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PORSCHE



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It is spring and time to take our Porsches out for a spin.
Photo by Richard Viard

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Editor's Corner

Editor's Corner - May 2018



Passing the baton. It's one of the quintessential images that comes to mind when thinking of teamwork. No matter how fast the runner, if the teammates have a bad exchange, they won't win the race. Timing, synchronization and speed must come together seamlessly, as if there was no exchange at all.

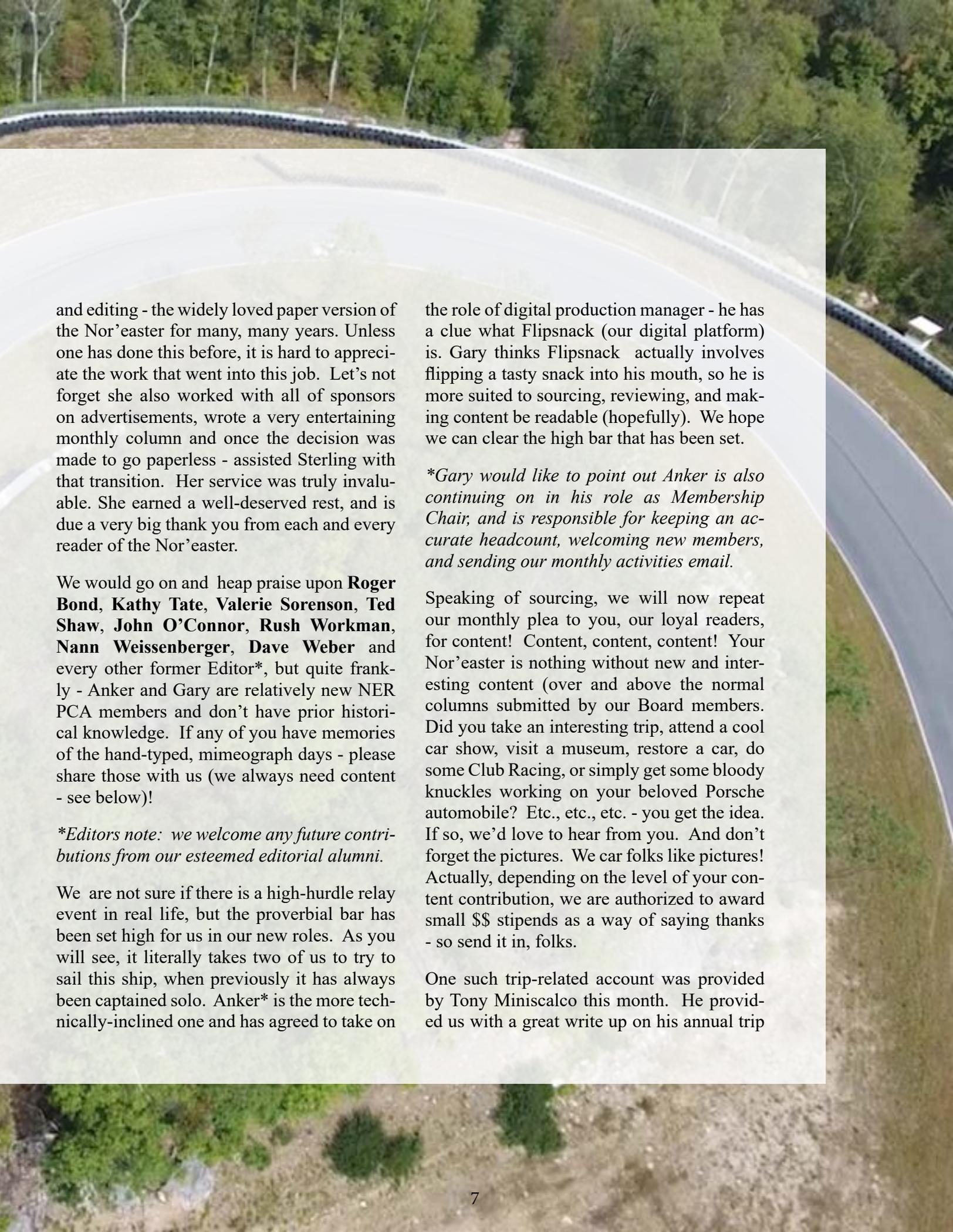
In this issue of the Nor'easter, the editorial baton is being passed. After countless hours of working on the transition from paper to digital publishing, **Sterling Vernon** is passing the baton to Anker Berg-Sonne and Gary Cooper - as co-editors. Sterling truly put everything into this effort and his blood, sweat and tears (of joy at accomplishing the transition, we hope) have truly paved the way forward and provided a blueprint for all new editors to follow. We can't thank him enough.

And, by the way - if you didn't know - Ster-

ling will continue on as part of the Communications Team by managing the NER website www.porschenet.com, and being our Social Media Chair - managing our closed (ask to join) Facebook Group, our open (public) Facebook page, and our Instagram and YouTube accounts. Sterling, who many suspect has succeeded in cloning himself, has also recently taken on the project of refreshing the PCA Zone 1 (NER is part of this zone) website. He does all this, in addition to having a day job, being a great husband and father to two children.....and managing whatever one calls this (just kidding, buddy):



Any mention of passing the Nor'easter baton would not be complete without calling attention to the yeoman's work done by Sterling's predecessor, former Editor - **Adrienne Ross**. She took on the thankless role of producing -



and editing - the widely loved paper version of the Nor'easter for many, many years. Unless one has done this before, it is hard to appreciate the work that went into this job. Let's not forget she also worked with all of sponsors on advertisements, wrote a very entertaining monthly column and once the decision was made to go paperless - assisted Sterling with that transition. Her service was truly invaluable. She earned a well-deserved rest, and is due a very big thank you from each and every reader of the Nor'easter.

We would go on and heap praise upon **Roger Bond, Kathy Tate, Valerie Sorenson, Ted Shaw, John O'Connor, Rush Workman, Nann Weissenberger, Dave Weber** and every other former Editor*, but quite frankly - Anker and Gary are relatively new NER PCA members and don't have prior historical knowledge. If any of you have memories of the hand-typed, mimeograph days - please share those with us (we always need content - see below)!

**Editors note: we welcome any future contributions from our esteemed editorial alumni.*

We are not sure if there is a high-hurdle relay event in real life, but the proverbial bar has been set high for us in our new roles. As you will see, it literally takes two of us to try to sail this ship, when previously it has always been captained solo. Anker* is the more technically-inclined one and has agreed to take on

the role of digital production manager - he has a clue what Flipsnack (our digital platform) is. Gary thinks Flipsnack actually involves flipping a tasty snack into his mouth, so he is more suited to sourcing, reviewing, and making content be readable (hopefully). We hope we can clear the high bar that has been set.

**Gary would like to point out Anker is also continuing on in his role as Membership Chair, and is responsible for keeping an accurate headcount, welcoming new members, and sending our monthly activities email.*

Speaking of sourcing, we will now repeat our monthly plea to you, our loyal readers, for content! Content, content, content! Your Nor'easter is nothing without new and interesting content (over and above the normal columns submitted by our Board members. Did you take an interesting trip, attend a cool car show, visit a museum, restore a car, do some Club Racing, or simply get some bloody knuckles working on your beloved Porsche automobile? Etc., etc., etc. - you get the idea. If so, we'd love to hear from you. And don't forget the pictures. We car folks like pictures! Actually, depending on the level of your content contribution, we are authorized to award small \$\$ stipends as a way of saying thanks - so send it in, folks.

One such trip-related account was provided by Tony Miniscalco this month. He provided us with a great write up on his annual trip

south to the 24 Hours of Sebring. Also, in this month's issue, Bill Seymour has two columns (because twice as much Bill is always a good thing) - one about his snowy trip to Albany for the annual President's meeting, and another of his usual long and winding road musings. Robert Jacobson takes a seat in his Miata project car. Tom Tate takes a look at the state of automotive technology (thankfully, that doesn't seem to include a self-driving, electric, SUV-version of the 356). Roger Slocum reports on a chilly season opening SoBo. Glenn may not have been born a Ramblin' Man, but he wants to Ramble. Anker's Boxster FUNTOY got a sibling Boxster that will be piloted by his wife. And Gary looks to go topless (cars, people, cars...sheesh).

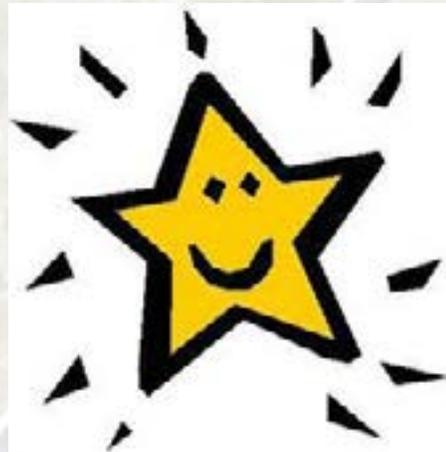
Hopefully, we've had a smooth transition and the baton has been passed. Or maybe we dropped it for this issue. But we promise will pick it up - and try our very best to get out a Nor'easter you'll enjoy reading each month - until it's our turn to pass it.

Your Communications Team,

Anker , Gary and Sterling

To our past Editors:

Sterling, Adrienne, Dave, Nann, Rush, John, Ted, Valerie, Kathy and Roger, et al. You get a gold star!



PS:

With a change in the guard comes changes in the product. The biggest change is a sea of hyperlinks. You can clink on an item in the table of contents and be taken directly to that item, all adds have hyperlinks in them that take you to the web site of the advertiser, and clicking on a board member or an activity chair initiates an email to the person.

For this initial issue we have focused on the content and Sterling's beautiful designs have been preserved. Thank you, Sterling.

As always, we appreciate hearing from the readership. Tell us what you like, what you dislike and what you miss.

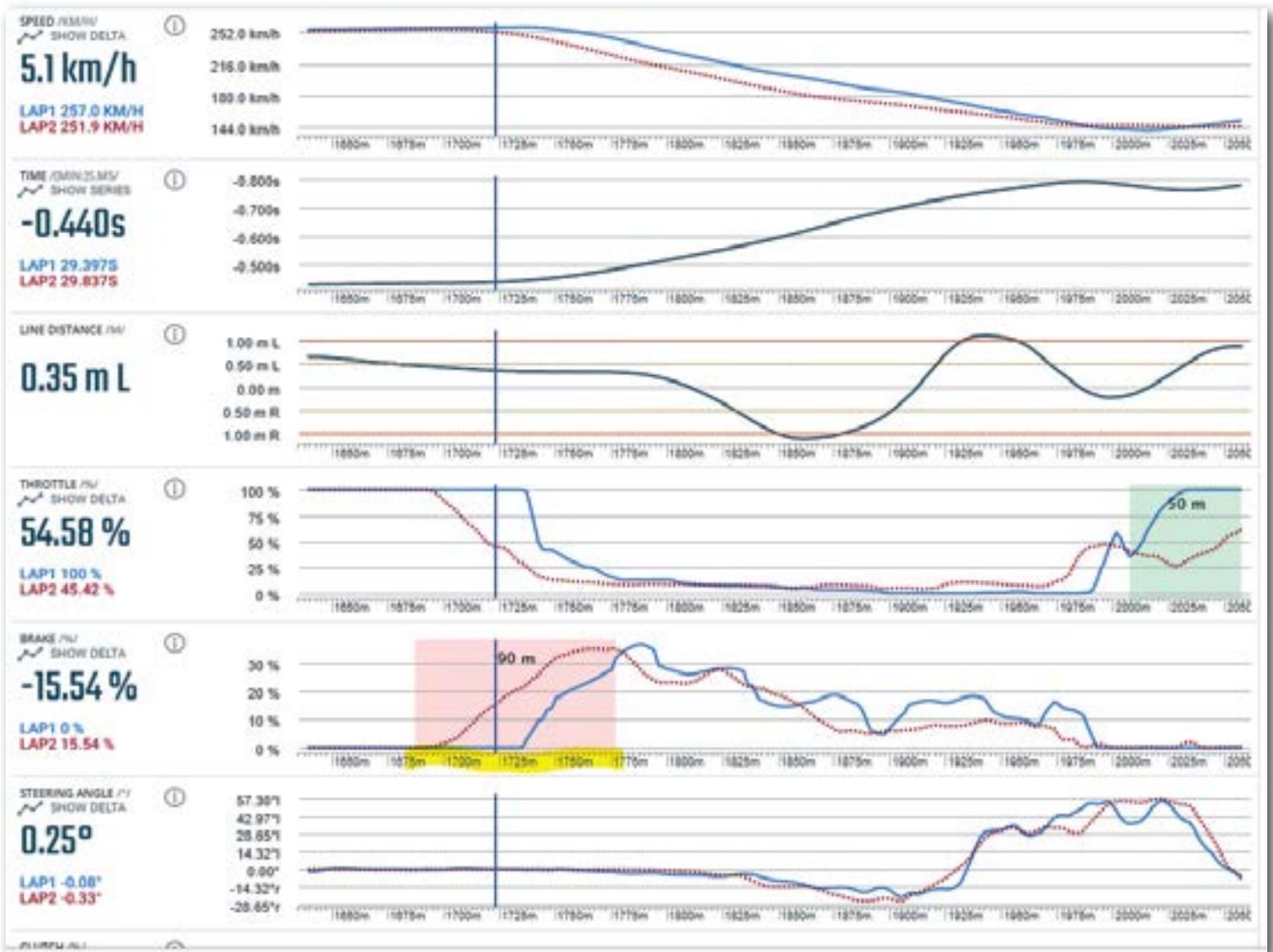
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Respect the Bumps

Tony Miniscalco

Just before the 3rd Noreaster in as many weeks, I exited a plane in sunny Florida. I have been making this yearly motorsport pilgrimage to my former home, for much longer than I've owned my Boxster. I like to refer to it as "my spring break", though we're about 150 miles south of the keg parties and pool decks of Daytona Beach; I'm here for Sebring.



The twelve hours of Sebring has been run since 1950. It is the second round in the IMSA WeatherTech Sports-car Championship. The season begins at the 24 hours of Daytona in January and goes through October, making a stop locally at Watkins Glen in June and Limerock in July.

Sebring is an old airfield, kind of like our autocross track at Devins, only bigger. It is 3.74 miles long and consists of a variety of paving surfaces, leaving the track notoriously bumpy. The lore is that the track has been left rough as a proving ground for cars going to the 24 hours of Lemans. If you survive 12 hours on the rough track at Sebring, you can survive the 24 hours of Lemans.

I got to the track 4 days before the race. Unlike other race formats, a spectator doesn't buy a seat, one buys admission. Included with your ticket to the main-event sports car race, there are several support races over the same weekend: Vintage racers, GT3 cup, Continental

series. Its 3 days of practice, testing, qualifying, and hot laps. You get an all access pass to all of the cars, corners, infield, and paddocks.

With your PCA membership card or proof of Porsche ownership, you get into the Porscheplaz tent. There you can watch the race in the shade on big screen tvs, have refreshments, listen to tech talks from drivers, owners and mechanics, sign up for raffles and much more. It's also a cars and coffee: Porsche has a car corral where, if you drive your Porsche, you can park with like-minded individuals. Everyone shines up their cars for the passersby to ogle and to look good for the single manufacturer parade laps around the historic track.

This year the Parade lap was Friday morning. The sun was barely up, the air temp was in the 50's, and the track was still dewy. Before getting on the track, the drivers are all instructed to drive at highway speeds, not to pass and respect the bumps. This is a parade lap, not qualifying! Unfortunately there is always one in the group: As the red 997 exited turn 16 onto the long back straight, the back end broke lose under heavy acceleration. The driver overcorrected and spun into the tire-wall. Everyone walked away unharmed, but there was quite a bit of damage to the driver's car and to the tire-wall. Just a reminder that things can go sideways anywhere, anytime. As a result of this poor judgement, the IMSA official let all of the drivers know that, Porsche probably won't get a parade lap at this race next year.

On to less expensive topics...

If mechanics are your thing, included with admission, you get access to the paddock where the team's mobile garages are set up. You can get a peek behind the scenes watching teams, like ants, set up their garage areas, unload cars, prepare for scrutineering, strip down the cars, and repair damage. You also get access to the grid walk where you can walk through the pits before the race and see all of your favorite Porsches and drivers getting ready for the race. If you arrive early enough on Wednesday morning, you get to watch your favorite team (Porsche) roll the cars out of the truck.

What sort of cars are racing?

There are three classes of car racing on the same track at the same time. Each class has different rules and is capable of different speeds. Porsches are not only racing Corvettes and Ford GTs for the podium; they are also dealing with strategy to pass and yield to faster and



track and look drastically different than a typical street car. These cars follow either the Daytona Prototype international (DPi) model or the classic LM P2 model.

TOP SPEED: 200 mph

CARS: Acura ARX-05 DPi, Cadillac DPi-V.R, Mazda RT24-P, Nissan DPi, Onroak Ligier JS P217, ORECA 07, Multimatic Riley MK30

T Le Mans (GTLM)



The GT Le Mans (GTLM) cars are the most elite and fastest GT cars on the track. They are based on production models and are engineered to extract the maximum performance possible. The class serves as a true proving ground for leading manufacturers.

TOP SPEED: 180

CARS: Porsche 911 RSR, BMW M8 GTE, Chevrolet Corvette C7.R, Ferrari 488 GTE, Ford GT

GT Daytona (GTD)

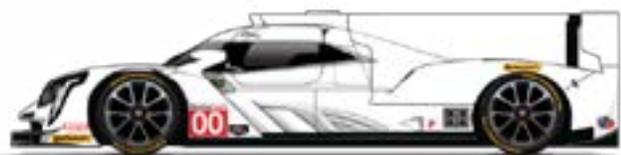


The GT Daytona cars are enhanced technology. They are also based on production model cars but do not feature the same level of aerodynamics and power as the GTLM class cars. The GTD class consists FIA GT3-spec cars and is the only Pro-Am class in the WeatherTech Championship.



slower cars in traffic.

Prototype (P)



The Prototype (P) class features the fastest and most technologically advanced cars in North America. They are specifically designed and engineered for the race

TOP SPEED: 175

CARS: Porsche 911 GT3-R, Acura NSX GT3, Aston Martin Vantage GT3, Audi R8 LMS GT3, BMW M6 GT3, Ferrari 488 GT3, Lamborghini Huracan GT3, RC F GT3, Mercedes AMG-GT3, Nissan GT3-R

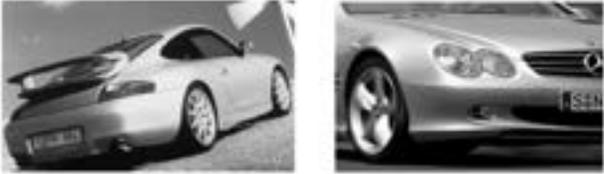
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At the end of it all, this years race was spectacular. The bumps in Turn 17 claimed 2 cars during the race: An Acura wound up on its roof and a prototype spun in the air after hitting the tire wall. The normally dominant Corvettes couldn't keep pace as one of their cars suffered from continued mechanical failures. The two Fords crashed into one another leaving the pits and were slow compared to their win at Daytona a few weeks earlier. The BMWs, Ferrari, and Porsches traded the lead several times over the 12 hour race. As darkness fell, the 911RSR's were able to fend off the rest of the field and bring home a 1st and 3rd place-in-class podium for Porsche!

People ask me why I like this race so much. The timing is perfect: The boxster has been under cover in the garage for almost 3 months, I've worn out my copy of Forza 7 for my Xbox, and I'm stir crazy from the long cold winter. After 4 days of Sebring's sunshine, sights, sounds and smells. I return home with that turbo kick I need to start another great season behind the wheel of my Porsche, with my club... if it will ever stop snowing!



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The Long & Winding Road

- Bill Seymour, NER President

I'm writing this between driving sessions one and two. Unfortunately the driving is on a John Deere lawn tractor with snowblower attachment. But we are getting closer to the real thing although I fear that I may have procrastinated too much and there will be a scramble to get ready for the driving season. But before we get to that, I'll offer a few things I've been learning in my new job as region president. The PCA Northeast Region is its own 501(c)(3) organization, separate from PCA National – you knew that. You probably also know the PCA National governance structure...

And you may know that there is a form of representative government at play: there are a total of 143 regions that group into 13 Zones (we are in Zone 1 which is the largest Zone with 20% of the approximately 80,000 primary members). Special Note: There was an attempt

ed on and the only one of note is that we approved the spending of \$200,000 to improve the pca.org website (which I think we all agree needs doing).

One other aspect of my role is that I attended the Zone 1 Presidents meeting in Albany. You can take pride that your president, unlike

a number of others, was not daunted by the March 2nd snowstorm and soldiered through the drifts (actually pretty much all rain on my drive). At that meeting we

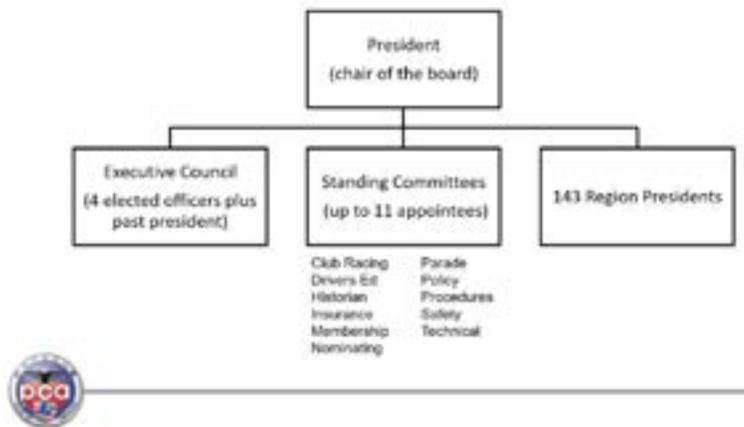
worked on plans for Zone 1 events and were presented to (via webinar) by Caren Cooper (national President), Minta Miller (national Membership) and Maggie Goodman (national Social Media). There were a few slow spots but it was generally pretty good and nice to meet folks from other regions. It was particularly interesting to hear some of the issues of the smaller regions (we get more people to our Ramble than there are members in some). The Zone events include a DE and a club race (both at Watkins Glen), a two day autocross (at Ft. Devens) and a Rally and Concours (we hosted last year, in NY for 2018). You will find information on these at the Zone 1 website. (The Zone website is currently woefully out-of-date but will be current and spiffy soon as our own Sterling Vernon is the new Zone 1

webmaster.)

So much for administration, let's get on to procrastination. The Jamaican Bakin' team ended last season with a thud as the BMW broke at Mid-Ohio after only two hours of racing. So our "over the winter" work consisted first of making sure that we had a working clutch and transmission. Our other plans were to upgrade our AIM dash to a later model, do some work on the radio system and replace a few worn bits and bobs. Not a ton of work but not insignificant. Optionally we talked about adding some aero and taking the car to Turner Motorsports to see what advice they had (about suspen-



Board of Directors



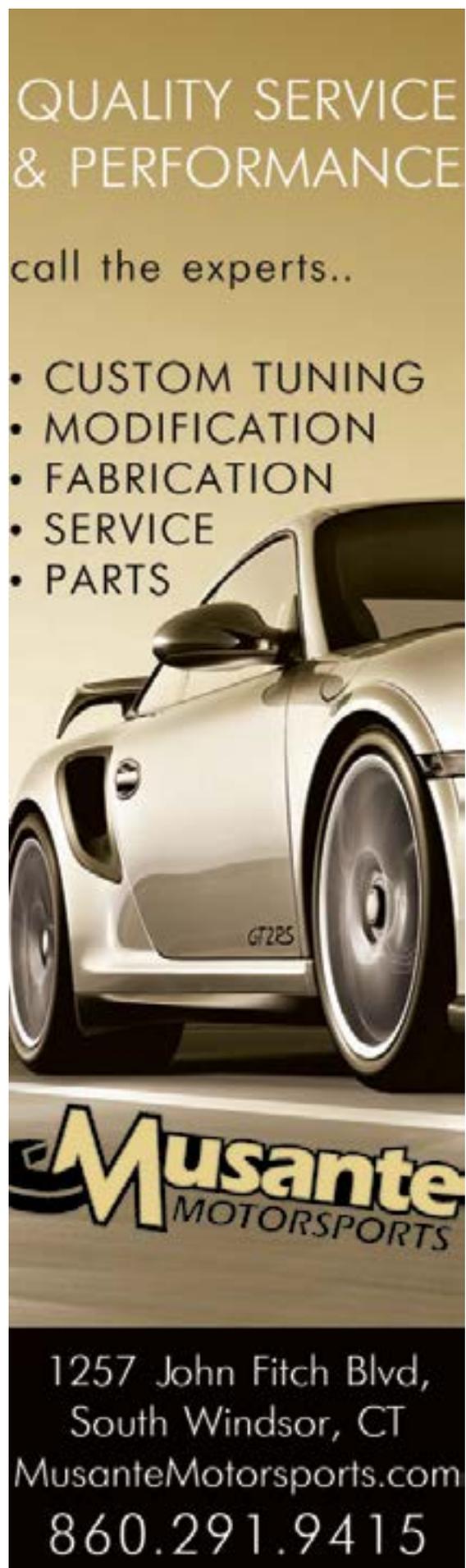
two years ago to break up Zone 1 but that failed. The Zone Reps (our rep is Mike Bryan who is from the Upper Canada region and lives near Toronto) meet twice a year at PCA headquarters to review reports from each of the Standing Committees and make decisions. What you probably didn't know (at least I didn't) is that some of those decisions (and I admit to being puzzled as to why some decisions seem to need to be approved while others do not) must be approved by Region Presidents. So I was required to participate in a rather clever telephone conference where we logged in with an identifier and voted with the phone keypad. Two items were vot-

sion and brakes). Before we got going it was remembered that we were using a borrowed differential that we had to return which meant sending another one we owned out to be re-gearred. And then we all went off to work on our other winter projects. We did meet for our annual winter dinner and picked the races we would do: the 12 hour Chumps race at Thompson and four American Endurance Racing events (Watkins Glen on 4/24, New Jersey, Summit Point and Mid-Ohio).

So now we are only 3 weeks away from a planned test day and 5 weeks away from the first race and, while I'm sure our skilled mechanics have it all under control, I fear we have cut things a little close if anything goes wrong. Example: as the worst wrencher I take on more administrative duties and when I woke up to register for the first race I discovered that there were already 90 cars signed up and no more garages available (2nd on a wait list so likely will get one). Here's my worst fear: in order to extract data which our fancy new AIM data system will process, the ECU is out of the car and **THINGS ARE BEING SOLDERED INSIDE IT!** I recall a struggle to get the thing to read the sensors and tell the spark plugs to spark when we first installed it. From my pre-historic viewpoint it's one thing to battle a balky brake line but an entirely different thing to tempt the computer fates. But I will trust my teammates and run for sandwiches while problems beyond my ken are solved.

On another front, the 914-6 track car (that I share with Dave) also is behind schedule. My faithful reader will recall that we believe this will be a beast once two significant problems are solved: shifting (914's with a later 911 engine are notorious for being difficult to shift since the linkage has to be turned around in response to the switched engine/transmission position – in our case you couldn't get the damn thing into 5th gear) and seat position (swimming around in a huge seat, knees hitting cage, steering wheel too close). So the transmission came out and was sent off for examination. This revealed parts worn enough to warrant replacement but not necessarily worn enough to explain the shifting issues. It is back in the car now but fifth and reverse are still tricky. We really won't be able to tell until we can drive the car but it may still require work on the shift linkage. As to the seating position progress is being made and we await some custom seat brackets (thanks Chip!) and some drilling/mounting/welding.

OK, now back from snowblower round two! 12 inches and mounting. But, hey, this will only make the driving season – once we finally get there - that much sweeter.



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Shared Passion

Gary Cooper, VP Communications

CABRIO-YAY!

By the time you read this, Spring will finally be here (I hope)! After 4-5 months where many of us put our beloved Porsche cars in a deep winter sleep state, it's that time where we disconnect the battery maintainers and get these wonderful machines back out into their natural habitat. For those of us with convertible tops (or cabriolet, if you prefer), this time is especially exciting. OK, I couldn't resist the call of the unseasonably warm weather of mid-February, and seized these fleeting days with a quick top-down romp!

This got me to thinking about our "rag-top" cars and

the technology that goes into them. Amazingly, almost at the same time, I received an email from our friends at the Larz Anderson Auto Museum (<https://larzanderson.org/>). You may recall reading about "the Larz" in the March Nor'easter when the theme was about auto museums. I have attended many of their "lawn" events and became a member last year. By the way, of particular interest to NER members are the following lawn events: German Car Day on June 17th, and Porsche Day on September 8th. If you've never attended these, I highly recommend it - the array of cars is fantastic and NER is very well-represented. Being a member also got me on the email list for their winter Speakers Series, and on March 29th they were bringing in speakers from the Haartz Corporation - including CEO Eric Haartz (grandson of the founder, John Carl Haartz) and V.P. Doug Haartz (Eric's cousin) - to talk about the history and development auto tops.



For those of you not familiar with Haartz, they are World's #1 supplier of automotive topping fabrics with a wide range of constructions and designs. They are also a leading producer and innovator of interior trim materials including moldable skins and artificial leather. Your Porsche Cabriolet's fabric top - along with near every other convertible on the road - is made with Haartz sourced material.

The Haartz Corporation has been around for nearly 100 years, and they are a local Massachusetts-based company. Their world HQ has been in Acton, MA since 1965. Prior to that they were in other New England locations such as Hartford, CT; Newton and Watertown, MA. They acquired their only main competitor in Germany in the 1990's and maintain that facility in Mannheim, Germany. They also have offices near the world's main automotive centers (Detroit, Tokyo, Mexico, etc.) where they work closely with auto manufacturers in auto top development.

I won't go into all of the history, but suffice it to day, Haartz has been involved in auto tops practically since the invention of the automobile in the "horseless carriage" days when tops were made from rubber and mohair. Later came the first fabric tops which were



originally made from U.S. Army tent canvas. These tops lessened the wind-buffeting affect. But upon the advent of WWI, the chemical dye solutions to color these tops became hard to come, by as they were made exclusively in Germany and could not be shipped to the U.S. During this time black and beige tops were prevalent. One of the big developments of the 1920's was the Jonarts Cleaneasy line produced by Haartz. This was a three layer material consisting of two layers of fabric, with a layer of rubber on the inside - enabling an attractive, yet fully waterproof top. This same basic design exists today!

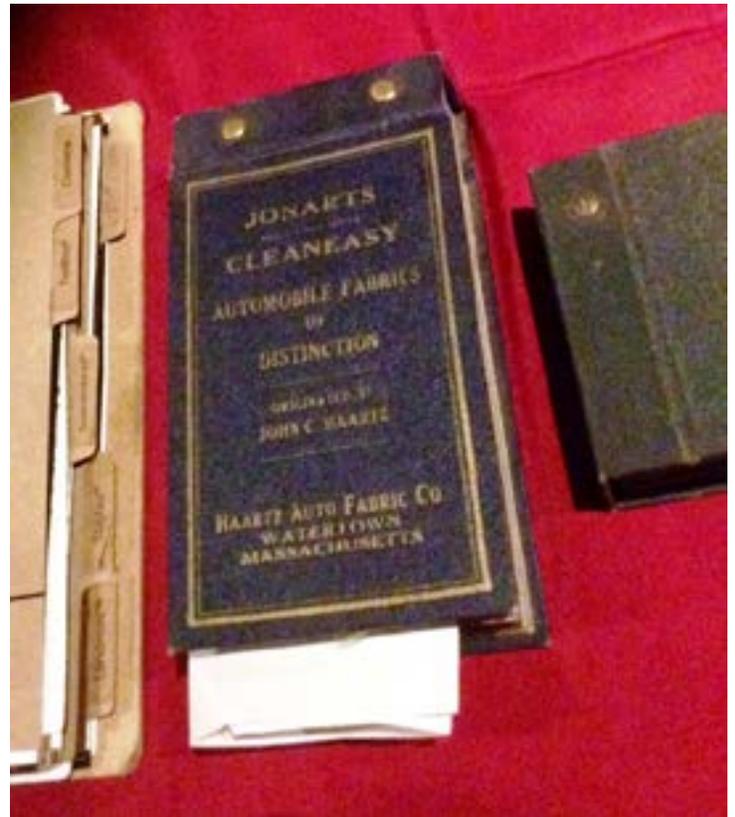
With WWII, came research that developed many new materials, including vinyl which could be produced in a wide array of colors - just in time for the amazing pastels of cars from the 1950's! By the 1970's the convertible top seemed to be on the way out. Many believe this was due to governmental safety regulations, but Eric Haartz informed us it was really due to declining consumer demand and manufacturers not wanting to invest in production runs for products that didn't sell in sufficient numbers to justify the expense. This sent a chill down the author's spine when he thought of the declining demand for manual transmissions - Save The Manual! - but, I digress. Not to worry, Haartz was in the forefront of providing vinyl compounds for the (in)

famous Landau roof styles of the era, so they made do during this lean time.

Fortunately, the 1980's saw a return to favor of the convertible top, led by Lee Iacocca's K-cars. Porsche was soon to follow with the introduction of the 1983 911SC Cabriolet (I think the first full cab in the model lineup since 1965, but you Porschefiles can verify this and correct me if I'm wrong), and it quickly started to outsell the coupe and Targa variants. The 1990's era saw the introduction of the "Z-fold" design which could be fully raised or stowed in 12 seconds, and had a lower profile that worked well with the sleek lines of the 986/996, and the generations that followed. Note: Haartz only supplies fabric materials for tops and is not involved in frame design or construction.

Haartz has several lines of solution-dyed fabric in use today. This fabric is basically the automotive equivalent of Sunbrella, which we all hear Eloit of Jordan's Furniture pitch on TV. The fabric is dyed through and through - like a carrot compared to a radish. The fabric used in our Porsche cabriolet models is from their Sonneland line and is made in Germany with solution-dyed acrylic fabric on the outside, a rubber layer on the middle, and a woven-look PET inner layer. They also produce the Twillfast and Stayfast lines - amongst others - and even a special one-off for Rolls Royce which is said to be practically crease resistant. Seeing is believing on this one.

If you want to keep your top looking clean and in good shape, Haartz recommends RaggTopp products, which is the only outside firm they partner with (they have a



joint-branded special use cleaning brush). The acrylic top material is incredibly durable, but does need regular maintenance to help repair damage done by bird droppings, tree sap, dirt, mildew, etc. After a good cleaning, you'll want to apply fabric top protectant, which will help resist further damage and make your top bead water. By the way, Haartz says you while can run your cabriolet top through most automatic car washes and they will not harm cloth top fabrics (washes with low pressure water jets and hanging cloths provide a more





gentle cleaning action - those using heavy barrel brushes could damage the top material; however) - but no self respecting Porsche owner that I know would do so! And Haartz does, in fact, does recommend hand washing.

For cabriolet owners, there is nothing better than feeling the wind in our hair (if there's any left), and hearing all the sounds of Mother Nature as we rush by while enjoying a good "twistie" route. But not only that, an open top car allows you to hear the unique and thrilling sound of your Porsche boxer engine intake and exhaust up close and personal. So put the top down, and drive 'em if you've got 'em - now's the time!



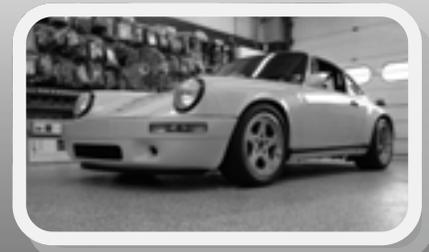
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BACK TO BASICS

Anker Berg-Sonne,
Membership Chair



Two by Two

Kirsten and I first met and became a couple 51 years ago. As with most new relationships we spent pretty much all of our spare time together. Forty nine years ago we married, and 46 years ago the kids started arriving. While the kids were young they consumed all of our time, but when they got into their teens we started having some free time that we could spend on hobbies. I started golfing, and then got into radio control model flying, and Kirsten got into dollhouse miniatures. When our youngest was 14 she got into SCUBA diving and twisted my arm to also try it. The whole family had a shared hobby, sailing, when the kids were small (a bit reluctantly as far as the kids were concerned) and for several years spent every weekend on the boat and all of our vacations were cruises.

A “problem” I have is that I can’t do anything half-heartedly, I have to try to excel, and I have found that, for me at least, there’s always room to improve, so my hobbies consumed more and more of my time. Kirsten and I still

had common interests, family and travel, so it wasn’t like we were living separate lives, but we certainly weren’t glued together.

Then the kids started in college and moved away from home and we again found ourselves with time on our hands that we could commit to our common and separate interests. With a couple of our close friends we bought a farm in Maine. Initially we considered it an investment and also planned to schedule our visits so the two couples could have the place to themselves, but we found that it was a lot more fun to go there together and play in the fields with antique and new tractors and relaxing under the huge maple in front of the farm house.

Then grand-kids started arriving and now we had the opposite problem, not enough time to do everything we used to do, so our farm visits happened less and less frequently. Sailing had been abandoned several years before (we still have a 35 foot sailboat sitting in the front yard - if you want it, its free for the taking) which makes it easy to find our house. SCUBA diving was abandoned after several friends and my brother died in freak accidents. Don’t SCUBA dive unless you are passionate about it.

And then retirement came along as well as some of the grand-kids reaching the stage where grandparents aren’t cool any more. Kirsten started volunteering at the Stow Council on Aging, and I still had more than enough hobbies, so keeping ourselves active hasn’t been a problem. Travel is still big and we have been spending up to four months a year away from home. Recent trips have been to South Africa, where I was born 70 years ago, Peru, US National Parks and our annual family visits to Denmark.



But we started to feel that it would be great if we could find a common interest that we could pursue when we were at home, and that's when we stumbled across Porsches two years ago. Our first Porsche is a 2004 Boxster S that we were lucky to purchase when we were about to make the mistake of buying a tired 2001 S from a local used car dealership. When we test drove the (almost) mistake we immediately fell in love with the brand and model and haven't looked back. Even before we took ownership of it we joined the PCA and somehow were assigned to a region in southern California, a bit far to drive to events. A quick call to National fixed that and we were transferred to NER. We take frequent drives in our local area on a whim when the weather looks good for a top down drive, and we have participated in a ton of NER social events. I had to try DE and have become hooked on AX. Last year we decided to finally take a vacation in the Maritime Provinces of Canada, and of course the trip was done in the Boxster. No ferry ride, we drove all the way up there and back, all 5000 miles. The only hiccup was a check engine light up in the wilds of Nova Scotia. Fortunately I always have a code reader with me and it turned out to be a bad post cat O2 sensor, so we could safely continue. The bottom line is that we have found the magic shared interest that we can enjoy together.

We have now become hooked to the extent that we purchased another Boxster, a 2002 Base, from another NER member. Even though we share both cars it is becoming apparent that they are going to be his and hers to a great extent. The original S his, and the later addition hers.



By the Numbers

Primary members: 1882

Affiliate members: 1015

Total members: 2897

MY 911SC
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VIP's - Very Important Porscheophiles

New members as of May 1, 2018

Corey Amirault, Lynnfield, MA, 2014 911 Carrera 4S
Peter Annese, Lincoln, RI, 2001 911 Carrera
Svein H Bakke, Trogstad, Norway, 1983 911 SC Targa Grand Prix
Hether Cahill,, Brookline, MA, 2018 Macan
Alexander Clark, Norwell, MA, 2018 911 Targa 4 GTS
Robert Curran, East Greenwich, RI, 2001 911 Carrera 4
Frank Davies, Pepperell, MA, 2016 Cayenne S
Charlie Dodge, South Chatham, MA, 1969 911T
Daniel Donegan, Topsfield, MA, 1986 944
Philip Flaherty, Scituate, MA, 1983 944
Ariel Garcia, Boston, MA, 2018 911 Targa 4 GTS
Richard Gregory, Lincoln, MA, 2003 911 Carrera 4S
Khaled Instrum, Granby, MA, 1985 911 Carrera Cabriolet
Dennis Irish, Eastham, MA, 2016 Cayman S
Richard Jagolta, Salem, MA, 2017 718 Boxster S
Anil Jina, Carlisle, MA, 2007 911 Turbo
Tom Kearns, Concord, MA, 2015 Macan S
Charles Law, Somerville, MA, 1985 911 Carrera
Bailey Long, North Attleboro, MA, 2016 911 Carrera GTS
Paul McCarthy, Randolph, MA, 1983 944
James Menard,, Plymouth, MA, 2006 911 Carrera 4 Cabriolet GT
James Mendonca, Lincoln , RI, 2013 Boxster
David Newman, Woburn, MA, 2007 911 Carrera Cabriolet
Richard Nieboer, Taunton, MA, 2016 911 Carrera 4
Daniel Orr, Duxbury, MA, 2014 Boxster S
Jeff Packman, Weston, MA, 2018 Panamera 4 Sport Turismo
Alex Palfrey, Duxbury, MA, 2018 Macan GTS
Max Poritzky, Waban, MA, 1974 914 1.8
Russell Puerini, Middletown , RI, 1969 912 Targa
Vincent Smith, Rockland, MA, 2007 Cayman S
Rob Veneziano, Marlborough, MA, 2007 911 Carrera S
Lei Wang, Cambridge, MA, 2018 Panamera Turbo

49 Years

Rudy Boentgen
Joanna Boentgen

40 Years

David Maynard
Edith Thomas

Anniversaries

**30 Years**

Robert Cohen
David Cohen

25 Years

Jonathan Kelly
Stephen Kelly

20 Years

Steve Artick
Diane Artick
Norm Gile
Ronald Gwozdz
Carol Gwozdz
Dave Husack
Rebecca Husack
Robert Lepofsky

15 Years

P. Scott Fabyan
Wesley Fabyan
Patrick Harris
Judith Harris
Lawrence Hotes
Wyatt Stevens
Giselle Stevens
Kirk Stingle
Susan Manocchia

10 Years

Scott Allen
Greg D'Abate
Kathy D'Abate
Lawrence Neal
Roger Slokum
Rosemary Slokum
David Stewart
Richard Tuck
Zachary Tuck

5 Years

Mark Alzapiedi
Laura Alzapiedi
Erik Hjortshoj
Jim Lentini
Holger Olsen
Armin Erbsland
David Oulette
Jenella Porter
Gordon Owades
Stephen Vey
Deborah Vey
Bob Winters
Rhonda Winters
John Woodward
Margie Woodward

THE SLIPPERY SLOPE

By Robert Jacobsen, Treasurer



Even though winter fought desperately to hold on by dropping over 40 inches of snow during March at my house and forcing me to use my snowblower three more times, I finally felt safe enough to summer-ize it and put the shovels away. Turning my attention from clearing my driveway and to the Miata, I finally had some time to get it inspected (it passed!) and to drive it around a bit. My first impression is that it is small. My second impression is that it is really small. Driving around I feel like I am looking up not only at SUV's and pick-up trucks, but sedans, coupes, bicyclists, elementary students waiting for the school bus... You get the picture. Other impressions are that it turns quick, but accelerates slow. The blind spots created by the hardtop are surprising significant and the Koni shocks are pretty jarring when turned to full stiff. As a whole the car is a bit boring on public roads where you can't really flog it, but I think that will change when run on the track and auto-x.

With the driver seat out of the car, I installed the new seat mount and started to experiment with positioning the new aluminum seat. The seat will need to be drilled for the mounting bolts so getting this right the first time is important. Remember the old adage "measure twice, cut once"? This was more like measure ten times, double check once more and then drill. Seat position is critical as ideally you want to be able to easily operate all of the car's controls (whether hands or feet) without stretching or putting undue stress on your body. You will already be experiencing enough stress due to the various accelerative forces at play at the track and an improperly positioned seat can sometimes make matters worse. Watch Patrick Long go through his seat set up in the 911R in a video here:

Now there are many light years between a 911R and a 1995 Miata, but there are still the basic principles to which we should adhere. I also only have one variable at play in the Miata which is the seat location. The steering wheel is not adjustable. I put painters tape on the new seat mounts and then set the seat roughly in place. While sitting in the seat I began to nudge it around until I hit what I believed would be the optimal location. Without getting out, the painters tape was marked up, measurements taken, retaken, checked, double checked and then the mounting holes drilled. The seat was then mounted and the seat cover installed. I have not made the trek back out to HMS to purchase the other seat and harnesses so the passenger seat is on hold for now.

Turning to the rollbar, I did purchase a bar that fit underneath the factory soft top and hard top, but ended up removing the soft top. Reason #1: it is a weight savings. Reason #2: the rollbar came with no installation instructions. So, I just began removing trim, carpeting and anything else that appeared to be in the way and eventually decided the soft top was in the way so, out it came. With everything aft of the seats down to the bare chassis, I set the bar in place in an attempt to figure out how exactly it mounted. I was about 95% sure I had it figured out, but knowing this is something being installed to save my life in the event of a bad situation, I wanted to be 100% certain. I was able to find some videos online which confirmed my thoughts and so I proceeded. This part ended up being more involved than anticipated as what was called a "bolt in bar" still required some cutting away of sheet metal in the rear deck area of the car.

After cutting back the metal where necessary, I was able to set the bar in place, drill holes through the chassis and then mount using the supplied hardware and back-plates. I am quite happy with the finished result and the total weight difference is +55lbs for the rollbar,-12lbs from trim, carpeting and miscellaneous hardware that



was removed, -48lbs for the softtop for a net of -51lbs. This combined with the net change from both front seats (66lbs down to about 42lbs) and I am now at a net weight difference of -29lbs for the car as a whole.

All that is left for the initial part of this project is the passenger seat and harnesses and signing up for events. My schedule is not going to allow me to make it to a DE event until the September event at Palmer and then the October event that NCR is putting on at NHMS. I will be making it to at least the July, Sep-



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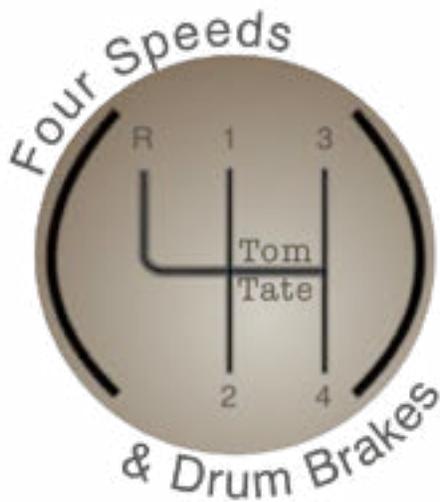
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The Shape of Things to Come

The title above was the marketing logo in the mid '70's when the Brits presented the TR7 to the world. The wedge shape was a real departure of design in the world of sports cars at the time. Porsche was ten years into 911 production and that has continued to this day while the BMC offering was gone after only six years. Auto manufactures are always striving for the next 'timeless design' and we all are looking at the current offerings wondering where the market is going. A few recent articles present a peek at the years ahead:



According to the Wall Street Journal, figures indicate that as a country we are moving away from cars. Everyone knows that the bulk of automakers profits come from trucks and SUV's and the sales numbers show that the driving public support that. In 2012 51% of vehicles sold were sedans, coupes and other car categories (count sports cars in this group). Last year that number had dropped to 37%. That has caused the big three to take a new look at their product lineup and begin to make some adjustments. The smallest cars present the smallest profit so they will be the first to go.

Fiat Chrysler took the first step when it stopped production several years ago of the Dodge Dart and Chrysler 200. The money they saved went into increased

production for the highly successful Jeep and pickup lines. That business model change has caused them to also indicate that it might be considering an end to larger cars like the Dodge Charger and Chrysler 300.

GM has pulled the plug on their Sonic small car offering, a car that went on sale in 2011 and was a hit until last year when sales dropped 70%. That was a real disappointment as the Sonic was well received because of options not typically found on small cars like heated seats and power everything standard. The company sees the shift to SUV's and trucks as "largely permanent" and are adjusting their lineup accordingly.

Ford, the pickup king, is also making big changes. A Fiesta chassis is now used as the base for their new EcoSport, a small crossover SUV with a starting price of \$20k or \$6k more than the sedan. With the truck profits hard to ignore the production of full size sedans is being scaled back.

Of course the real concern is the rising interest in electric cars. A change to electric transportation in the US would certainly change everything about the enthusiasts market. That interest has not presented enough buyers to make that segment profitable, at least not yet. The offerings from Tesla are directed at the upper end of the market but their last full fiscal year, 2016, saw only 75,000 units delivered. The last quarter saw 25,000 sold but even that pales in comparison to the 17 million vehicles sold here in 2017. They have .2% of the market and lost almost \$2 billion doing it. Ford sells more trucks in 2 weeks than Tesla sells in 3 months. It doesn't look like electric cars are taking over that market any time soon.

Speaking of auto markets, it should be mentioned that 28.8 million cars were sold in China in 2017. Cars imported from the US totaled 3 million or just under 11% of new car sales. No wonder US manufactures are doing everything they can to get into that market with Buick having the most success delivering just over 415k units.

While driving ranges have expanded in recent years there still are not enough charging stations on US highways to make a cross country road trip a good idea. Certainly the technology will continue to develop and the day may come that a single car in the garage can be electric.

The WSJ points to another big shift in the auto mar-

ket, the way that cars are sold. The internet has made car prices more transparent and large national sellers like CarMax and AutoNation are absorbing the small to midsize dealers. According to an article, margins have declined from 4.7% in 2009 to today's 2.5% and economy of scale needed have prompted approximately 200 dealerships to change hands in 2017.

Porsche doesn't seem fazed by the changing tides in the auto industry as they are the most profitable manufacturer on a per vehicle basis. They continue to take part in the changing tastes of the car buying public and their lineup sells 3 SUV's for every sports car. 2017 was a record year with 55,420 vehicles delivered. They are also going full speed ahead developing an electric car so we can continue to stay in the fold.



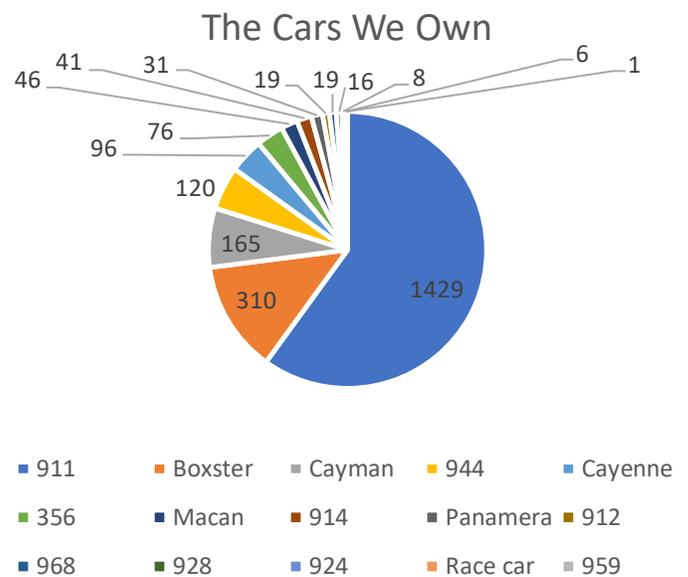
Another huge change on the automotive horizon is the entire issue of self-driving cars. I can't believe that anyone reading this column would be a candidate for a car with no steering wheel or gas pedal but that may be an option when the kids finally take our driver's license away.

So what does the future hold? Nobody knows but it will certainly be different than it has been in the past. All the numbers above sure make a car with four speeds and drum brakes look ancient. In the meantime, get those toys out of the garage this spring and summer and put some miles on them. We just don't know how much time we have left.

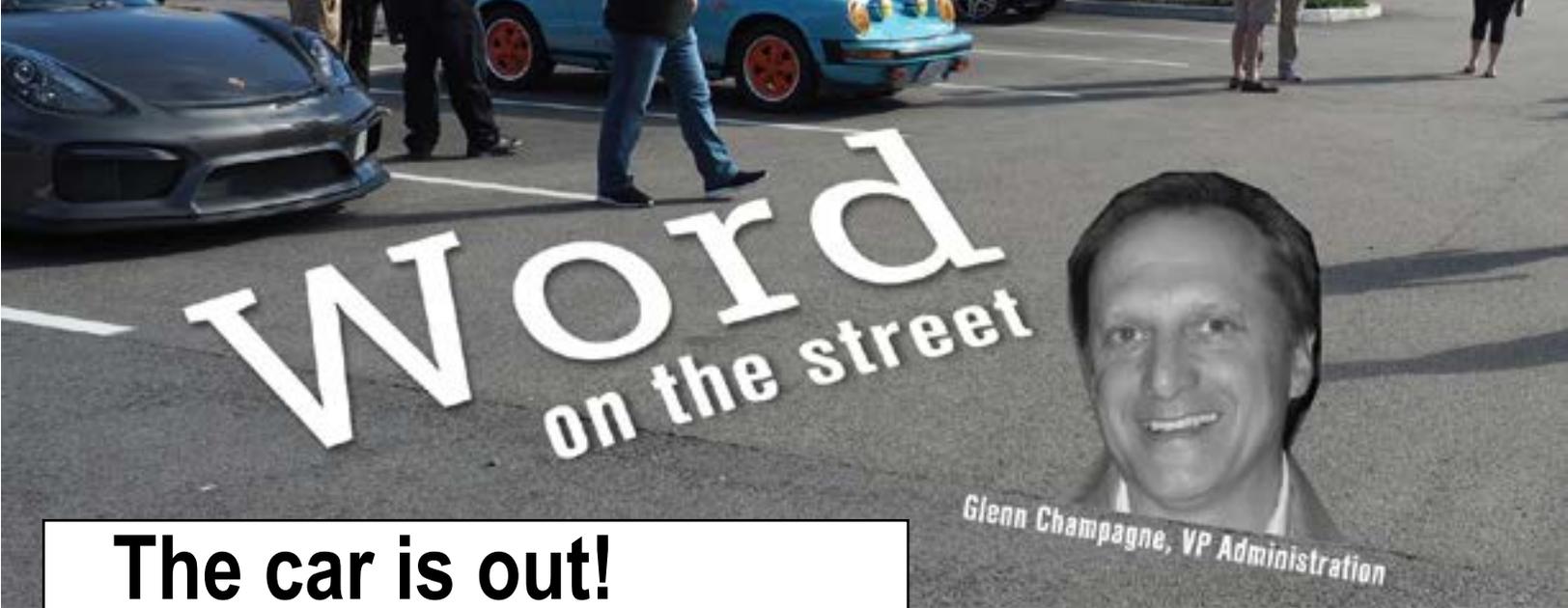
KTF



NER Factoids



The pie chart shows the numbers and relative proportions of Porsche models registered with the PCA by NER members.



Glenn Champagne, VP Administration

The car is out!

“By now, it should be warm and our cars out of hibernation. This was written in the early morning on first day of Spring when the outside temperature was 33 degrees.”

That was last month’s opening sentence. Here we are a month later, and it was 38 degrees this morning. Wrong again Glenn. Well partially wrong. It’s still near freezing, but the car is officially out. Next week is the Ramble and it needs to be ready. I’ll have it on the road every day this week, including an oil change day. The RE-71Rs look good and ready to start another season.

I love the Ramble. And it appears that 170 others do as well. We’ve already made our dinner plans for Friday night and for the first time in our 14 years of rambling, we are staying over on Sunday coming back sometime on Monday. It’s amazing how this event has evolved over the years. What started as a one day, meet in the morning, drive the course, go home at the end of day, has grown to be a Thursday through Sunday, or Friday through Monday long weekend. And its popularity grows each year. The last number I heard was 171 cars and 334 attendees. According to the Mike Bryan, PCA Zone 1 rep, no other region is doing anything like this. Not a one.

What has made this event so popular? Is it the cars? The venues? The people? Some combination of the three or all of them? It’s all three. I don’t think there’s anything I can say about the Porsche driving experience that hasn’t been said. Whether it’s the Stow Mountain Lodge, Mt. Washington, Lake George, Cooperstown, The Mountain View Grand, The Balsams, or The Equinox, the venues are beautiful destinations spots very appropriate for the Porsche ilk.

And of course, the people. If it wasn’t for the people, I could easily do something else.

As soon as Betty and I arrive we try to check in as soon as possible, but it’s rarely accomplished. We always see friends in the lobby which turn into hugs and quick catchups, then we see another set of friends and so repeats the process. Eventually we get checked in, go up to the room, get settled, and go back down stairs and meet up with everyone for happy hour. Then go back to the room, get ready for dinner, gather with our dinner mates, have dinner, and return to the scene of happy hour.

When the morning comes - some years too quickly and even quicker when we are working early morning registration – again we catch up with other friends, eat breakfast, listen intently to Dennis’s presentation, and off we go. Seven hours later we return to the hotel, shower, join others at happy hour and then transition to dinner, followed by more socializing at the hotel lounge. (quite packed at The Equinox last year as I remember!).

Back in March, we held our annual Newcomers meeting at our good partners, Porsche of Norwell. We had 77 attendees, possibly our largest newcomers meeting ever. A good combination of brand new members with their first ever Porsche and members interested in getting involved. As of this writing, we have 40 people registered for our 1st Tech session of the season at Porsche of Warwick.

More and more members are participating in NER events than ever before. It IS about the people.



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Minutes of the Board

(Written with Adam Schwartz, filling in as secretary)

Kristin hosted the April 11th board meeting. Board members in attendance were:

Bill Seymour - President

Glenn Champagne - VP Administration

Adam Schwartz - VP Driving Events (and acting Secretary)

Gary Cooper - VP Communications

Robert Jacobsen - Treasurer

Anker Berg-Sonne - Membership Secretary

Kristin Larson - Past President

Stan Corbett - DE Registrar Chair

In his role as membership secretary, Anker has taken to personally write a welcome note to new members. He plans to also reach out to any member who decides to leave us, or not renew.

Robert reported that our goodie store management, which Glenn has recently taken over, is now included as a budget line item. A need to develop a more comprehensive policy for NOR'EASTER advertiser pricing and due dates was discussed, which Robert will be submitting to the board. A management policy for event sponsors is also being developed, jointly by Robert and Adam. With the treasurer's help, the board is drafting a description of the club's annual financials for the benefit of interested members. Last, the monthly treasurer's report was voted on and approved.

The DE program is well under way. Stan noted that the Mont Tremblant and Palmer events both have a wait list. Development of the Vintage program continues with only

some minor tweaks for this fun new DE format.

Gary and Anker are now the point-men for the online NOR'EASTER. With Sterling continuing to help and advise as needed. With an estimated 90+ hours required to produce each monthly edition, and the considerable annual cost savings over the print version, the board is discussing the use of outside help for publication. Member submissions are always encouraged in the form of a word document with any photos attached (not embedded). The communications team has prepared an FAQ for the online NOR'EASTER which will be published soon in order to help members get the most from our online newsletter.

Glenn reported the March 25th Newcomers Meeting, hosted by Porsche Norwell, greeted 77 attendees. Glenn noted that one attendee asked if the club offered events specifically for female members. Though we do not presently -and we like to think that our event are inclusive of everyone- the board very much welcomes feedback and ideas on this topic.

Planning for the 2018 Gala is underway now that a location has been agreed upon. The board voted to approve moving forward on signing contracts for the location, caterer, and a block of hotel rooms for the Gala. Various options for the event are being considered and negotiated while keeping costs in mind. Completing the discussion of our social events, Kristin volunteered to write an article on the Summer Party to inform members about this new family-oriented event. Keep an eye out for it in your favorite newsletter!

It's about time!



Four Hondas and Three Transmissions

Bill Seymour



Please may we just get to some driving so that I don't have to bore you with this foolishness. Although I think there may be a lesson or two in here somewhere. So... the first exercise in futility is the transmission in the snakebit BMW E30 that the Jamaican Bakin' team uses for endurance races. My reader will recall that Dave broke the transmission in his shift at the Mid-Ohio AER race at the end of last year (OK, he just happened to be driving when it finally let go). We purchased a used transmission and clutch at the race and put them in (lying on the floor in the garage) but the clutch slipped, we went home and parked the car for the winter. Sometime ago we put in a new clutch which seemed to work. With a race coming up April 21st we got together to finish work on our new data acquisition/telemetry set-up (Yes, the ECU soldering worked! Data is beamed from the car to a satellite then back to our laptop as we stand in the pits. Team Motto: "We know why we're slow!"). After a nice lunch break someone had the thought that we should drive the car to make sure the used tranny we bought was OK. So Chip was nominated to drive it around the block. It worked but made godawful noises (of the banging variety). Emergency calls were placed and another used transmission was located and retrieved in less than an hour. The offending transmission (remember this is #2) was removed and labelled "Box o' Rocks." As 5pm approached we were able to try the new transmission (#3) but when we depressed the clutch a "poing" was heard and more godawful noises (these of the scraping variety). One of the resident geniuses had the thought to remove the

clutch slave and peer into the bellhousing with one of those eyeball on a stick things. Sure enough the pin that pushes the clutch fork had fallen off and lay at the bottom of the bellhousing. A half hour of poking and probing with a magnet on a stick (and some of the more colorful language you will ever hear) was successful in retrieving the pin and it was replaced. Engine started, clutch in... same godawful noises. Now 7pm. Calls to wives ("go ahead and eat"). Transmission out again (we are getting much quicker at this) and a comparison of the clutch fork that came with the latest transmission against the old clutch fork shows them to be different. Forks switched (yes, we were forked) and transmission back together by 9pm. Engine started, clutch in... silence. Car slinks out for a short shakedown (no plate, no muffler, no lights) and the report is IT WORKS!

This leads to the first actual driving event of the year in which the 6 Jamaican Bakinistas (Kristin included) trekked out to Lime Rock to participate in a car control event set up by Lee Carpentier (NER DE's usual driving coach). This was a half day program on the skidpad and autocross courses with a bunch of former Skip Barber instructors. The weather was 39 degrees and steady rain so driving a window and heater-less race car was less fun than usual and more folks queued up to drive Kristin's Boxster (HEATED SEATS!) than the E30. The most fun, however, was driving the clapped out Miatas (full disclosure – heat and windows working) that were provided for the skidpad exercise (with suspension adjustments to make them very tail-happy). My first instructor got me to steady state and then had me floor it then lift while he jerked the e-brake. Good luck catching that! After a few tries I got somewhat better but none of us looked much like Ken Block. I was told that all the instructors had to be able to complete 8 laps of the skid pad with the tail hung out. Never the shy, retiring type I asked them to show us and the other instructor easily did two laps before he got bored. So when we returned for our second skid pad turn I made sure I got him and he allowed me to get the tail to step out less abruptly so that I could then drive it with a combination of wheel and throttle. Ken Block is still secure in his job but I had some minor success.

The other story referenced in the title is a sad tale of car trading. After agonizing over whether to replace the

aging Honda Odyssey with a Pilot (can tow more) or another Odyssey (happy wife, happy life) the Odyssey was selected. Off to Bernardi Honda in Natick (who deserve a shout-out, read on) a deal was reached and the new Odyssey (#2) driven home Saturday. Dump sticker transferred, EZPass stuck on, radio stations programmed, etc. As dinner approached I realized I had left it out and went to put it in the garage. Oops. The old Ody was a close fit and often a mirror was whacked - this one was a no-go. (I had actually checked the dimensions and the new Odyssey was narrower – why didn't they say they were measuring just the body, not from tip of mirror to other mirror which was 4 inches wider?) There are lemon laws and some rights for returning used cars but if you buy a new car, you own it. So with not much hope for relief I returned to the dealer on Monday and measured a Pilot which was, in fact, 3 inches narrower and would fit. They were very fair in unwinding the deal and gave me the same discount. So that night I went home in a rental Honda Accord (#3) and returned Tuesday to get the new Pilot (#4) which

tows 5,000 pounds and will allow an enclosed aluminum trailer. Happy husband, very understanding wife. Morale: take any new car home and make sure it fits in the garage before you buy it.



2018, April 15, South Of Boston (SoBo) Porsches and Coffee

At The Moose Café, Tiverton, RI

Rosemary and I had less than a week before the scheduled SoBo event to recover from a Rhone river cruise to southern France, spending days in Nice and Lyon, as well as small towns and villages in between. Highlights of the trip was walking through Van Gogh's later life in Arles and visiting a truffle farm. The return trip home was a bit complicated because the French train system went on strike, as well as selected airlines, followed by an air controller's strike.

When we arrived at Lyon's airport on Saturday we discovered that our Lufthansa flight was cancelled and the next flight out would be in two days, and whatever the case, we lost our paid preferred seating for the return flight home from Frankfurt. So, we lived at the pleasant Lyon airport's hotel for two days, all expenses paid by Lufthansa. Early Tuesday morning a van drove seven of us from Lyon to Geneva (a two hour drive) for our flight home from Geneva to Frankfurt and finally to Logan. As we boarded our plane in Frankfurt all disgruntled with minutes to spare, the stewardess tried to cheer us up by saying, "It's a good thing you made this flight because tomorrow we are going on strike." Presently this seems to be the situation in Europe with travel.

The weather forecast for Sunday's coffee caused some anguish, Rosemary wanted me to have a blast sent out to cancel the event, but I was optimistic that Porsches would come. Although temperatures were in the mid thirties and rain was threatening, we had 22 Porsches parked at the Moose Café by 11 AM. So how cold was it? It was so cold that my ballpoint pens did not work very well. Lesson learned: when temperatures are near freezing, bring pencils.

Needless to say, much of the time was inside the Moose Café, rather than standing outside on the blacktop, so I didn't spend as much time as I typically do looking at the cars and speaking to their drivers. About a third of the arrivals were newcomers to the coffee, with untypically more Macans and Cayennes.



Father and son Steve and Ben Goldberg arrived driving a very desirable black 2004 Turbo Steve has owned for about a year. Steve also owns an 88 Targa, 06 Cab, and 05 Boxster S. Steve told me a short story about his first Porsche. In the market for a sports car some years ago, he drove a TR6 and an '84 911 - the 911 won.



Mike Hollinger parked his very clean Midnight Blue '92 911 C2, which he has had for four years with the odometer showing about 60k. This is Mike's second Porsche; his first was a 914 that he purchased some years ago upon graduating from college.



David Collins seemed extremely pleased with his recent purchase, a black edition 2016 911 cab. This is David's sixth Porsche; he found the cabriolet at Porsche of Norwell and it currently has only 16k miles.



David and Leanne Polson parked his new acquisition, a silver 2004 911 Carrera. David also owns a '99 Boxster. An amusing side note: David got the 911 because he was asked if the Boxster was a 911; that got him thinking, prompting him to buy the 911.



Because Sunday, May 13th is Mother's day, our May SoBo will take place on **Saturday May 12th**. We will all assemble at my home between 9:30 to 10 AM for a pit stop, along with coffee, and munchkins. At 10:30 AM we begin a westerly 10-minute cruise along Ocean Drive where I will indicate Jay Leno's recently purchased home, then continue the drive to Fort Adams and join the Volvo Ocean Race festivities. There will be numerous food options for lunch, and many activities of interest.

I have already tried, but this is a Volvo event, so Porsches do not get any extras, including parking privileges or designated area. The fee to park will be \$15, but no cost to enter the Volvo village.

Ideally, I need an accurate head count for the May SoBo, so I can procure the correct amount of coffee and munchkins for everyone. Therefore, please email me for the count.

Rog Slocum
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Newport, RI 02840
e-mail: rr356c@aol.com



Honestly now, did you really keep your old Porsche all these years just to pass up the chance to drive it on the track again?

NER Vintage Days is your chance to get your baby out of the garage and back out on the track - at a pace that you decide works for you - and among like-minded enthusiasts. Think of it like a time machine. We'll be at Thompson Speedway on May 28th and August 24th. We'll be at Palmer Motorsports Park on June 16th and September 14th. Come have some fun.
porschenet.com/vintage





2018 Driver Education Events

YouTube Video [Ground School at HMS Danvers](#)

May 25-27 [Thompson Speedway Motorsports Park](#)

June 8-10 [Palmer Motorsports Park \(clockwise\)](#)

July 6-8 [Le Circuit Mont-Tremblant \(on waitlist\)](#)

August 10-12 [Watkins Glen International](#)

August 14-16 [Calabogie Motorsports Park](#)

September 21-23 [Finale at Palmer Motorsports Park](#)



More info: porschenet.com/events & clubregistration.net

2018 Northeast Region

AUTOCROSS

CAR CONTROL CLINIC MAY 6

#1 JULY 7 || #2 JULY 28 || #3 SEPT 1

#4 OCT 13 || #5 NOV 4

OUR 2018 SPONSORS

CONWAY AUTOWORKS // PORSCHE OF NORWELL
AUTOBAHN PERFORMANCE // AUTO ENGINEERING
MIKE'S AUTOBODY // HERB CHAMBERS OF BOSTON

NER Social Events

Have more fun!

New! Our 2018 NER Concours d'Elegance will be at Prowse Farm in Canton MA on August 26

- 5/12 [Northborough Cars & Coffee at Lala Java Coffee House](#)
- 5/12 [SoBo Cars & Coffee at the Volvo Ocean Race, Newport RI](#)
- 6/30 [Northborough Cars & Coffee at Lala Java Coffee House](#)
- 7/8 [Porsche Parade, Osage Beach, MO](#)
- 7/14 [Northborough Cars & Coffee at Lala Java Coffee House](#)
- 7/21 [First Annual NER Summer Party! Walpole MA](#)
- 7/21 [Porsches in the Park, Dempsey Center, Portland ME](#)
- 8/26 [NER Concours d'Elegance, Canton MA](#)
- 10/7 [Porsche on the Mountain, Palmer MA](#)
- 10/14 [Driven To America 2, Long Island NY](#)
- 11/4 [NER AX Party, Ayer MA](#)



NER Car Control Clinic



Sponsored by

**Sunday,
May 6th At Fort Devens**

Ever wondered what it feels like to push your Porsche to make it do what it was made to do? Without risking life, limb, your car, or a ticket on the street? Fortunately, NER offers a couple of venues that allow you to do just this – specifically, Autocross and Driver’s Education (DE) events. And if you are one of those people who think these things are not for you because you’re “not a good enough driver” or something like that – you’re in luck! Come and get some basic training from the Autocross Team at our annual Car Control Clinic (formerly known as Autocross School) being held on Sunday May 6th.

The NER Autocross Team will be holding this ever-popular event at Moore Airfield, Devens, MA (same place we hold the regular Autocross events). We’ll have plenty of instructors on hand to provide you with one-on-one instruction in your own car. The day will start off with some “classroom” training to talk about the basics of car dynamics as they apply to normal and performance driving. This will be followed by several driving exercises at moderate speeds to help teach you basic car control skills like braking, turning, and throttle-steer, that are not only useful in all the club’s motorsport activities, but can come in handy in everyday driving as well. After a break for lunch (provided by us) we’ll set up an actual timed autocross course so you can try out your new driving skills – with the help of an instructor for a run or two, and – if you feel comfortable – on your own after that!

Our instructors are all “regulars” at our Autocross events and many do a lot of DE events as well. You’ll find that it’s a friendly group of men and women who enjoy having fun with their cars, working on driving skills, and hanging out with each other. Of course we hope that after this event, we’ll see you at Devens or the track on a regular basis too!

Registration Details:

Price: \$60 (includes a free registration to one NER Autocross Event in 2018)

Eligibility: This event is for PCA members who are novices only! If you have participated in more than three autocross events and/or three DE events during the past year, you are not considered a novice to be eligible to register.

Registration will open in early April at www.pcaner.motorsportreg.com Watch NER newsblasts and on-line Nor'Easter for updates.

Pre-registration is REQUIRED for this event. Please do not show up at the gate unless you have registered, or you will be turned away. The autocross school will have a 45 person limit, which will fill up fast, so please register early.

Day of the Event: Gates open at 7am. Please be on site no later than 7:30 AM. Dress appropriately – it could still be cold on a May morning – and the event is held rain or shine.

For event and eligibility questions contact **NER Autocross Chair Chris Ryan** at autocrosschair@porschenet.com . For registration/payment issues contact **NER Autocross Registrar Jeff Johnson** at autocrossreg@porschenet.com .

Directions to Fort Devens: The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is **91 Fitchburg Rd. Ayer MA.** From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross" sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. **Please be prepared to show your driver's license and PCA Membership card.**



1st Annual NER Family Summer Party

Saturday July 21st



From Past NER President, Kristin Larson...”As many of you know, my PCA days started at a young age. As I saw it, my parents dragged me to racetracks all summer long. I did not particularly like these weekends as I wanted to spend them at the community pool hanging out with my school friends.

But there was one event that I looked forward to each summer. NNJR had been hosting a Family Summer Picnic for some time and, to a girl at age 8, it was the Event of the Year. There were food, games and the focus was NOT on the cars, but having a good time with the people.

So... in 2018, we announce the 1st Annual NER Family Picnic to be held at the German Club in Walpole on Saturday, July 21st from noon to 4PM. We plan on having games for the whole family (with ribbons to be won), food (brats!), t-shirts, face painting and drink (German beer!), a People’s Choice car show and a band (not Oom Pah Pah!). Other surprises hoping to be added soon. Registration will open on May 1st.”



NOR'EASTER SUPPORTERS

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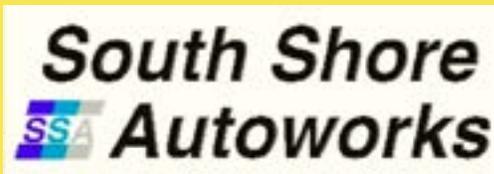


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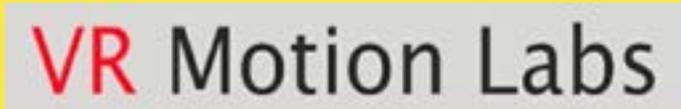


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GT4

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OTS Systems

Rob Cohen Realty

Revival of 1950s Great American Mountain Rallye

to challenge drivers and cars retracing historic 800-mile route

Gary Hamilton, Rallymaster, [978-500-8039](tel:978-500-8039) GAMRR2018@gmail.com

Steve McKelvie, Rally Chair, [508-520-7135](tel:508-520-7135) shanna12@comcast.net www.stevemckelvie.com

ELDRED, N.Y. — Automotive rally teams from the northeastern U.S. and beyond will gather October 11–14, 2018, to challenge their cars and themselves in an 800-mile Revival of the Great American Mountain Rallye [GAMR], a European-style endurance event that was held annually from 1953-1957 in upstate N.Y. and New England.

Driver-and-navigator teams competing in the GAMR Revival will gather on Thursday, October 11, 2018, at Churchill Classic Cars, Eldred, N.Y., for orientation/inspection. Teams will receive authentic 1953 Mobilgas maps and written instructions about which portions of the original 1100-mile GAMR route to follow. The next morning, drivers will start their engines and navigators will guide them northward through Vt. to the Canadian border; southward to N.H.; and then back over the Vt. border to the finish line. Rally officials will throw the checkered flag on Sunday, October 14, 2018, at Hemmings Motor News in Bennington, Vt.

“This is a very special event that will celebrate the way rallies used to be,” said Rally Chairman Steve McKelvie. “Although it’s not a typical rally, the Sports Car Club of America [SCCA] has sanctioned the event as a New England Regional Rally.”

The original GAMR, described in April 1956 by Auto Age as “America’s longest, toughest, and coldest rallye,” was the first U.S. rally listed by Federation Internationale de l’Automobile [FIA.] It attracted local amateurs, top drivers from American car clubs, automotive factory teams, and driving celebrities.

The Rootes Motors team in 1953 and 1954 entered top British driver Sheila van Damm. In 1954, Formula 1 [F1] racer Stirling Moss competed. In 1956, F1 Champion Juan Manuel Fangio served as official starter, throwing the green flag; and Monte Carlo Rally winner Maurice Gatsonides was a contender. Cars included both foreign and domestic, such as the Buick Century, Chevrolet Corvette, Ford Crestliner, English Ford Anglia, Jaguar XK140, Lincoln Capri, MG TF and Magnette, Porsche 356 Speedster, Renault 4CV, Saab 93, Sunbeam Alpine, and Triumph TR3.

Prior to starting the Revival on October 12, this year’s teams will receive route instructions in a written narrative and original 1953 Mobilgas Maps of Southern and Northern New England: identical to those of 60-odd years ago. Only roads appearing on these maps will be included. All teams will be restricted to equipment similar to that used in original GAMRs:

- Rally odometers with up to 2 distance displays are permitted; rally computers providing average speed information are not allowed, except for Halda Speedpilots.
- Mechanical calculators and slide rules are permitted; electronic calculators are not.
- Paper speed tables are permitted; electronic speed tables are not.

- Clocks and stopwatches are permitted without restriction.
- GPS mapping assists are not permitted.

At the 2018 finish line, 1st, 2nd and 3rd places will be awarded in 3 classes:

- Original: Cars that could have competed in 1950s GAMRs (model year 1957 or older)
- Classic: Cars of model years 1958-1980
- Modern: Cars of model years 1981 or newer

Gary Hamilton, a land surveyor, of Ipswich, Mass., and Steve McKelvie, a civil engineer, of Franklin, Mass., collaborated to re-create the 2018 GAMR Revival as authentically as possible. Original rules required entrants to use written instructions and 1953 Mobilgas Maps.

Armed with the above information—as well as Google Earth© and Garmin Basecamp© software—Hamilton developed the route into a map. The original GAMR rallies were modeled on Europe’s grueling classic rallies, and Hamilton and McKelvie continued with this approach:

“Why go to Europe when you can do a European-style rally here?” asks McKelvie.



Porsche 70th anniversary cars and coffee June 9th

Invitation from [Porsche of Norwell](#)

On **Saturday June 9th** we will be having a small cars and coffee get together here at the dealership to celebrate Porsche's 70th anniversary. We would love to have you here as well as your cars! Everyone at PCA is invited.

The get together will run from 8am-11am or until everyone leaves. We are not on a strict schedule so if we go over 11am that is not an issue.

We will have coffee and pastries for everyone and I will be selling specific 70th anniversary gear from Porsche as well as the normal Porsche drivers selection catalogue.

We want this to be a really laid back event for everyone to just get together, hang out, talk and check out some cool cars.

Sales will also be open so if anyone is interested in a new vehicle, we would love to help out and show you our inventory!

I also know PCA has a track day that weekend at Palmer so this may be an alternative to people who cannot make it to the track or want to do something different.

That same week, on **Thursday June 7th**, we will be having our first track day of the year in conjunction with our Audi store at Palmer Motorsports. This is a very beginner like event for people to come and experience what their Porsche is like on the track. The event runs 10am-4pm.

In the morning we run parade laps of 5-6 cars in a group and get up to about 70mph.

We do this in stints and slowly increase the speed till about lunch time, then break for an hour.

Then in the afternoon we open up the track to people who want to go faster with an instructor in the passenger seat, as well as instructors giving hot laps in their personal cars.

We end the day with another couple stints of parade laps.

The cost of the day is \$250.00 which includes the track inspection that is done at Porsche or Audi Norwell. We have to do it here at the our dealers because we only have 20 slots available for each dealer and we need to track each slot.

Jason Landry

Parts Manager

Porsche of Norwell

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Phone: 781-261-5231

Fax: 781-261-5274

E-mail: jlandry@porschenorwell.com





CONTEST

Here's your chance to save on the entry fee to a Zone 1 event. To participate in the drawing you must be a member of the Northeast Region of the PCA. Only one entry per member allowed. To enter the contest, write a one paragraph explanation of why you, or a member of your family, is the most deserving entrant and email it to membership@porschenet.com no later than May 7, 2018. The winner will be mailed a gift certificate redeemable for one of the following:

Zone 1 48 Hours at the Glen Driver Education May 18-20 Watkins Glen, NY
\$100 off the Entry Fee

Zone 1 Porsche Clash at the Glen Club Race June 1-3 Watkins Glen, NY
\$100 off the Entry Fee

Zone 1 Concours & Rally July 27-29 Huntington, Long Island
Free Entry Fee

Zone 1 Autocross Sept. 15-16 Devens, Ayer. MA
Free Entry Fee

Zone 1 Getaway Weekend Oct. 12-14 Niagara area, NY
\$100 off the Registration Fee

Herb Chambers Porsche of Boston is looking for dedicated and passionate Sales Advisors to join our team. Porsche cars are like no other, and if you would like to represent one of the World's most exclusive brands then we encourage you to apply.



Porsche Sales Advisor

Job Overview

The Porsche Sales Advisor is tasked with selling new and pre-owned vehicles to our client base. This will include reaching out to prospects as well as handling existing clients of ours.

Responsibilities

- Assists clients by conducting needs analysis
- Completes sales paperwork in accordance with dealership policies
- Conducts owner follow-up that encourages repeat business
- Maintains the prospect follow-up system by monitoring CRM duties
- Conducts business in ethical and professional manner
- Shows a high-level of commitment to customer satisfaction

Qualifications

- Valid Driver's License in good standing
- College/University Degree or equivalent
- Must pass a background check and drug screening

Benefits

- Top-tier pay plan with opportunity to earn \$70,000+ in the first year
- Medical/Dental/Vision Insurance
- 401 k Program
- Paid Vacation / Sick Time
- Paid Training

Herb Chambers Porsche of Boston

1172 Commonwealth Ave.
Boston, MA 02134
(877) 575 -463

If you feel as though you are the person we are looking for, please submit your resume to our General Manager, Fahad Arshad at FArshad@herbshambers.com

Qualified candidates will be contacted

