chuck Steinhauser
Matthew E. Tuller

Under the Radar

Virginia Young



Next month's will be my last column, which will basically reflect upon my year on the board. It's already written, so I'm coasting along now to the finish line.

I'll call this one my Seinfeld column — all about nothing, whatever pops in my head — but, of course, car related. If you read along here, and don't laugh at all, just turn back a page to Tom Tate's column. I always read his first, because it's often quite funny. If you know Tom, and have had the pleasure of conversing with him, you know that his column is just like having one of those conversations. Imagining him talking as you read the column just makes it more hilarious.

So you now have an out.

Speaking of Jerry Seinfeld, if you ever watched the TV show, the apartment he lived in had a poster on the wall of what can best be described as "the back end of an airborne Porsche 911 heading towards the horizon at dusk." It's the best Porsche poster I've ever seen. It took me three years to find one, and then another six months

It's the best Porsche poster I've ever seen. It took me three years to find one, and another six months to convince the owner to hand it over to me.

to convince the owner to hand it over to me. We actually had a contest, a math problem of all things, and fortunately, I won. Seinfeld was rumored to be attending the 356 Concours in August, but didn't. I had the poster with me just in case. I thought he might sign it and might like the unabridged, rather humorous version of the story of how I came to own it.

I was in Napa, California recently, staying with my daughter and her husband. She now drives a Prius. It was a sad day for me when she left her beloved VWs behind. I always enjoyed it when everyone in the family drove a German car. But a Prius does have commonality with a Porsche. They both start with "P." Let's see, what else? The Prius' engine also cuts out when you come to a stop, just like the new 991.

M-m-m-m, yes, I'm stretching here. I'll keep thinking as I go along...

Anyway, just going back and forth between driving my Audi and Lucy is enough of a challenge. The ignitions are on opposite sides, as

are the window openers. The controls for the radio, the heat, the clock and other such settings are completely different; the Audi's being more complicated than necessary. I seem to be able to handle all this, probably because I've had both cars long enough to have it all hard-wired onto my brain.

But when you add operating a Prius to the mix, you've just added a challenge. For one thing, you carry the "key" around on your person somewhere but you never actually use it. The car senses your presence and allows you to get in it. Then you push the power button and let it go quickly as soon as "Ready" is displayed on the screen. Then there's a pause before the car starts, and the gauge says on, but you're not really sure, because after the startup it never makes a sound. Think about that for a minute. That means no one ever knows you're backing up or coming straight at them. I've had people sauntering along three feet in front of me in parking lots for what seems like an eternity, completely clueless as to what's behind them. Once I made the mistake of honking the horn, which turned out to be the loudest thing about the car. I think I took five years off the guy's life.

When you return to the car, it magically unlocks for you...

My mind starting wandering on scenarios for the Prius, such as, what would happen if I left the house but forgot the key fob? Or, what if I parked next to a cell tower or a police station? The answer to all my musings was the same: don't shut the car off, or you're in deep... trouble.

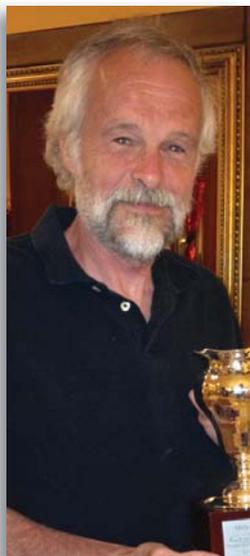
Every time I go to Stephanie's, apparently not frequently enough, I need a five-minute refresher course on her car.

It's interesting how different areas of the country are hallmarked by certain vehicles. Texas is the land of the mighty Suburban, which makes sense for all the ranchers there. Vermont is the land of the practical Subaru station wagon, as all-wheel drive and dependability in winter are important to Vermonters. But California can go any way it wants, and it's interesting that it comes down to being the land of the working class, the environmentalists, and the massively consumptive. There's not too much else. The Hispanic laborers, who are the true backbone of the wine industry, have the neatest old trucks that I love spotting.

continued on page 42

The Long and Winding Road

Bill Seymour



I'm writing this column two days after our last autocross, ending a pretty good season in which we got okay weather and at least 10 runs at every event. So, if they call this the "silly season" in Formula One, what do you call the off-season of autocross which, to many people, is a pretty silly pastime in general? As someone who participates in both autocross and Driver Ed events, I can see the attractions and drawbacks of both. I was asked by a new PCA member who was watching at our October 6th event which I preferred, and I really couldn't make much headway on an answer beyond, "Well, they're different but both are great."

I think it's easier to understand why people really love DE. You get to go fast on a racetrack and the normal 100 minutes of driving in a day is enough to make you pleasantly wiped out when the track closes. The usual excuse DE folks give for not going to autocross ("10 minutes of driving for a day of standing around?") has some truth to it, but those sentiments overlook a lot of pluses for autocross and ignore some negatives for DE (most

In addition, we will consider some other rules and changes over the winter. Please feel free to e-mail me with any suggestions...

notably the cost in terms of dollars and time commitment). My advice is to try both and then spend your time and money in the way that optimizes your total car "utils" (undergrad econ major talking there), but as Autocross Chair I am required to add these encouragements to try that driving event:

- Unlike DE, you are encouraged to treat it is a competition.
- Only \$40 a pop.
- Less chance of hurting your car autocrossing than on the ride to the event.
- Go ahead, exceed the limits of adhesion — you'll learn where they are at no cost.
- And when you do, you can practice catching the car — a good skill to have if you later go to DE.

Looking back over the autocross season, we made one big change this season and it clearly was for the better. Starting with AX#3 you had to register on-line the Wednesday before the event. To some people's surprise (not mine) there was very little pushback and, since we could pre-assign run groups and workers, we were able to start quicker and get more runs. That change will stick.

At the risk of boring everyone by making this an

"all autocross" column, I'd like to note that there is a new committee formed which will consider re-configuring the classes for next year. As Porsche has added new models with greater and greater potential, we have struggled to fit them into the existing class structure. We haven't yet seen a new 991 (911) or 981 (Boxster), but both of those may be great autocross vehicles. We also have some classes that are always almost empty, and we have the ongoing problem of our class structure matching neither NCR's, Zone 1's, nor the Parade's (PCR) structures. Believe me, this will create some debate!

In addition, we will consider some other rules and event management changes over the winter. Please feel free to e-mail me with any suggestions that you have (other than those involving subgroups, which I've heard enough about). Rest assured that we are committed to preserving the things that keep our loyalists coming:

- We are first a Porsche club and second an autocross club.
- We will keep the traditional rivals together (example: Class 3R).
- We will make sure we are welcoming to inexperienced drivers/new members both socially and technically (autocross school, instructors, helpful spirit, etc.).
- We will make the events fun.

Finally, I'd like to thank all of the participants (over 150 people attended at least one event) who made our season possible. And these key players:

- Dave Berman, who has replaced Jon Cowen as Registrar
- Steve Lefebvre (Scruffy), who designed our courses
- Tom Pelton, who has taken on the management and training of the timers
- Richard Viard for taking great pictures all season long (check out our Facebook page — pull down Autocross on the main web page — which not only has his pictures but also a lot of uploaded videos of runs)
- Steve James and Ed Moschella, who were season long worker captains
- Chris Ryan, who did everything else, just as he does every year

Bill Seymour
Activities@Porschenet.com

Around The Cones

Steve Ross



As fall turns into winter, NER's activities slow down, especially the outdoor ones, but the club still offers plenty of options for our members.

Last month the 'pylon punters' concluded their season with a five-run morning session, then a specially devised afternoon team event, followed by a nice awards presentation and dinner at the local billiards restaurant in downtown Ayer.

The weekend of the 13th and 14th held an event double header, kicking off with the always fun auction with Tom Tate as Auctioneer (fully story in this issue). The next day featured another tour to the Kittridge Estate and its newly opened restaurant for a incredible Sunday brunch, followed by a viewing of the estate including the newly opened Porsche building housing some 30-odd sports cars. (See accompanying story in this issue).

November will have a tech session with our friends at Autobahn in Peabody on the 10th, followed by a spontaneous dinner at the Panera in Westborough on the 12th of the month.

November will have a tech session with our friends at Autobahn in Peabody on the 10th

In talking with some members at the recent tour, I discovered that those who are veterans can obtain license plates with their car series on it (993, 964, 924, 944, for instance), in addition to the availability of PCA with similar numbering on vanity plates from the Mass. Registry.

Coming this month in the mail will be your annual ballot for the board of directors and a subscription form to receive the Nor'Easter. Remember they go to two different people, the ballot to the teller and the subscription to the membership people. This year we also have profiles of our new membership and secretary candidates so you will know something about them and see them in a picture.

Now to a couple of pet peeves that may upset you too. Why is it that whenever contractors or the electric/gas companies or towns dig up a portion of a road, do they do such an incredibly poor job of paving over the resulting ditch or hole, creating a roller coaster or pothole

laden road that stays that way for years?

Next, when a road is being worked on, why can't those neat billboards on the highways announce the fact miles ahead instead of when you see the police car's flashing lights? In the same vein, could the workers please aim those bright lights used on night repaving operations a tad lower so that you are not blinded for minutes after looking at them.

Have you seen any policemen actually paying attention to the traffic while overseeing a work project on the road? They are either chatting with the workers or using their cell phones. Here's the classic one. Notice how the police are out in droves with radar guns the last week of every month? And, of course, there are no quotas in towns, right? It just happens that speeding is the worse violation in the state. How about the hundreds of cars with only one headlight, missing or inoperative brake and turn signal lights or erratic drivers? Could they be observed during this last week of the month?

Anyway, that's enough complaining about the state of our roads. Have a happy and safe Thanksgiving holiday.

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Don't Lift

Stan Corbett



Last month I reported on our next-to-last DE Levent at WGI, and this month's report elsewhere in the newsletter is on our final DE event for the year, which took place at NHMS. As noted, we finished the 2012 DE season with no rain for the year! After surviving last year's hurricane at the Glen and the resulting adventures driving home, I guess the storm giants owed us one.

As many of you are aware, either from participating in our DE program or from reading this column, we tried something new this year — a DE Rebate Program. That program provided for a scaled rebate to drivers who participated in multiple NER-hosted DE events. Drivers that attended three of our five events qualified for a 5% rebate on their fees; attendees at four of five events earned a 7.5% rebate; drivers that attended all five events will be receiving a 10% rebate. First, some background numbers... a total of 307 people attended NER-hosted DE events. Of these, 194 attended one event. Many of the single event attendees were out-of-region drivers that joined

of participation by your track committee, seven track committee members qualified for rebates.

While we're on the subject of numbers... Novice Day in April saw 23 Green run group drivers. Of these drivers, 18 attended only that one event. Three attended one more event; in all cases the second event was our September NHMS DE. The remaining two attended more events and qualified for rebates (way to go!).

Finally, a quick glimpse into DE 2013. Our Watkins Glen event is confirmed for Friday – Sunday, August 23rd– 25th. I am working with management at the other tracks and hope to have CMP, LCMT and NHMS dates determined during the next few weeks. I'll keep you posted as we make progress on next year's DE schedule.

Don't Lift!
Stan

Our Watkins Glen event is confirmed for Friday – Sunday, August 23rd– 25th.

us at our 'away' events at Calabogie Motorsports Park (CMP), Le Circuit Mont-Tremblant (LCMT) and Watkins Glen International (WGI), aka "The Glen." There were 63 drivers that made two events and 50 drivers that attended three or more events and qualified for a rebate. Breaking that down a little further, 31 drivers attended three events and are receiving a 5% rebate of the fees they paid. Nine drivers attended four events and are receiving a 7.5% rebate. And, perfection, 10 drivers attended all five DE events and are receiving a 10% rebate. Thank you to all these folks. While their return on investment was certainly high on the fun and education meter, we greatly appreciate their level of participation in our DE program. Information on those folks who qualified for rebates has been turned over to the NER board and treasurer and checks should be going out soon.

More rebate trivia: of the 50 rebatees (is that even a word?), 18 did more events than last year, 19 did the same number of events as last year and 13 did fewer events than they did last year. Four drivers that qualified for rebates this year did no events last year. As evidence of the high level

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2013 Ramble Announced!!

2012 Calendar

At-A-Glance

November

4 SoBo Cars and Coffee

10 Tech Session

14 Board Meeting

December

1 NER Annual Gala

12 Board Meeting

While many of you have put your Stuttgart chariot to bed for the winter, it's not too early to set aside April 26th–28th, 2013 and make plans to join our 2013 Ramble to The Omni Mt. Washington in Bretton Woods, NH. You're always welcome in whatever you chose to drive on the Ramble, doesn't have to be a Porsche. NER's annual Ramble has long been the club's single most popular event and you don't want to miss it this year. If you've never joined an NER Ramble before, just picture being part of 135+ Porsches driving the twisty back roads of NH and ME, the way our cars were engineered to be enjoyed, preceded and followed by good food, drink and friends.

You'll have the option of arriving at the Mt. Washington anytime on Friday (at a low negotiated rate separate from the rest of the Ramble) to enjoy the activities available in and around the resort. Note that for the past several years 99% of you have arrived on Friday to begin your partying. In fact, I've gotten our rates beginning on Thursday and extending through Sunday. Check things out at <http://www.omnihotels.com/FindAHotel/BrettonWoodsMountWashington.aspx>.

Register promptly unless you're a masochist and enjoy being on waiting lists.

Full details and registration form will be in the January NOR'EASTER.

See you on the back roads,

Your Ramblemeisters,

Bruce & Joyce

Tech Session at Autobahn Performance Nov. 10th at 10AM

Come join other PCA/NER members at an informative presentation by Rich Heatherington and his staff on how your Porsche functions — what is involved in servicing and repairing it, and an overview on the various systems that make your Porsche the great car that it is.

Additionally, Rich will introduce us to his newest endeavor servicing Prius hybrids.

As always, questions from the floor will be welcome.

Coffee and donuts will be available when you arrive, in addition to lunch at the conclusion of the event.

Please RSVP to Steve Ross at slr944@aol.com.

Directions are on the Autobahn website under the "Contact" link. See <http://www.autobahnperformance.com/>.

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Tech Tactics
Zone 1 Concours/Rally
48 Hour of Watkins Glen
Zone 1 Autocross

Drivers Ed Event Info
and Registration

Watkins Glen
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2012 ANNUAL

It's time to mark your calendars for the Northeast Region's premier social event... the 2012 Annual Dinner Gala.

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

- Roast Prime Rib of Beef with Yorkshire Popover
- Broiled Salmon Fillet Laced with an Herbed Beurre Monte



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

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



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

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Board Nominee Dani Fleming and Marcus Collins

Dani Fleming and Marcus Collins will be jointly filling the role of Membership chair. They are a married couple living in Lexington. Both Dani and Marcus originally come from other countries — Dani from Australia and Marcus from Wales — but now hold U.S. citizenship and have made this country their home. Dani drives a 2009 911 C2 silver cabriolet, and Marcus drives a midnight blue 2011 Cayman S. They are relatively new members to NER, joining just over 2 years ago, and both have actively been involved in DE and autocross, participating when their schedules allow. Their 18-year-old son Sam has participated in a couple of events also, raising Dani's concern level when hearing from his DE instructor that he enjoys the throttle a little too much!

Dani has previously been a member of a Porsche club in Australia and, when she initially moved to the U.S. from Australia, a member of the Porsche club in the Potomac region in the DC area. Dani works as a realtor, based out of Lexington, but specializes in the northwest quadrant of Boston. Marcus works for Gartner Consulting as a Research Director, and also has his real estate license and works with Dani when time allows. Dani and Marcus have enjoyed meeting folks within the club and enjoy the camaraderie that exists amongst club members who get together and just enjoy their cars. Having been so warmly welcomed by so many members, when the call came out for some help with board positions, they felt compelled to volunteer.



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Board Nominee Hans Peter Schaefer

Hans Peter Schaefer was born in Germany, one hour away from the famous Nurburgring. "I have watched F1 and touring car races live since 1969 at the Nurburgring and later all over the world in Europe, North America, South America and Asia."

"Spent a lot of my youth in Berlin and after university started my career with Gillette there as well. Moved in 1988 to London for a few years and then in 1990 to Boston." I recently retired from the company after 31 years, my final task was managing the integration of the technical organization into P&G."

"I joined NER in 1993, so my 20th anniversary in the club should be in the next year. One of my goals was to have my first Porsche when I turned 40, which I did in 1992. Right after that I joined the club and started DE with Dave Maynard as my first instructor. My first track car was a 1997 Carrera and after that a 2004 GT3, which I recently sold. I still have a Panamera 4S and a Cayenne S. The next might be the new Boxster, which has really grown up into a real Porsche."

"I do not belong to any other club, but have been feeling at home at the NER and have many friends there. My wife does not participate in any car activities, however, my son has raced karts since he was 8 years old will turn 18 this fall and wants to get his Golf GTI on the track in the coming year. He can't wait."



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The Cone Punters Last Hurrah

Copy by Bill Seymour, Photos by Richare Viard

Ah, the 2012 season is but a memory now as we auto-crossers rake our leaves, roast our turkeys and wax our skis (or price out a Cayman S so we can get back on top of the Class 5S standings now that Kessel has moved to New York).

The last event was a good one — a Triple Header, in fact. The weather was nice as we set up and started our morning runs. Since the yearlong series standings were all settled except Class 6S, we elected to use our five morning runs as the last series autocross and devote the afternoon's five runs to some playtime. So the official AX#5 was pretty uneventful with the usual winners (see results nearby), save for Scruffy taking FTD from Jake for the first time this year (he beat him in the afternoon as well) and the Class 6S results. Going into it, Alan Davis looked to have Class 6S sewn up: Glenn Champagne needed to win and have Alan finish 3rd or worse. In an exceptionally close result, Alan did indeed open the door by finishing 3rd, but Glenn... well, let's just say he didn't come in first. In fact Richard Viard, a first year autocrosser who has gotten increasingly fast over the season, took the honors for this event and allowed Alan to limp in with the season victory.

The afternoon runs used a team format and ran on a slightly modified course. Teams were made up of four or five drivers and each team had a handicap based on previous event results of the team members. The winners (a case of beer as a prize) would be the team with the lowest average time, including their handicap. Each team got five runs per driver but one team member could give runs to another if they thought this would help lower the total team time. It made for a bit of a mess in staging as the predictable blocking and line cutting resulted in horn honking and lewd gestures but it was all good

clean fun. The winning team, with a handicapped time of 69.37 seconds, included Dave Berman (our esteemed Registrar), Kristin Larson, Bob Canter and Chris ("I don't really spin on purpose") Tuck. The runners up, at 69.69, were Ted Shaw, Jake Moreau, Rob MacAlpine and Bill Nerney. Teams were also allowed to name themselves — my favorite name was Team Bacon but they failed to sizzle. Also, let the record show that Team Scrappy beat Team Scumbags.

Our goal for the two separate competitions was to engage the drivers until 5:30, as that was the time the end of season party was scheduled to start at the Billiards Café (our usual watering hole). With the assistance of clever course design by Scruffy and the cooperation of the weather gods, we finished just at 5:30 and just as the heavy rain started. We had 43 autocrossers and spouses who paid for the buffet dinner and a number of "beer only" folks who didn't stay for the whole show. The highlight was chatting with our special guests (and former NER/NCR autocross pals) Sigrid and Mark Schnoerr (via Skype) who took us on a tour of their new digs in Texas. We saw the house from the outside (which appeared to be quite lavish) but got a full inside tour of garage and workshop (which have more combined square feet of space than the house). We also projected Richard Viard's photos from the season as we announced, applauded and roasted the Season Series winners (see sidebar).

See you all next year!



Smokin!

continued next page

continued from previous page



Rosmario at the wheel.



Porsche consultation continued next page

continued from previous page



Corner workers on alert.



Coin toss.



Corner working is fun!



Scruffy holds court.



Working out the corners.

continued next page

continued from previous page



Front barks get a workout.



End of season bash!
continued next page

NER AX #5 Results

Class	Pos.	#	Driver	Car Model	Total	Class	Pos.	#	Driver	Car Model	Total	
1S	1	310a	Robert Yomtov	914	83.78	7R	1	66B	Steve Ross	Boxster	77.249	
	2	46a	Francis ODay	914-6	87.17		8S	1	10a	Ed Moschella	2012 Cayman	72.594
	3	98a	Jack Goudreau	76 912E	91.55			2	997a	Justin Jaynes	997S	78.009
2S	1	58a	Neil Halbert	944 S2	74.98	3		103a	Karl Ng	2011 Boxter	78.087	
	2	2a	Adam Blauer	1994 968	76.6	4	149a	Samuel Romero	997 C4S	83.186		
	3	713a	James Trenz	93 968	82.21	5	747a	Kevin Chang	2008 911 turbo	86.254		
2R	1	44b	Joe Kraetsch	924 S	75.08	8R	1	522b	Jake Moreau	GT3 RS	68.939	
	2	69a	Georges Rouhart	968	75.35		2	707a	Charles Stromeyer	GT3RS	73.169	
	3	61a	Bill Aubin	944	76.4		3	115c	Thomas Pelton	04 GT3	74.92	
	4	44a	Lisa Roche	924 S	76.74		4	115d	Kyle Pelton	04 GT3	76.494	
3S	1	451a	Reid Van Gorder	964	76.66	5	104a	Susan Kelley	997 C2S	77.792		
	2	42a	David Berman	85 911	77.76	6	522a	William Nerney	GT3 RS	83.702		
	3	244a	Steven James	911	78.51	9	1	887a	Stephen Lefebvre	GT3RS	68.899	
	4	770a	Nick Durham	964 C4 Cab	78.88		2	75a	Mark Skala	914-6	69.715	
	5	49b	Jeff Johnson	911 Carrera	79.46		3	880a	Walter Lunsmann	2009 911	75.589	
	6	42b	Kristin Larson	85 911	80.26		4	904a	Akira Mochimaru	904 Replica	76.326	
	7	43a	Christopher DeGraci	86 911 Targa	80.36		12	1	155a	Rob MacAlpine	Miata	70.337
	8	469a	Paul Hohensee	964	83.32			2	192b	Matt Thompson	08 M3	71.886
3R	1	22a	Robert Canter	Carrera	77.05			3	240a	Jon Cowen	BMW Supercar	72.004
	2	82a	Christopher Tuck	911S	77.12			4	391a	Dan Polagruto	1995 BMW M3	75.208
	3	156a	Chris Ryan	911 Carrera	77.42	5		95a	Frederick deNapoli	1997 BMW M3	75.768	
	4	666a	George Skaubitis	RS America	82.21	6		38a	Audra Tella	Mini	76.038	
4S	1	1a	Oliver Lucier	Boxster	72.88	7		192a	Jong Shin	08 M3	77.299	
	2	777a	Gary Hebner	Boxster	79.87	8		240b	Emilie Cowen	Subaru BRZ	83.828	
	3	8a	Grant Zimmerman	03 Boxster S	80.1	9	448a	Thaddeus Herliczek	2013 WRX	83.837		
	4	208a	Barry Yomtov	Boxster	85.7	10	95b	Steve Runnacles	1997 BMW	84.291		
5S	1	20a	Bill Seymour	07 Cayman	74.41	11	998a	John Zeniewicz	2000 Audi A4	96.578		
	2	511a	Jeremy Mazzariello	Cayman	74.7	Top Time Of Day 68.899 Stephen Lefebvre						
	3	211a	Arnie VanDoren	2008 Cayman S	82.1							
	4	20b	Rosemary Driscoll	07 Cayman	85.02							
6S	1	993a	Richard Viard	993	76.22							
	2	235a	Ted Shaw	996	76.7							
	3	360a	Alan Davis	997	77.15							
	4	327a	Dara Ambrose	996	77.32							
	5	31a	Lev Tabenkin	993	78.29							
	6	230a	Brian Cooner	911	79.52							
	7	32a	Glenn Champagne	996	80.42							
	8	235b	Lesia Shaw	996	114							

Year End Championship Points (Qualifying Events: 4, dropped events: 1)

Class	Pos.	Driver	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5
1S	1	Robert Yomtov	36	36	9		9	9	9
	2	Jack Goudreau	23	23	4	9		6	4
1R	1	Tom Tate	33	33	6	9	9	9	
2S	1	Neil Halbert	36	36	9		9	9	9
2R	1	Joe Kraetsch	45	36	9	9	9	9	9
	2	Lisa Roche	25	22	6	6	6	4	3
	3	Bill Aubin	14	14		3	4	3	4
3S	1	Reid Van Gorder	36	36	9	9		9	9
	2	Steven James	26	22	4	6	6	6	4
	3	David Berman	14	14		4	3	1	6
	3	Nick Durham	14	14	0		9	2	3
	5	Kristin Larson	4	4		1	2	0	1
	7	Christopher DeGrace	3	3	1	2		0	0
3R	9	Robert Liotine	1	1	0	0	1	0	
	1	Robert Canter	40	36	9	4	9	9	9
	2	Chris Ryan	28	24	6	6	6	6	4
	3	Christopher Tuck	23	23		9	4	4	6
4S	4	George Skaubitis	12	12	3	3		3	3
	1	Oliver Lucier	45	36	9	9	9	9	9
	2	Gary Hebner	18	16	2	3	3	4	6
5S	3	Barry Yomtov	8	8	1		1	3	3
	1	Jeremy Mazzariello	27	27	6		6	9	6
	2	Bill Seymour	22	22	3	6	4		9
	3	Duncan Dana	13	13	2	4	1	6	
6S	4	Rosemary Driscoll	4	4	0	1	0		3
	1	Alan Davis	24	24	0	2	9	9	4
	2	Ted Shaw	22	22	6	6		4	6
	3	Glenn Champagne	18	18	3	9	3	3	0
8S	4	Richard Viard	15	15	2	3		1	9
	1	Ed Moschella	45	36	9	9	9	9	9
	2	Karl Ng	15	15		2	3	6	4
	3	Justin Jaynes	12	12	0	0	2	4	6
8R	4	Samuel Romero	4	4	0		0	1	3
	1	Jake Moreau	36	36	9	9	9		9
	2	Charles Stromeyer	27	23	4	4	4	9	6
	3	Susan Kelley	15	13	3	3	3	4	2
9	4	William Nerney	7	7	2	2	2		1
	1	Stephen Lefebvre	45	36	9	9	9	9	9
	2	Mark Skala	30	24	6	6	6	6	6
12	3	Akira Mochimaru	11	11	3	3		2	3
	1	Jong Shin	24	24		9	9	6	0
	2	Jon Cowen	15	15	4		4	3	4

Farm Coast Wine Tour

Copy by Steve Ross, Photos by Bill Centrino unless marked

On a beautiful early fall day, over 90 enthusiastic PCA-ers from NER and surrounding regions descended on the summer home of Kim and Janice Saal in Westport, MA. Registration, morning refreshments and delicious pastry from a local bakery energized the group, then host Kim Saal went up to the “widow’s walk” at the top of his home and took the pictures you see of the assembled Porsches with their owners waving.

They then enjoyed a lovely drive through the “Farm Coast” roads to our first stop at Sakonnet Vineyards in Little Compton, RI, where for a nominal fee participants could sample a variety of white and red wines made from grapes grown right outside.

Additionally, a very well made video explained the history of the vineyard and described the wine making process.

Many of the day’s participants adjourned to the field where their Porsches were parked and conversed with each other while admiring the array of models.

When finished, the group took off for another leisurely one-hour drive to the Coastal Vineyards in Dartmouth, MA. A rather unique entrance was arranged where we could drive between the vines of grapes and almost reach them while traveling along. Attendees had the options of learning about grape picking right in the vineyards and, of course, another tasting of the products from this relatively new facility.



Our host greets us.

The organizers provided a list of a dozen different restaurants in the area where the entrants could have lunch and then take off for home.

Special thanks to organizers Kathi and Don Plant and Roger



Gathered for information.
continued next page

continued from previous page

Slocum for securing the vineyard tasting, and the wonderful route with easy to follow instructions and a map. And thanks, of course, to the Saal's for their hospitality.



A beautiful line up.



*The house..
continued next page*

continued from previous page



View from the house.



Vineyard.



A tasting.

continued next page

continued from previous page



On the way out.



Kim up top.



*Lined up.
continued next page*

Auction at EPE

Copy by Steve Ross, Photos by Virginia Young

Almost 40 NER members filled the showroom of EPE recently for this year's auction of everything Porsche, non-Porsche, and even some completely non-car-related items.

Our auctioneer, Tom Tate, came dressed in authentic red overalls similar to those worn by the Porsche factory workers. He kicked off the usual humorous bidding with some compact tire pressure gauges, being sold by, guess who, Tom himself. They were quickly grabbed for an amazingly great price by two bidders. Then followed some really nice collectible items that our host, Jerry Pelegrino, offered. The first was an original poster publicizing the 1962 U.S. Grand Prix at Watkins Glen, complete with pictures of some of the cars competing and a list of the drivers; a who's who of that period of time. The next, another noteworthy poster, was a beautiful painting of a 356 plowing thru a snow-covered road. Both pieces drew strong bids. On came other Porsche-related maintenance items: oil and air filters, some lowering springs, a front spoiler for a 996, a dozen or so hardcover books, and official Porsche calendars, complete with the desirable coin.

A very nice 993 was offered for sale but there were no takers at this time. Our track chair had his tire trailer on the block too, but it was again a no go. Getting off the car related bent, a box of florescent bulbs was offered and they all sold; must be a shortage somewhere.

As always, Tom egged on the audience to better their bids with his usual quick wit, which raised loads of laughter from the crowd, and higher bids.

Sellers had the option of keeping the proceeds or donating the receipts to our charity Angel Flight NE, to which more than \$100 was given.

Our thanks to Jerry for his hospitality and to the many folks who attended this year's event.



Any excuse to wear the red overalls.



And a good time was had by all.

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The Last Hurrah DE

Copy by Stan Corbit, Photos by Adrienne Ross

Our final DE event for 2012 was held 11th–12th September at our 'home track' — New Hampshire Motor Speedway. The turnout was quite light, but the 60+ drivers who showed up enjoyed two days on track with good weather for the entire event. By the time the event took place there were enough instructors signed up that we were able to clear the wait list of Green and Yellow run group drivers. We hope that these less experienced drivers enjoyed the event and are looking forward to coming back next year.

Due to the low turnout we tried something new at this event. Other than our usual stalwart crews working the Tech Line and Control, we didn't have our usual work assignments at staging. Instead, we paid for an additional corner worker, Betty 'Blue Nose,' and she handled the staging assignment. This seemed to work well and, budgets allowing, we will consider doing this at future NHMS events. That reminds me: many of the Tech Line and Control workers volunteer for these assignments at multiple events during the year. They do this even though it means working every morning (in the case of the Tech Line workers) or doing multiple shifts throughout the event (for the folks working Control). Take a moment at a future event to thank your fellow drivers who do these jobs. We wouldn't be successful without them. Give them a word of thanks, a high-five, or a fist bump — whatever's in vogue these days.

The driving sessions went well both Tuesday and Wednesday. I'm getting used to the former tree house flagging station being replaced by flagger in a high lift bucket. Just an observation, but I'll bet it's going to be darned cold up in that thing if the weather's cold with rain and a strong wind — conditions that are not uncommon, say in October, when NCR holds their 'Spring is a Long Time Coming' event. (I attended said event this past Monday and Tuesday. The corner worker that gave the flag talk during the driver's meeting confirmed my observation though the adjective he used wasn't 'darned'.)

Unlike most of our multi-day DE events, we did not hold a beer-wine-soda-and-snacks social the afternoon of the first day. This event coincided with the monthly NER board meeting and, as several key DE folks have to attend the board meeting, we opted to skip the social this one event. Hope nobody minded too much and I'm sure everyone was able to find plenty of food and drink in the local area. Our usual socials will be back in 2013.

Most of the participants at this event were from NER and NCR but there were also drivers from Downeast, CVR, and Pocono regions. Almost everyone drove their favorite Porsche for the event with a smattering of other marques including BMWs, a Subaru, a Nissan and a Miata joining in the fun.

This event concluded the NER DE 2012 season. I, for one, am sorry to see it end. I enjoyed my first year as track chair very much. If you as drivers enjoyed the season as much as I did, then I would say we had a successful year.



New meaning to "over the hill".



Chase through the bowl.



Up out of the bowl.

Porsche Cup Slam Part 3 of 4

Copy & Photos by Mike Kerouac

This is the third installment of my four-part Cup Slam series. We're now moving on from B-Cup to Toby to Lindsay. Just like last month, if that sentence just confused you, then pick up the last couple of months of the NOR'EASTER, and read them from cover to cover. You'll catch up and enjoy some great reading from all of the NOR'EASTER contributors. If what I just said seems familiar to you, then you already read my last article, so just keep going. (I just received my October issue of the NOR'EASTER. Damn, I missed my deadline for the October issue. So you will now have to read the August and Sept issues for Parts 1 and 2 of the Cup Slam series, and read the October issue for pure fun.)

After starting my Cup driving experience with a water-cooled 996 and moving up to the latest technology, 997 Cup, I actually went backward and into an air-cooled 1996 993 SuperCup. "Mike, why would you do that?" you ask. Well, my answer is simply, "Because it was there." For months, I would visit EPE and see two 993 SuperCups sitting in Jerry's showroom. One was white and the other one yellow. I just loved the look and knew nothing about the drive. I asked Jerry how they handled on the track and he said, "The 993 is a wonderful car to drive." "Different than the modern platform, but still a great car." I was hooked on the looks and absolutely intrigued by Jerry's comments, but the cars were not for sale. After all, who wouldn't be

intrigued by a car that's, "wonderful to drive?" Yes, I'm serious; he used the word, "wonderful."

Then one day in early November of 2011, I was browsing through The Mart on the PCA website and I saw a very familiar looking white 993 SuperCup for sale. A quick e-mail to Jerry confirmed that it was the car in his showroom. I was reaching for my checkbook before I finished Jerry's e-mail and my wife was already in the process of banning me from Jerry's shop. By mid-November the car was ready for me to take home. I arrived at Jerry's shop with my trailer in tow. There was one more task to complete before loading her up. As I said in the previous column, I name my cars. So the 993 needed a name. As I walked around her, a few things struck me. She was a little ratty from all the racing, but she had an underlying beauty. She was also a bit skinny compared to my two other Cups. Finally, she had a hard edge to her that was hard to put a finger on. So I named her Lindsay, after Lindsay Lohan. It just seemed to fit.

I towed Lindsay home and tucked her away in my garage for the winter. I also started looking through all of the history that came with the car. As many of you may already know, the car was owned by Peter Basset. He generously gave me the Wagen Pass, old magazines and a book that all contributed to the history of the car. He also gave me hero cards from the drivers that ran the car during the Porsche SuperCup series in Germany



back in the mid '90s, as well as race results. The car actually ran at the Nurburgring on May 12, 1996. All very cool stuff. I spent hours pouring through the papers and pictures.

Needless to say, it was a long albeit snowless winter. I drove B-Cup the first weekend in November and shut down for the season. By the time March rolled around, I was looking at the weather reports daily for a two-day period of plus 50-degree weather. As luck would have it, we did get a couple of 50-degree days in mid-March. Monticello Motor Club (MMC) was gracious enough to open for the weekend. B-Cup was quickly loaded on the trailer for a quick fix on MMC's four-mile layout. But Lindsey was still tucked in the corner of my car barn. I needed to work out the winter kinks with a car I knew and trusted, temps were still very cool in the mornings and I knew warming up the tires would be a challenge; I wanted as few variables as possible. B-Cup would be my first drive of 2012.

The weather stayed great all through the spring. I continued to work on my driving in B-Cup and I was prepping myself for Toby's first run. I bet you all forgot that I didn't drive Toby until May of this year. So Lindsay sat tucked away in my garage until August. However, in between Toby's maiden voyage and my first drive in Lindsay, I did take good care of her. After she completed rehab, I gave her a good wash and then bought her some new clothes. I powder coated her wheels and I had a vinyl wrap applied by Apex Designs. Great bunch of guys. They did an awesome job of transforming Lindsay from ratty to clean, primed up and ready to go.

"Mike, it's been a page and a half already and we still don't know how wonderful Lindsay is to drive," you say. "You're right," I reply. So on to the drive. By mid-August, I was ready to give Lindsay a go. I hauled her down to MMC. This time there was no Bruce Ledoux in tow. Lindsay only had a driver's seat. For some reason there was also no pucker factor with Lindsay. Compared to B-Cup, and especially Toby, Lindsay is a very simple car. With the exception of the Motec dash installed by Peter, the car is 100% analog — gas pedal, brake, clutch, 6-speed manual shifter and not much else. I warmed her up and pulled her out onto the track. As a side note, I didn't stall her once. I finally figured out the double whap with the throttle and the clutch release. This car was already mine. I reached the first corner of my warm-up lap and started to wait for the wonderful. Hmm, we seemed to have a problem — the right-hand turns were wonderful; left-hand turns, not so much. As for the straights, the car couldn't stay straight. I knew the air-cooled P-cars were different, but this different wasn't a wonderful different. Something must have moved in the alignment during transport. I reluctantly returned to the pits and parked the car in the garage. As I was sitting on the pit wall sulking, one of the great things about motorsport happened. A crew chief from HRD walked up to me. They were there to support a 997 Cup test, but the car couldn't run. They had alignment plates in their rig if I wanted them to perform a quick and dirty fix



on my car. Well, I'm pretty sure Lindsay is okay with quick and dirty, so I said yes. By the time I finished lunch, she was ready to go.

This time the driving experience was wonderful. Eric Clapton, Wonderful Tonight or Grand Funk Railroad, Some Kind of Wonderful. The car is unique. No power steering, but super tight turn in, tons of grip and a transmission that shifted like butter. The car definitely has to be driven. The steering loads up quickly on turns and the effort required to maintain steering angle on long sweepers is significant. Like all Cup cars, Lindsay loves to rev. Crisp heel-and-toe and focused red line shifting brings the car alive. I think my two biggest surprises were the smoothness of the shifting. Lindsay actually shifts a bit smoother than B-Cup, and then there's the quality of the brakes. The brakes feel slightly better than B-Cup. Great pedal feel and very little fade. Once the car was aligned, the handling was very neutral. I kept waiting for some understeer or a little tail happy, rear-engined fun, but it never came. Just great grip

and great handling. The only downside is the horsepower. Lindsay is giving up almost 100 hp to Toby, so top speed is quite a bit slower as well as overall lap time. But considering the 10-year-plus gap in technology, Lindsay is incredibly impressive. The car is simply fun to drive. I was grinning ear to ear on every lap. An old school, air-cooled Porsche Cup car that had the same precision, shifting and braking as a modern Porsche Cup car. The engineering in a Porsche, especially an air-cooled Porsche has to be one of the most underrated achievements in automotive history. As I drive the car I can't help wonder how a 16-year-old car can still be so damn good. Hmm... wonder... wonderful. It fits.

Next month, I'll wrap up the series with a piece on my 964 Euro Cup. As of mid-October, the car still has no name and I still haven't driven her. So I have some work to do in the next 30 days. Wish me luck.



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'12 991 Carrera S Coupe GT Silver / Black

'10 Panamera Turbo Black / Black

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South of Boston (SoBo) Cars and Coffee #4

Copy & photos by Roger Slocum

Maybe it was the forecast of rain, but the fourth SoBo Coffee Group meet had just seven Porsches, which was fortunate because the parking lot at Felicia's in East Greenwich, RI was nearly full at 10:00 am.

Two new faces were PCA transfers, Heidi and Brad Bevis driving their very clean 2007 Turbo. Brad totaled his previous Porsche in a hydro-planing incident and feels more confident with his all-wheel drive Turbo. Both Heidi and Brad are on active duty; she in the Coast Guard; he in the Navy. Brad was previously on fast attack subs and currently is on shore duty in New London, CT. Rosemary and Roger Slocum, driving his 1999 C4, had much in common with Heidi and Brad because of their mutual connections with Washington State and the submarine service.

Art Bryant was our long distance winner. Driving his very original looking 1986 Cab, Art still has starting issues (some may remember Art's yellow cab from the wine tour); a gentle hand push got him running so that he could return to Waltham, MA. His aftermarket alarm system seems to be the prime suspect for causing the starting problem.

Dave Meiklem, driving his red 1986 Cab, opened the engine compartment to proudly show his efforts, resulting in a gleaming engine. During our last coffee, Dave Melchar (2005 Carrera S) had mentioned to Meiklem of the added bling factor that clean engines bring to the older Porsches.

For those always looking, Peter Grittner's pristine gray 2009 C4S is not for sale, not now or in the foreseeable future. And Walter Cronin is very happy driving his recently purchased black 2003 Boxster S, a replacement for his previous wrecked Boxster.

Optimism was strong to continue the coffees into next month. So, the last SoBo Coffee Group meet in 2012 will be held on Sunday, November 4th. Dave Melchar suggested we return to the Moose Café, 1160 Stafford Rd., Tiverton, RI, because at the Moose we had one of the largest turnouts.



Coffee talk.



Dave showing his clean engine.



Arrivals at Felicia's Coffee.

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Four Speeds and Drum Brakes - continued from page 9

charging into an exit ramp or rounding a corner at near the limit of adhesion. My kind of driving. So while steady, straight-line highway driving will eliminate the heater, an exit or two will fire it up. I don't drive the car in the winter and since the valve is \$60, I just drive a little harder in the spring and fall. Works for me.

May all your problems be so easy to solve. KTF



A selection from the 356 AX.



A selection from the 356 AX.



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My daughter claims she never even noticed them until I kept pointing them out. I've actually thought of taking pictures of them for a calendar. They are truly that unique — old, but well cared for, and nicely painted. There are also a lot of those El Caminos — remember those? Now there's a design that's questionable.

For every Prius you see, and there are plenty, you see the most amazing selection of high-end sports cars out on the road with you. When a Porsche pulls up beside me, I try to use telepathic powers to say, "I'm really one of you, you know."

All preferences aside, it is so nice to be in a car that you can travel around in all day, and the needle barely moves. We take trips to Sonoma, down to Santa Rosa, San Francisco and to Berkeley and back and rarely stop at a gas station. I believe it gets 46 miles to the gallon. I particularly like returning to U Cal Berkeley, because I did a graduate program there and have fond memories of the campus and area. My roommate still lives in California, up in the Pacific Palisades of LA. Sometimes we manage to meet up. My daughter brought me to a pizza place one night that she said I'd love, and she was right. I had gone there my first night in Berkeley with my roommate years ago. What a coincidence; there are tons of restaurants there. This time we tossed a coin on Berkeley and Sausalito. The winner was Sausalito where the America's Cup trials were being held.

Switching back to the east coast now, I was so pleased to see lighted signs recently along I-495 telling slower drivers to stay out of the left lane. It's a common sense statistic that fewer accidents occur in free-flowing traffic. People who get out and stay out in the left lane going 55 mph start what I call the highway dance. That's when the drivers who want to go 75 start doing the maneuverings needed to get by these misguided drivers. Flashing beams at them, which is considered the courteous thing to do in some locations, is an invitation here for road rage. So, you accept the traffic slowdown, or you start the dance. I've observed a complete ballet involving the two right lanes and multiple cars, which could easily have resulted in carnage. When all was said and done, the only driver left behind was the one going 55 in the left lane who was still in the left lane, back a half mile or so, completely oblivious to what just happened. How much worse it could have been, and he wasn't even on a cell phone! Wow. I think drivers should have to take a retest periodically on the MA Driver's Manual. Chapter Four, The Rules of The Road, contains 30 pages of actual rules, not mere suggestions, including the purpose of each lane and many other useful things to help us all get where we're headed to safely.

Safety is the key word, because I admit the Porsche brand helps me to get away with a lot on the road, but nothing illegal or harmful to others. I can cut into a lane at the last minute. No one salutes me; just a wave and a smile. I never have to wait long to get out into traffic. I travel at a speed limit I set for my-

self based on current conditions. The one time I was stopped I was told, "Slow it down, honey." I figured I'd endure the "honey" part if it saved me \$200. That translates into a lot of trips to Dunkin Donuts!

My flawless record remains intact.

I don't think my Audi would get the same adulation, so I'm more conservative driving that car.

And I know you're all smiling, because you know you get away with stuff, too. Admit it.

Some thoughts on being a Porsche owner: we are fortunate to have these cars. Each one of them is so unique, and it's amazing how many people have these on their wish list! For most people, it's a wish that will never have a checkmark next to it. I have discovered, by the way people react to my car, that at times it seems they'll settle for getting close to my good fortune. If my tires need air, someone often steps up and wants to do it. Same when I've had to top off the oil. I've even had offers to pump the gas at self-serve gas stations. I think they just want to touch it. And people all want to tell you a story about someone they know who has one, or the one that got away. I defer to my 'helpers,' and look appropriately thankful, even though I can do all these things easily. I'd probably be grateful for help changing a tire, but I know how to do that, too.

A long time ago, my dad taught me well.

Every year, Lucy and I take a solo trip, usually to Vermont. This time, in late September, we mixed it up by starting at the Bridge of Flowers in Shelburne Falls, MA, and did the Mohawk Trail before backtracking to Keene, NH where I had signed up for a weeklong forensic science class. Why? Why do I do anything! Then we spent some time in southern VT before starting the return trip home, which took nine hours due to stops at the Deerfield Country Store and an apple orchard and a dozen other places. It was a great trip! Then it was the end of long trips for a while, as work could no longer be put off. The short ones will have to do for now, and we are looking forward to the fall tour on Sunday. The foliage is supposed to be spectacular this year and we'll be heading right into it!

I've set aside funds for a new 911, but Lucy and I are in it for the long haul. I've been very lucky with that car, and I hope my luck continues. We've had so many good times together. I do have a large picture of an agate gray 991 hanging up where I can't miss seeing it every day. Although I can't imagine a car I'd like better than Lucy, if anything happens to her, I have the peace of mind of knowing what will take her place in the garage.

Earlier in the summer, at Nantasket Beach, I was steps away from Lucy when I saw a gentleman excitedly pulling his wife over to the car, saying with conviction, "I just want you to see what a Ferrari looks like!" (Perhaps it was the shiny red color?) I played along with it so he wouldn't be embarrassed in front of her, and then I explained to Lucy later on that being mistaken

continued page 43

for a Ferrari wasn't a bad thing...

We all have a tendency to take good things for granted. As Porsche owners, there is a certainty that at least one of our fantasies in life has been fulfilled. Perhaps we should all practice gratefulness more. Instead of thinking about what you don't have as you fall asleep, or what has disappointed you, be thankful for three things that happen each day that have brought

you joy, no matter how small. Concentrate only on those three things. I started doing this over a year ago, and it has made a huge difference in how I perceive my life.

Ah, she's into philosophy now. Time to turn back and see what Tate has to say...

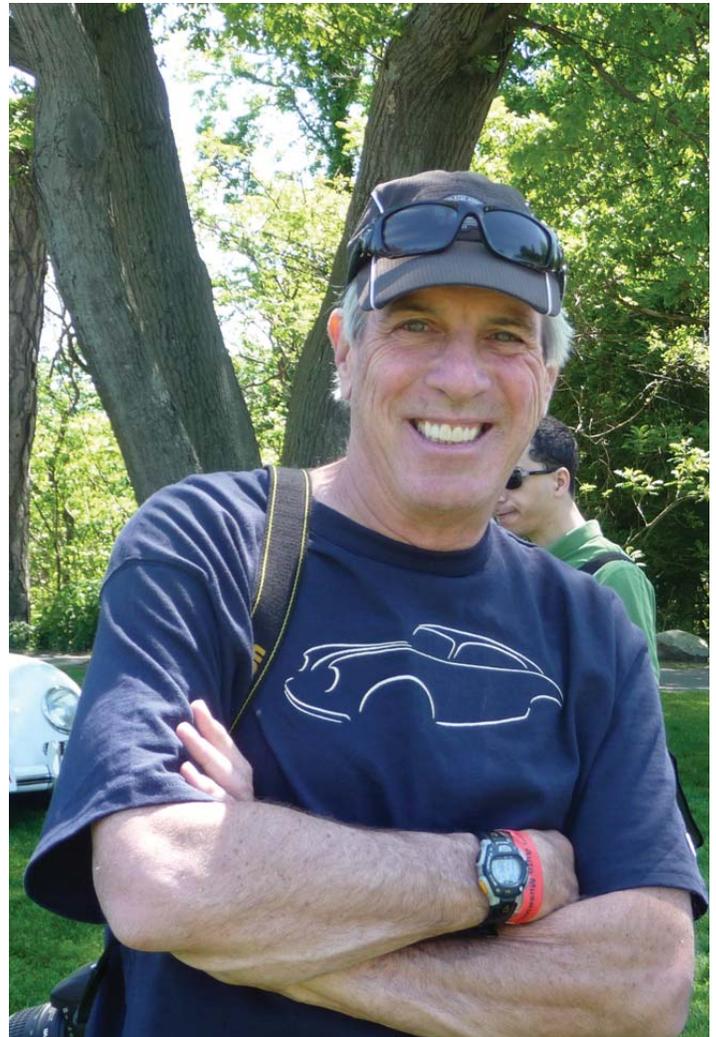
Okay, that's all for now.

Remember, get out there and enjoy your car!

EDITOR'S NOTE - Last month some photo captions got away from me in Ginny's column introducing some of our members. Those members have my sincere apologies for the error. And here they are again, presented with the appropriate captions.



Mark Shane and his 2002 C4 996



Dennis McGurk



Scott Darragh.

to "of course you're racing cars!" They've been supportive, with the occasional eye roll from my daughter, who is way more impressed that I used to manage rock bands than she is by the fact that I race.

Speaking of racing, I did that for the first time this year, too. That's another day that changed my life. There is *nothing* unrelated to my family that I want to do more than race cars. I learned that this year. My first race was in May, and I learned why it was special in October.

My job includes all sorts of interesting training; sometimes it's about racism, and oppression; sometimes about other kinds of "isms." This time, it was a session on identity.

"List five things that identify you."

Okay, been there, done that, had this training before. I know the answers. I'm white, a woman, a mother, smart, but this time there was a new one. It came to mind first actually. Racecar Driver. I put it down.

My friend Ted peeked over at my answers, also having played this game before, and nodded, smiling.

"Cross off three," the leader instructed. Off came White, Mom,

and Woman. We went around. "Why did you take those off?" she asked.

"Because no one can take those things away from me." I responded. "I am always those things."

"Take one more."

I hesitated. "Hm... I crossed off Smart. I don't care if people perceive me as smart.

Ted leaned over, my hand covered my list. It felt weird to leave the one I left, as if it was my own private truth that I was still wrestling with.

"You kept race driver I hope," Ted grinned. I looked over and smiled. "Because *that* is who you *really* are."

That was my revelation this year. That *that* is who I am. My impulsive, birthday buy of three years ago continues to amaze and teach me. Propelling me into the real me.

This year I also found this little gem. I'm going to include it here for entertainment and fun purposes. I don't know the author, but I have a copy framed on my at work office door.

Until next year. Be you!

RACING



What my friends think I do



What my mom thinks I do



What society thinks I do



What road racers think I do



What I think I do



What I really do

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'83 911SC: Factory black leather seat, excellent condition. \$500/OBO. Bob Spagnolo@aol.com, 401-855-2236 (9/12)

1990 Carrera Targa 61500 mi Grand Prix White/Gray Leather,very good condition,no leaks, recent tires, 60,000 mi service,refurbished top,updated Blaupunt,\$22,000 Bob Sandfort 774-232-1331 bobkatsand@cox.net ...Thank You Bob Sandfort member014*001 10 Annette dr.,Portsmouth RI 02871 (8/12)

All Aluminum Mission trailer, new tires, tire rack, extended Ramp to load GT3. \$4500.00. hps911@comcast.net. (8/12)

1991 Light Blue C2 Targa wide-body with 1997 993 vario-cam (11,000 miles) added in 2006; engine now has about 19K and car has 64,160 original miles; maintained routinely by local Porsche dealer; 5 speed manual; refurbished Targa top; new front brake pads; 17in Turbo-twists; Alpine radio with amp and new front speakers; A/C just charged; SS dual exhausts; have all replaced 964 parts; black leather interior in very good shape, body has a few minor nicks; always garaged and covered; Priced to sell at \$27,500. Call Mark at 978-337-3026 or email me at mark_scer-ra@yahoo.com for questions and photos. (7/12)

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Deadline for submitting ads for MARKETPLACE to the editor is no later than the 15th of each month to appear in the next issue of the magazine. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines - it's not necessary to mention every detail of your Porsche - an interested buyer will call if he/she needs more info! Ads can be emailed to: aross@porschenet.com.

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