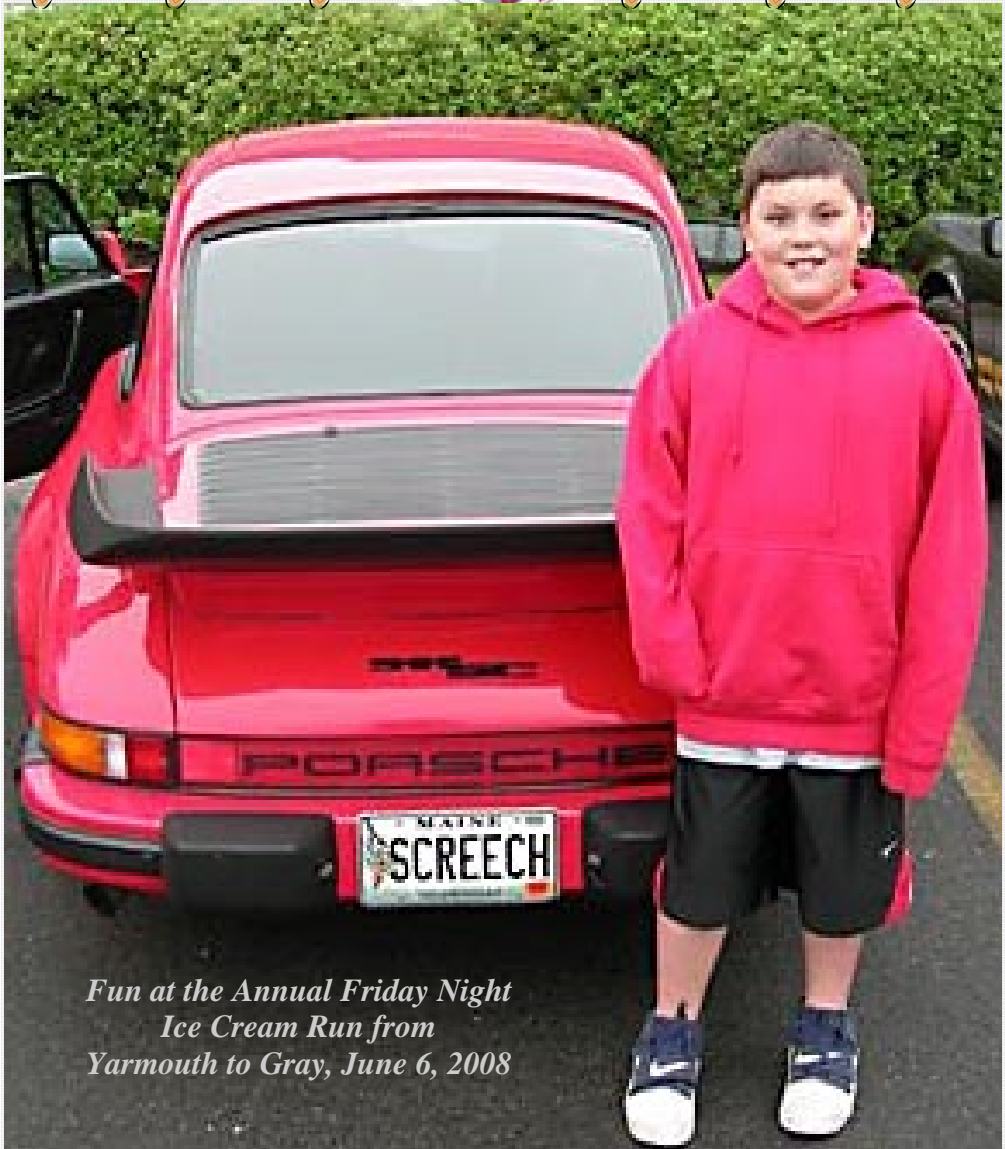


Maine Porsche News

Down East Region Porsche Club of America
SUMMER 2008



*Fun at the Annual Friday Night
Ice Cream Run from
Yarmouth to Gray, June 6, 2008*

DER/PCA PHOTO GALLERY



Beautiful and available — Down East Region member Susan Crowe of Lincolnville is offering this beautiful 1975 914 for sale. It's been in storage for several years after being completely overhauled by William Briggs of Briggs Automotive Autoworks. Seals, hoses, wires, belts, filters and mounts are new, as are the stainless exhaust, muffler, pads, rotors, shocks, tires and alloys. Mileage: 42,632. Asking \$15,000. Contact Susan at 236-2668 or scrowe@tidewater.net.

Maine Porsche News

*A newsletter and forum published by
Down East Region
Porsche Club of America*

Website: www.derpca.com



President

Jerry Giordano
80 Foreside Road
Cumberland Foreside, ME 04110
781-4904
ggiordano@maine.rr.com

Treasurer

Steve Atwell
27 Sandy Brook Lane
Yarmouth, ME 04096
846-9300
kjatwell@maine.rr.com

Safety

Don Michaud
632 Granite St.
Yarmouth, ME 04096
846-9587
der356@aol.com

Past-President

Charles (Ned) Vadakin
Rye, NH
whistler63@msn.com

Vice President

Joe Thrift
6 Sawyer St.
Scarborough, ME 04874
799-8992
jthrift@maine.rr.com

Membership

Rod Carr
47 Turtle Cove Rd.
Raymond, Me 04071
653-4133
rcarr001@maine.rr.com

Driver Education

Neal L. Weinstein
32 Saco Avenue
P.O. Box 660
Old Orchard Beach, ME 04064
weinlaw@maine.rr.com

Autocross/Track

Jerry Giordano
80 Foreside Road
Cumberland Foreside, ME 04110
ggiordano@maine.rr.com

Secretary

Bob Staab
11 Valley View Drive
Gorham, ME 04038
839-6504
rstaab1@maine.rr.com;
rstaab@fhhlc.com

Webmeister

Lincoln Avery
172 Mast Rd.
Falmouth, ME 04105
Derpca@derpca.com

Tech Chairs

Ralph Small and Paul Small
Performance Plus
19 Heath Street
Old Orchard Beach, ME 04064
883-2656 or 934-7090

Maine Porsche News

Will Lund, Editor
46 Wyoming Avenue
Portland, ME 04103-3957
878-5557
Will.Sportster@yahoo.com

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On the cover: 9 year old Kyle Russo is a 4th Grader in Scarborough and a Porsche enthusiast. Kyle enjoyed the June 6, 2008 Ice Cream Run with his dad, Jay, who owns this 1982 911SC. Performance modifications include a Carrera muffler, a K&N air filter and a Turbo Tail.

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AD RATES: Full page: \$300/year (4 issues) or \$125/issue; Half-page: \$200/year or \$100/issue; Quarter-page: \$125/year or \$75/issue; Inside cover (full page): \$350/year or \$150/issue; Back cover (half-page): \$300/year or \$150/issue. Business card ads: \$75/year. Inquire about color ads or other promotional opportunities.

EDITOR'S NOTE

—Will Lund (Will.Sportster@yahoo.com)

How to spend quality time with the family this summer, yet still drive your Porsche? Try these lines (and let us know the results!):

1) "You and the kids go ahead and tow the camper to Bar Harbor with the Suburban, Honey. I'll drive behind you in the Porsche to make certain that the trailer's brake lights are working OK."

2) "I'd really like to drive down to visit your folks in New Hampshire this weekend, but gas is very expensive. Let's just call them on the phone instead, and then go for a quick drive along the coast."

3) "The practical choice is for me to bring the 911 to the cookout. I'll heat up the hot-dog buns by jamming them between the thermostat and the throttle-body linkages."

4) "See, the fishing rods fit nicely if you take off the Targa top."

5) "Sure, our darling daughter can eat her ice-cream cone in the back seat of the 928 ... as long as she wears this 6-foot, waterproof painter's drop-cloth as a bib."



6) "The fireworks will be much easier to see in the cabriolet with the top down."

7) "You leave the dock in Falmouth and start sailing for Boothbay. I'll drive up Route 1 in the 944 and have dinner waiting for you when you arrive."

8) "I've heard there are some really great art museums near Watkins Glen."

9) "I think we should be practical with our family money. The way I look at it, once a vacation is over, it's over. A new stainless steel exhaust, on the other hand, is *forever*."

10) "I need a little time by myself at the track, to help me concentrate on making plans for our anniversary in August."

Remember: Let us know how these work out. Good luck!

PRESIDENT'S MESSAGE

“Der Porschefile”

—by Jerry Giordano (ggiordan@maine.rr.com)

Summer is here at last. This past winter seemed especially long and dreary. At least we had our monthly Porsche Club breakfasts as well as dinner social events to cheer us up when we began to worry that the cold would never end.

Now that summer is really here, let's plan to enjoy our Porsches and the companionship of other enthusiasts while the sun shines. Please check the calendar of upcoming events in this issue of *Maine Porsche News* as well as on our website for a quick overview of the Down East Region events planned during the next few months.

A few MAJOR EVENTS this summer merit special mention:

Our signature event is the fifth annual Show 'n' Shine for a Worthy Cause, on Sunday, July 27th (see the enclosed flyer) We are lucky to have the prettiest venue for a car show in Maine, Mackworth Island. Again this year we will have about 150 cars on display, ranging from antiques to hot rods, to



muscle cars, and of course, at least 30 Porsches. Each year this show raises between \$3,000 and \$4,000 for the Maine Foundation for the Deaf. The foundation helps support the Governor Baxter School for the Deaf as well as various outreach programs for deaf children such as summer camps, scholarships and special education programs for deaf children in mainstream schools.

The staff at the Baxter School is very appreciative of all the Porsche Club has done to help these children. One staff member, Ginger Brown, shared with us her story of being present at the announcement of the youngsters selected for scholarships to summer camps for the deaf. She said these special children

(Continued on next page)

Summer 2008

President's Message (Continued)

never get the chance to win anything and it was a very heart-warming experience. There wasn't a dry eye in the house. Kids, parents and staff all had tears in their eyes. Ginger wanted all of you to know how much your contribution to this event is appreciated.

Another worthy event is scheduled for Sunday, August 17th. We will participate in a multi-car-club charity cruise and show to benefit the Veterans Home at the VA Hospital in Togus. We will meet at the Topsham Fair Mall at 8:30 a.m., and then depart at 9 a.m. on a tour to Augusta and to the Togus VA Hospital. The tour "parade" will consist of many car

clubs and at several points along the route we will be given a police escort. The "Patriot Riders" veterans' motorcycle group will also escort the parade to Togus. The television news media will have cameras covering the event.

After we arrive at the park-like venue in Togus, there will be a show'n'shine-type display of cars, entertainment, and a "free" bar-b-que (just drop a donation in the jar in the chow line).

On another note, the Cumberland Motor Club has extended an invitation for DER to participate in their autocrosses at the member rate (\$20). The schedule for this summer is listed in this newsletter and on our website.



4 Moulton Street, Portland, ME
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Ed and Judi Mansing

www.rpimports.com

Letters to the Editor

To the Editor

For two years now I have helped the Porsche Club and the Falmouth Rotary, at the annual "Show and Shine" at Mackworth Island. Both the Rotary Club and the Governor Baxter School for the Deaf are certainly worthy causes.

Last year I was the "grill man" and had to chuckle at the special orders coming in for hamburgers "rare", "medium rare", or "well done." With about 20 burgers on a grill for 10, and flames shooting about one foot high, I believe the law of averages essentially took over, and everyone got "medium-charred."

I had thought that Porsche owners might be a bit more fussy in their orders, but these requests were coming from "classic" car owners, "rod"

owners, and so forth. But, all the food was eaten, and everyone seemed to have a great time at the event.

Everyone has a dream. My dream has always been to own a Porsche convertible in Europe, have a summer free, and just cruise Germany, the Alps, France, the Riviera, and Italy. Never happened! But, I did get to accomplish all that, in an MGB purchased from my Colonel commanding officer, for \$1600 with about 10,000 miles on it. So, I guess that leaves little doubt as to how long I have been around!

Anyway, the Porsche club is a wonderful organization, and perhaps one day, I will be able to buy a Porsche and join the club.

—Rep. Dave Savage
House District 112
Falmouth, ME



Robert A. Staab
Branch Manager



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Letters to the Editor (*Continued*)

To the Editor:

Hello from Stuttgart!

Greetings to President Giordano and the Board of Directors of the Down East Region. As of May 14, your region is 35 years old! As such I wanted to take the opportunity to congratulate you and your members on behalf of Porsche AG and the Club Coordination Team. Such an anniversary is quite an achievement.

Please pass Porsche's best regards on to the entire membership, and we wish you all the best in the coming years.

I hope our paths will cross at the Parade, ALMS or some other club activity later on this year.

Best regards,
Paul Gregor
for Dr. Ing. h. c. F. Porsche
Aktiengesellschaft
Porsche Club Coordination

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Letters to the Editor (*Continued*)

To the Editor:

I recently noticed that the Downeast Region of PCA has been invited to attend the Cumberland Motor Club autocross events at a reduced price. These are great events to learn how to better handle your car in emergency and unexpected circumstances on the road. For example, driving around parking lot cones is similar to avoiding kids on bicycles, or pedestrians jumping out from parked cars. The driver training that police officers receive is very similar to navigating an autocross course. An autocross is a timed event, with only one car on the course at a time.

The first thing you should realize is that you are primarily driving against your own time. Of course, you are also comparing your time to others in your class and others in other classes, but the important thing is trying to improve your own time around the course. During the morning and afternoon event, you will have at least 3 and up to 6 opportunities to drive around the course. Whenever your time decreases from one attempt to

another, you have improved your driving skills. You will learn how to brake (not break) your car without locking up the brakes and skidding, called threshold braking, and you will also learn how to accelerate around a corner without burning your rear tires (slowly) and accelerating smoothly. And you can also learn how to turn into a corner, whether it's an increasing radius or decreasing radius turn, without oversteering or understeering.

All of these exercises make you a smoother, safer, and better driver. Being smooth is more important than beating up your car and burning the tires, whether from skidding to a stop (no control) or burning tires from too much acceleration. I learned the hard way, as I started my autocross experiences by doing everything wrong, from jamming the brakes and skidding, to oversteering the car into skids, to burning the tires while accelerating. When I finally took a deep breath and drove smoothly, it felt like I was driving a lot slower, but surprisingly my times around the

Letters to the Editor (Cont.)

course dramatically improved. The skills I learned autocrossing directly translated into my being a (hopefully) safer driver on the road.

And finally, autocrossing is a great time and lots of fun. See you out there!

- Neal Weinstein
Old Orchard Beach

To the Editor:

(Dispatch from the south of France; June 11, 2008.)

Judy and I left Boston more than a week ago and flew to Munich, where we went directly to BMW Welt to pick up our new car -- a 335XI Coupe. While we were there, we had the chance to see their complete lineup of cars including the ones they don't export to the U.S. We were also able to see their Formula 1 racer. Nice wheels!!

We drove from Munich to Provence in the south of France. During our 9-hour drive, we saw multiple Ferraris, Lotuses, a Lamborghini (with whom we played tag for about 20 kms) and many, many Porsches. Most of the Porsches that we see here are newer model 911's.

It was great fun to open it up on the German Autobahn. Here in France, you need to keep it under 150 kph on the highways. Still, it's nice to drive on great roads at speeds for which these cars were designed.

- Ed Mansing, Portland

To the Editor:

Given the high price of gas, I am reminded that Porsches get exceptionally great gas mileage. And, considering the performance of our cars, the miles per gallon delivered by our cars are even more incredible. The EPA highway estimate for the Boxster is 29 MPG, the Cayman is the same. Heck, that is only 2 MPG less than a Camry or Civic, and which would you rather drive? The Carrera 2 gets 26 MPG, and the C2S gets 25 (just 1 MPG less and 30 HP more!).

So, my plan for the Summer of 2008 is to park my Suburban, drive a Boxster or my 356 C Cabriolet, get over twice the gas mileage, and have three times as much fun!

- Bill Sowles, Falmouth
Morong Falmouth

Letters continue on page 14

SPECIAL PORSCHE EVENTS

PCA Membership Station in the Porscheplatz (Porsche Owners Corral) during the American Le Mans Northeast Grand Prix at Lime Rock Park, Lakeville, Connecticut, July 11 – July 12, 2008:

There will be a PCA Membership station within the Porscheplatz for the American Le Mans Series race at Lime Rock Park, Lakeville, Connecticut on Friday, July 11 and Saturday, July 12, hosted by Porsche Cars North America and Porsche Motorsport North America with the cooperation of the International Motor Sports Association (IMSA) and the American Le Mans Series. Meet and talk with Porsche race drivers!

In addition, on Friday, for credentialed Porscheplatz participants only, IMSA will offer two supervised laps of the track to the first 150 registered Porsches.

Make sure that you arrive early (before 10 am) on Friday and Saturday to take advantage of the full array of activities provided by Porscheplatz.

The cost of the event is \$80 (for weekend race tickets and parking) or \$115 (for weekend race tickets, parking and race day lunch ticket) per person.

For information please contact George Beuselinck, 845-364-4173 or info@944ecology.com and also visit the IMSA website, www.imsaracing.net for the latest event schedule. Parking in the Porscheplatz will be for Porsches only. For ticket information, call Lime Rock Tickets at 1-800-722-3577.

23rd Annual Zone One Autocross *Sept. 20-21, 2008 Six Flags New England Agawam MA*

The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$55/person early bird-registration until 8/21/08
\$75/person after 8/21/08 or at event
Amounts are for one or two days;
Maximum 2 drivers per car per class;
Dates refer to postmark.

Host Hotel

Hilton Garden Inn Hartford North ([Hilton Garden Inn Reservations](http://HiltonGardenInnReservations))
555 Corporate Drive Windsor CT 06095
Phone: 860 688 6400
Rate: \$79/king or 2 double beds + tax
Use code PCE for Zone 1 group rate
You must book by 8/29/08 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autoxerpc@aol.com
Zone 1 Registrar: Lin Hurd
(607)-564-7517 before 9pm EST
linhurd@hughes.net

2008 - Zone 1 Autocross Registration Form - Registration Open NOW

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

Entrant: _____	Model/year: _____
Co-entrant: _____	PCR class: _____
Address: _____	Sat. Dinner: \$30/person x _____ persons = \$ _____
City/State/Zip: _____	AX Fee paid \$ _____ x _____ entrants = \$ _____
Phone (eve): _____	Total Amount Enclosed: \$ _____
E-mail: _____	
PCA Region: _____	Checks payable to: Zone 1 PCA (US Funds Only)

Mail to: Lin Hurd 151 Vankirk Rd. Newfield, NY 14867

Summer 2008

TELEPHONE
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FAX
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Neal L. Weinstein
Attorney and Counselor At Law

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2008 Calendar; June—November

Check for updates: Maine events www.derpca.com

National events www.pca.org

June 27-July 3, 2008 **PCA Parade**, Charlotte, NC. go to www.pca.org for info

June 29, 2008 **Cumberland Motor Club**—Autocross (DER Invited!) LL Bean, Casco St., Freeport, ME

July 10-11, 2008 **Zone 1 Porscheplatz ALMS**, Lime Rock Park, CT.

July 12, 2008 **Saturday DER Monthly Breakfast Social**. Join us for a 9 a.m. breakfast; location to be determined.

July 13, 2008 **Cumberland Motor Club**—Autocross (DER Invited!) Androscoggin Bank Colisee, Lewiston, ME

July 22, 2008 **Tuesday Night DER Monthly Dinner Get-Together**: Hosted by Jerry Giordano; e-mail ggiordan@maine.rr.com.

July 27, 2008 **DER Show 'N Shine Car Show**, GBSD, Mackworth Island, Falmouth

July 27, 2008 **Cumberland Motor Club**—Autocross (DER Invited!) LL Bean, Casco St. Freeport, ME

August 9, 2008 **Saturday DER Monthly Breakfast Social**. Join us for a 9 a.m. breakfast; location to be determined.

August 10, 2008 **Cumberland Motor Club**—Autocross (DER Invited!) Androscoggin Bank Colisee, Lewiston, ME

August 23-24, 2008 **Zone 1 Porscheplatz ALMS**, Mosport, Toronto, CN

August 26, 2008 **Tuesday Night DER Monthly Dinner Get-Together**: Hosted by Jerry Giordano; e-mail ggiordan@maine.rr.com.

Late August **DER Barbeque** Hosted by Rick DiFillip.

August 31, 2008 **Cumberland Motor Club**—Autocross (DER Invited!) LL Bean, Casco St., Freeport, ME

September 13, 2008 **Saturday DER Monthly Breakfast Social**. Join us for a 9 a.m. breakfast; location to be determined.

September 14, 2008 **Cumberland Motor Club**—Autocross (DER Invited!) Androscoggin Bank Colisee, Lewiston, ME

September 23, 2008 **Tuesday Night DER Monthly Dinner Get-Together**: Hosted by Jerry Giordano; e-mail ggiordan@maine.rr.com.

October 28th, 2008 **Tuesday Night DER "Oktoberfest" Dinner Get-Together**. DER will be hosting this dinner meeting at 6:30 p.m. at the Old Munich Biergarten located at 6 First St., Topsham. No reservations needed—just show up and join us.

November 8, 2008 **Saturday DER Monthly Breakfast Social**. Join us for a 9 a.m. breakfast; location to be determined.

Ted's Most Excellent Adventure

Ted Chapin
ted@gagear.com

Noontime, May 22nd, 2008. Pulled out of the driveway and headed west. Destination: Lakeville, CT, Lime Rock Park. Reason: Grand Am GT Race, and to see my buddy from Florida, David. David is working track support for Porsche Motorsport. Should be fun.

MapQuest directions in hand, all is good, no worries, at least no worries until I blow by the Mass Pike exit and drive 20 miles out of my way. No sweat, got the tunes cranking and enjoying my drive, this being my first extended trip; heat gauge at 90 degrees Celsius (194 degrees F). Engine loves running cool. Finally get on Mass Pike; make it to Springfield and open the throttle a bit to get up into triple digits. The car is hunkered down and feeling good. Hmm, where the heck is Exit 2? Krikey, Mate, have I entered the twilight zone? What's that sign say.... "Entering New York, toll booth ahead"? What

the....? Go through the booth, see a Statie ("Protect and serve").

Me: "Uh, excuse me, Officer, I was wondering...."

Statie: "YOU ARE INTERFERING IN AN ONGOING INVESTIGATION! GET OUTTA HERE!"

I drive off, somewhat relieved. I thought someone had called ahead about my driving. So I ask the toll booth lady. "Gotta go back 18 miles," she says. It is what it is.

This never happens to me. Perhaps I'm losing mental faculties with advancing age. All the more reason to get to Lakeville as quickly as possible.

Arriving at the Interlaken Hotel, 4 miles from the track. David had just gotten in; that's



good. Since he completed building my car he's not had a chance to drive it. Last time he drove it the car was fresh,



"On the fast track"

com-pletely. Now it has settled in: tires scrubbed a bit, engine broken in, brakes broken in and all the minor issues tended to. He was anxious to drive it. He dug it. Clean bill of health.

The racing was great. Nothing beats the smell of high octane fuel and the sounds of GT cars winding up. Met some interesting people and talked up my business. Cool. Filled the car up with gas to

discover that my car averages 23 mpg highway, instead of the 11 mpg around town.

The trip home was uneventful, although at 4 hours, 10 minutes, it was an hour faster than the trip down. My Valentine detector worked as advertised, and this is a good thing.

Looking forward to returning to Lime Rock for ALMS race and Porscheplatz the weekend of July 12th. Taking Jaline this time. We'll have fun. Anyone interested in going, let me know. *Okdulieber.*



Here, our intrepid club member discusses the comparative merits of Bilstein PSS9 coilovers, Sparco Evo seats and single-mass clutches with experienced speed mechanics at Lime Rock Park, CT.

Letters to the Editor (*Continued*)

To the Editor:

For about 4 years now I have been part of a group that has participated in a league at Maine Indoor Karting. Although some of us happen to be club members, this is a private undertaking and is not a club activity, since Porsche Club of America rules prohibit local clubs from sanctioning, sponsoring or organizing any carting events.

We have a 5-week schedule, and we run two eight - minute races with a 5 - lap qualifying race to determine start positions. The course is about 1100 feet long with nine turns, and a good lap time is under 21 seconds.

In the last league there were 8 or 9 of us attending each race. We have room for several more. Starting as a novice, my first drives were interesting experiences. There are several drivers attending who have years of racing and instructing experience. If you are interested they are more than willing to show you the fastest way around the track. Although I will deny this in their company, I have learned a lot from them over the years.

In the four years we have been doing this no one has gotten seriously hurt. Supposedly bumping is not allowed, but it has been known to happen. If you ask the group who is more apt to bump, everyone will be happy to point their finger at someone else.

We have both male and female participants. If you are nervous about looking bad, you should know that the newest guy last session kicked our butts bad. Anyone can win, but that is not what is important; it is just a great time.

If you are interested, I encourage you to contact me directly for more information. We will be starting the Fall league in late September. If you have any questions feel free to give me a call anytime. Oh yes: after each race there is a league meeting at Pat's Pizza in Scarborough for about an hour. We look forward to seeing some new racers in the fall.

- Bob Staab
rastaab@gmail.com

To the Editor:

It's time for all DER/PCA members to be making their summer driving plans. I use



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my 1975 911 as a daily driver, and I generally plan a week-end getaway once or twice during the summer. This summer I'm planning a trip to Lac-Mégantic, Quebec, Canada. It's located about 45 minutes from the Sugarloaf area and is reached via Route 27 thru Coburn Gore.

The drive is very interesting in that Route 27 north of Sugarloaf is narrow, winding and heavily traveled by logging trucks whose drivers appear to have no regard for the speed limit or for which side

of the road they are on. Needless to say, driving can be a white-knuckle adventure and a little intimidating, even with a car as nimble as the Porsche.

The end of the line is very rewarding as Susie and I enjoy the golf in the area along with the hospitality and quaintness of a B & B in the area.

I look forward to seeing many club members out of the roads during these summer months.

- Rick DeFilipp, Falmouth
RickMAS@aol.com

Summer 2008



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Letters to the Editor (*Continued*)

Letter to the Editor:

Based on the conditions of some newly-purchased used Porsches we've seen this spring and summer, this is a good time to remind club members about the importance of a pre-purchase inspection when buying a pre-owned Porsche, regardless of the age and mileage. The inspection should be performed by a technician who specializes in Porsche work. Generally, this inspection will cost \$100 or less, and may save many thousands of dollars in repair work and heartache.

A Porsche may look shiny and perfect on the exterior, but it may be hiding nasty secrets in the engine compartment. We've seen just about everything you can imagine - - from major oil leaks to drywall screws holding the bumpers on.

Repairs can add up quickly, so it's prudent to know what to expect when you purchase a pre-owned Porsche. Even if the needed repairs are rela-

tively minor, they may still be used as a negotiating tool with the seller.

Happy motoring!

- Amy Rees
Ayer European Auto
Surgeons, Gardiner
m34amy@yahoo.com

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The Porsche "Clash" at the Glen 2008

by Joe Thrift

The Porsche "Clash" is a 3-day Club Race organized by Zone 1, PCA. Down East Region is a part of Zone 1, which includes all the PCA regions in New England, New Jersey, New York, and Eastern Canada. The event starts on a Friday, and is preceded by two 2-day Drivers' Education (DE) events at Watkins Glen International race track in the finger lakes region of NY state. This year I registered for both DE's, and I volunteered to help work on the race for Friday.

The Niagara Region DE, held Monday and Tuesday, has

been held annually for over 20 years, starting on Monday of

Memorial Day weekend. It's a real low-key event with a relaxed atmosphere. Entry is not limited to Porsches, so in addition you see a variety of

cars from BMWs and Corvettes to Mustangs and Subarus. Monday night features a garage party with beer, wine, pizza, and wings. Everyone is there to have fun.

Wednesday's and Thursday's events were hosted by Metro NY (MNY - NY City and Long Island). Only Porsches are allowed, and the cars are generally newer and higher-powered. Since this immediately precedes the Club Race, some racers register for this event in order to hone their track-driving skills. It's a much higher energy level than

the Niagara event.

Thursday afternoon the Club Racers arrive *en masse*

and begin taking over the several acres of parking around the garages. For example, The Racers Group (TRG) brings 3 large haulers with about a



dozen factory race cars. This is a serious team: they compete in the 24-hour races at LeMans and Daytona, and have won! There are a few other teams in this category, and they all have the latest Porsche GT3 Cup cars. These cost about \$150,000, and the race engines require \$40,000 rebuilds after 25-40 hours, depending on how hard they are driven.

Of course, if you want to drive a GT3, you can simply arrange to rent it from one of these teams and fly in for the weekend. \$15,000 should cover the car, unless something breaks. Then it gets expensive. If you blow an engine, the price could increase another \$60,000. If you have disposable income in this price range, club racing is definitely a great way to "dispose" of it.

Consequently the MNY DE can include novices in high-powered race cars, real professional racers, and guys like me. I drive a 1990 928GT, so although I'm having fun driving as fast as I dare, I'm relatively slow. I get up to about 130 mph on the back straight, and although the race cars pull away from me rapidly, I appreciate that it takes them a

few turns to completely lose me in their rear view mirrors (as if they ever look)!

So Friday, the first day of the Club Race, I showed up as a volunteer. There are jobs in staging (getting the cars lined up to go on the track), tech inspection (weighing the cars and checking for any improvements that exceed what's allowed in their class), timing and scoring, and other various duties. I ended up in timing and scoring, which was great as it was inside an air-conditioned room high above the front straight grandstand (up where the NASCAR spotters stand).

It was a great view of the track, and there were about 6 of us working with the two Club Race timing stewards. The stewards all have shirts embroidered with PCA Club Racing logos and their names. It looked like a fun job, but I don't know the commitment they're obligated to make. The timing stewards had two huge cases of computer equipment, all the racers had rented transponders from them, and everything worked astonishingly well. We faxed each run session results to the garage where the drivers were waiting

for them within a few minutes after the session ended.

I don't know how many cars were involved, but there were 270 registered drivers, divided into 4 groups, roughly by horsepower to weight ratios. The lowest group had older 911s, normally aspirated 944s, and an a few 914s. These guys (and gals) were relatively low-budget operations, towing



their non-street-legal race cars to the track and working under an easy-up tent next to their rigs. In the morning, each of the four groups had two 20-minute practice sessions. In all, they covered a very wide range of finance. During the MNY DE event, I had my car in the garage next to a father-son team from Daytona running a home-built 914 with a 2.2l engine. They budget

\$2,500 per race and go to Phoenix, Texas, and a few more venues in addition to the Glen. The cost can't get much lower than that!

Afternoon I walked around to get a feel for the event. There were large trailers set up by vendors selling tires (Hoosier and Michelin) and racing supplies (including helmets, suits, shoes, oil and fuel tanks). 112

-octane race gas is available at the track for \$8.50 per gallon. All the several acres of paved parking in the infield were filled with racers. Racers had at least one or two other sup-

port people with them. I have no idea where all the people stayed, but it was a crowd.

After lunch, each group had two 20-minute qualifying sessions, where your lap time would determine your starting position for actual racing the next day. I saw people replace tires which had been new in the morning, for unused

Continued on next page

TECH CORNER — Broken motor mounts

Igor Prokopiw

Of necessity, I recently learned a great deal about Boxster motor mounts. Club members may benefit from learning the symptoms of the problem, and the fix.

I noticed my Boxster was impossible to shift from 2nd to 3rd while going at speed around corners at DE track events. I quickly learned to track-out right away to enable the shift.

After some investigation, I determined that the likely culprit was a failed engine mount. This can occur after as little as 30,000 miles. Unfortunately, because of the way the front engine mount is designed, the



Igor's broken motor mount.

only way to examine the mount is to remove the engine.

This do-it-yourself project required stands, an engine support-bar and several hours of time. Sure enough, the mount was completely torn (see accompanying photo). This contributed to the engine's movement when subjected to cornering forces. I replaced the broken unit with a solid polyurethane mount from cheeta-honline.com that fits Boxster/S models from 1996 to 2004.

If anyone wants to borrow an engine support-bar, just let me know.

The Porsche "Clash" at the Glen 2008 (Continued)

(faster) tires for qualifying. I don't know what Hoosiers cost, but the Michelin Porsche Cup tires cost about \$2,000 a set.

So what can I say about the spectacle that is PCA Club

Racing? It's a huge deal. I can understand how people get caught up in the competition. It's not professional racing - the winner only gets a certificate and "bragging rights". I left before the urge to join in became irresistible. However, if you get a chance to go to a race, you should. It's simply unbelievable.

Summer 2008

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From the Membership Chair: Provide E-Mails!

Dear Down East Members:

Have you been getting the e-mails that DER sends out? We've been using a multiname mailing list, and each time we get many reports of undeliverable messages, so we don't have correct addresses for some members. Recently, we've switched to a program provided by PCA National that automatically uses the e-mail address you provided when you became a member or renewed your membership.

With the cost of snail mail, we are using e-mail as the most efficient means of advising members of events, such as the monthly dinners (4th Tuesday of each month) and breakfasts (2nd Saturdays).

If you have not been getting

our e-mails, and want to, you should go to www.pca.org, and log in with your username and password. Once you're logged in, your personal info will appear in the top right corner of the home page. To change any item, such as e-mail or phone number, click on that item, and a change field will open for you. If you're receiving our e-mails, but don't want to, there is a choice to opt out of the system. If you move seasonally or permanently, you can change your region affiliation.

It is PCA policy to not share or use contact info for any purpose other than club business. The new e-mailer program ensures that protection.

Rod Carr, Membership Chmn.
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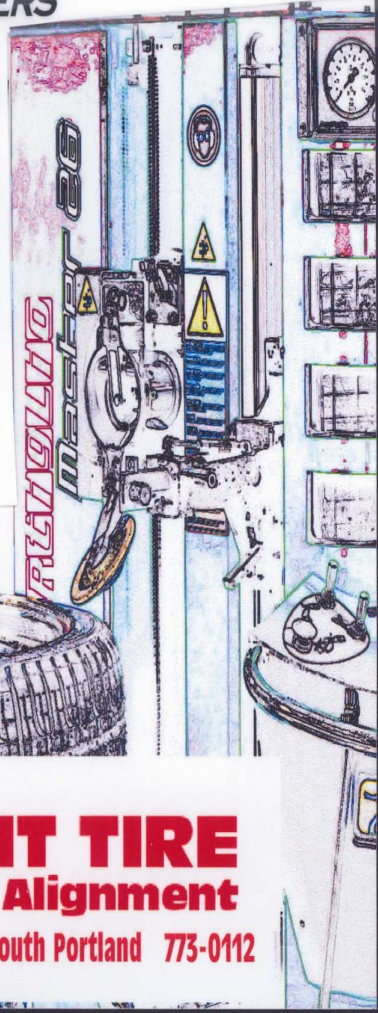
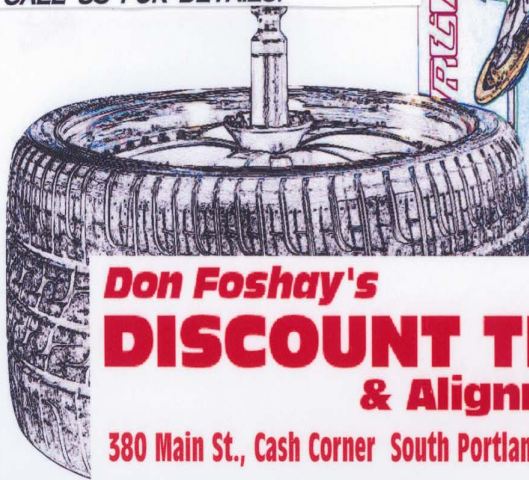
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(shown here with the Penske Racing Porsche RS Spyder (LMP2))



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