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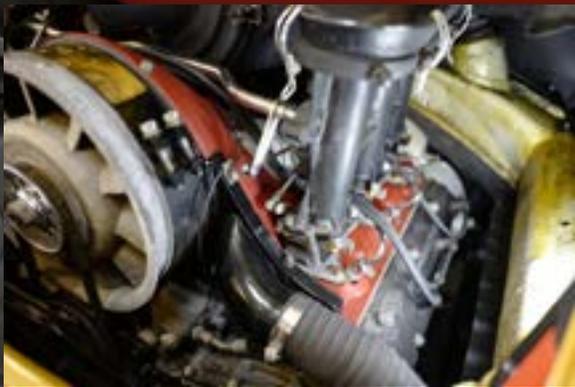
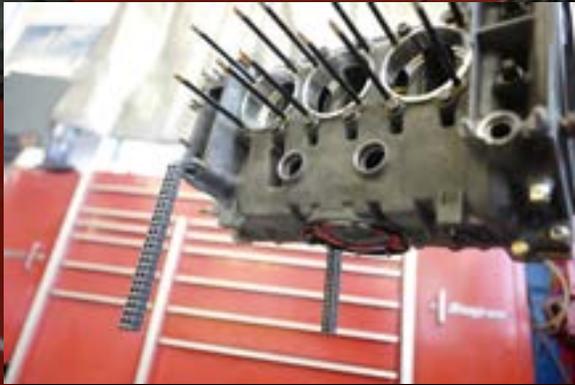
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Editor's Corner



Our (Porsche) Cup Runneth Over

Happy June! Driving season is now in full swing. Just check out the June Events listing:

<https://porschenet.com/events/>

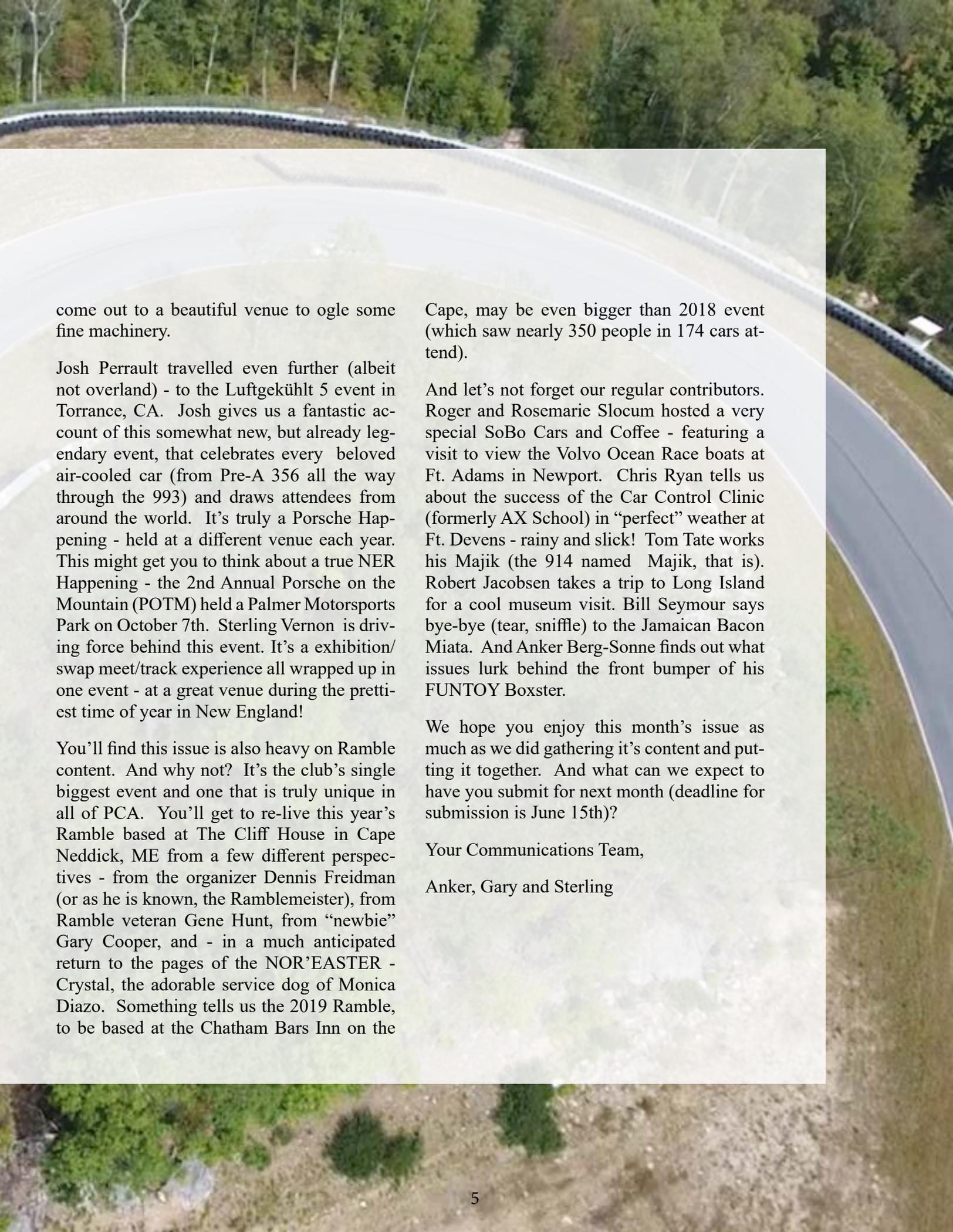
The calendar is chock full of opportunities to enjoy your car and the camaraderie of your fellow members. Beginner and Vintage Driver's Education (DE) days, Autocross (AX), Cars and Coffees, Museum Tours, and - let's not forget June 8th - the celebration of Porsche's 70th birthday (#SportsCarTogether), are all on the docket.

Yes, members are out and about in their cars

and doing all kinds of interesting things. It seems the pleas of the Editors have not fallen on deaf ears, as this month we are truly overwhelmed with a bountiful harvest of member created content. Such content serves to make your NOR'EASTER a more vibrant and interesting online newsletter, and lets us see through the eyes of members just how much fun Porsche ownership and NER membership can be. We are truly thankful to each and every member who took the time out to document and share their experiences with us. You guys rock!

The June issue features two submissions that we feel are simply outstanding, and even worthy of greater exposure than we can give them here. Dave Geisinger provides us with his account of the Road To Amelia driving tour, and his experience entering his Creamsicle 914 into the judged Concours field at Werks Reunion. Yes, he drove all the way to Florida for a car event - crazy, right? He is our kind of guy!

This will be a nice read for those of you who may be new to Concours and get you thinking about the NER Concours d'Elegance being held at Prowse Farm in Canton, MA on August 26th. Unlike many such events, this Concours is solely about cleanliness and presentation and not whether a car is "one of one" or has the original 1959 air in its tires. If your car can pass the white glove test, you could take home some hardware. Or, just



come out to a beautiful venue to ogle some fine machinery.

Josh Perrault travelled even further (albeit not overland) - to the Luftgekühlt 5 event in Torrance, CA. Josh gives us a fantastic account of this somewhat new, but already legendary event, that celebrates every beloved air-cooled car (from Pre-A 356 all the way through the 993) and draws attendees from around the world. It's truly a Porsche Happening - held at a different venue each year. This might get you to think about a true NER Happening - the 2nd Annual Porsche on the Mountain (POTM) held at Palmer Motorsports Park on October 7th. Sterling Vernon is driving force behind this event. It's an exhibition/swap meet/track experience all wrapped up in one event - at a great venue during the prettiest time of year in New England!

You'll find this issue is also heavy on Ramble content. And why not? It's the club's single biggest event and one that is truly unique in all of PCA. You'll get to re-live this year's Ramble based at The Cliff House in Cape Neddick, ME from a few different perspectives - from the organizer Dennis Freidman (or as he is known, the Ramblemeister), from Ramble veteran Gene Hunt, from "newbie" Gary Cooper, and - in a much anticipated return to the pages of the NOR'EASTER - Crystal, the adorable service dog of Monica Diazo. Something tells us the 2019 Ramble, to be based at the Chatham Bars Inn on the

Cape, may be even bigger than 2018 event (which saw nearly 350 people in 174 cars attend).

And let's not forget our regular contributors. Roger and Rosemarie Slocum hosted a very special SoBo Cars and Coffee - featuring a visit to view the Volvo Ocean Race boats at Ft. Adams in Newport. Chris Ryan tells us about the success of the Car Control Clinic (formerly AX School) in "perfect" weather at Ft. Devens - rainy and slick! Tom Tate works his Majik (the 914 named Majik, that is). Robert Jacobsen takes a trip to Long Island for a cool museum visit. Bill Seymour says bye-bye (tear, sniffle) to the Jamaican Bacon Miata. And Anker Berg-Sonne finds out what issues lurk behind the front bumper of his FUNTOY Boxster.

We hope you enjoy this month's issue as much as we did gathering it's content and putting it together. And what can we expect to have you submit for next month (deadline for submission is June 15th)?

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Luftgekühlt Number Five

BY JOSH PERRAULT

Luftgekühlt Number Five

Norman Rockwell once said, “I’m the oldest Antique in town.”

An attraction for antiques, an old technique, or all things vintage is not rare attraction. But some of us run headlong into the future with its tech and innovation, leaving old things behind. Rarely pausing to consider what’s lost. 26 years ago when I was 20, a desirable car had ridiculously low miles and flawless paint. Older cars weren’t as quick as the newer fuel injected cars. Modern was better. However, the trends have changed and older worn things are becoming more appreciated by all ages. Maybe the blemishes of time teach us to cherish the imperfections. Is that why the idea of the Los Angeles Porsche air cooled classic car show, Luftgekühlt #5, feels so fresh and exciting?

For the uninitiated, Luftgekühlt is the annual Porsche air-cooled car show that takes place every spring in the Los Angeles area. Architects of the show, Patrick Long, a Lemans winning Porsche factory driver and Howie Idelson, creative designer and director, have poured liters of passion and creativity into a celebration of older air-cooled Porsches, ranging from Pre-A 356’s to the last 993 911 in 1998. Each year the location changes as well as the size of the gathering.

This year was yet another venue, the Ganahl Lumber company in Torrance. The historic significance of Ganahl lumber is a story that is tied to a

saw mill in Gmund Austria, where the first prototypes and production 356’s were built in 1948. In a nod to the humble beginnings of Porsche, a now well recognized luxury car company, “Luft#5” was held at Ganahl. Luftgekühlt, is most likely, the biggest and best Porsche air-cooled show in world.

April 21st, the day before Luftgekühlt, is eventful. Autokennel in Costa Mesa holds a small “cars and coffee” the day before Luftgekühlt. It’s yet another congregation spot for the air-cooled scene. A tribute car, the green and yellow Kremer 911 ST a twin plug 2.5 MFI car, an accurate recreation built by R Gruppe member Gib Bosworth from Arizona was parked in Autokennels lot.

By 9:00 am the cars were rumbling into the lot in all years and colors, early cars and impact bumpers alike. A few noteworthy entries, a red 964 RS and a hot rod long hood in signal yellow by Flyin’ Hawaiian. Some of my morning at Autokennel was spent talking to David Keens from California. He’s started a light weight 911 project and he will sound downright philosophical speaking of the advantages of weight reduction. He said the 911 is amazing because despite its age, they still accelerate and handle as well as most modern cars. Mr. Keens added: “As good as they are, reduce weight substantially and the difference is night and day...night and day.” I’m looking forward to seeing to seeing his car next year.

After Autokennel, with some RI friends, we



stopped at E Motion Engineering and met Joey Seely performing some finishing touches on the yellow Luftauto 002. The car is a yellow “rally” inspired 911 and Joey was running down the clock to get ready for the next day, yet he took the time to talk about the car and the work he does at E Motion. His own red 1985 Carrera “Project Nasty” was also parked in the garage which he was kind to show us. Not wanting to hold him up we departed, but not before watching him tear out of the lot for a shake down run with the Luftauto 002.

Within walking distance to E Motion Engineering is California Porsches, a small independent Porsche shop also in Costa Mesa. We met owner Jason Adams who was prepping for Luftgekühlt, completing a friends light grey SC. Accordion bumpers deleted, it made the SC look modern, yet the center exiting exhaust hinted a retro Porsche racing feel. I asked Jason what they had done to the SC, he replied “not too much” then continued to list all the items addressed, which were many and extensive. These guys make it all look easy and seem almost unflappable. Specializing in 911’s and 912’s, Jason was enthusiastic and extremely welcoming and spoke with us about his shop and the work he does. Out front, Jason’s signal Yellow 912 looked spectacular.

We then ventured to European Collectables open





house complete with coffee and refreshments. The inventory is large here, and the cars appeared to be carefully sorted. Many pre-impact bumper 911 and 912's were on display including a beautiful green '73 RS. At the rear of one building two body techs were taking care adjusting the hood on a 356. Talking with a younger man in sales, he informed us that most repairs and restoration is done in house. That night, after dinner at a Korean barbecue with friends, we all turned in for an early alarm clock for Luftgekühlt #5 the next day.

Leaving the humble hotel of Howard Johnson's at 4:45 a.m on April 22nd, I arrived before daybreak to see the cars whine and pop down Del Almo Boulevard to the venue entrance. It was still dark and the air was very cool, perfect for the engines that were about to descend on the lumber yard. Under the lights, a solitary red 356 sat under the Ganahl Lumber sign. The only people were security guards and the core Luftgekühlt staff. Headlights on, Patrick Long came cruising into the parking lot with an Orange 911, likely sleep deprived from countless hours of preparation.

Two older men with professional cameras, had entered the parking lot and were moving about tall ornamental grass while shooting the red 356 at the entrance. A 914 and another 356 came in, as did the first hints of morning light. Staff were dropped off and lanyards distributed. Excitement filled the air as they bustled around the building and through the gates to their prospective details. Cars eventually started coming in steady, lining up at the two-lane car entrance. A gorgeous orange 914-6 and three 964's lined up, passed off their tickets to attendants and patiently waited to be waved in. The sound of air



cooled flat fours and sixes cut through the silence of the early morning.

An understated silver early car pulled in with gold cookie cutter wheels. The owner asked me if I'd like a ride through the gates and introduced himself as Liam Shubert from the Bay area. His 1967 912-6 was formally owned by a Boeing Engineer and was intended to be the previous owner's retirement project. The former owner had swapped in a Subaru flat four. The project mostly done, Liam purchased the car but ultimately fitted a 2.7 from a late 60's 911 making the car the definition of a California hot rod. Liam was candid and spoke freely at length about his cool little Porsche. The 912-6 is still a work in progress and its owner has a few plans in mind for the car.



When asked about the essence of Luftgekühlt, Mr. Shubert described the event as an art exhibit, showcasing classic Porsches, with space and light among cars, much like a gallery showing. He is intrigued by that spatial concept that Idelson and Long have constructed. He also added that local Sunday car meets, happening around the country, are becoming a Sunday Church of sorts. Liam does not believe another brand could hold an event of this nature and his advice to all is to take what he calls the “pilgrimage” to Luftgekühlt.

A few R Gruppe cars, my personal favorites, had already been put in the night before. The exclusive car club’s “sports purpose” look and build are the hallmark of The R Gruppe. The cars have flared rear fenders, hood mounted rally lights and sometimes miss matched rear wheels. Most are completely sorted and colorful. Sitting in a blue early 911 Targa was the co-founding member of the R Gruppe, Chris Huergas. As Liam introduced us, I shook Chris’s hand and looked at him. His kind and content eyes reflected at me as I expressed my appreciation for the car club he founded and organized. “Do you have an early car?”, he asked me. “An SC”, I answered. Mr. Huergas smiled and replied, “That’s ok... you can always back date it.” And that’s the best response I could have asked for. Now, you may feel that a tad elitist. It isn’t. You must respect the devotion people have for certain generations of these cars. There are some who wouldn’t bother with anything older than a 997 because they want modern performance. There’s a Porsche interpretation for everyone and Mr. Huergas loved the early cars long before they entered unobtainable status.

Guests were starting to flow into the venue and it was obvious Luft 5 was going to be bigger than the previous year. Last year guests with air-cooled cars parked in an “air cooled lot” outside the curated show. Capped off at 500, the only clear separation between the attendee’s cars and the ones in the exhibit was that the historic race car and highly collectable cars were inside the building. One of the excellent aspects of Luftgekühlt is that these cars are grouped by model, generation and condition intentionally. It makes for an organized viewing experience.

Pulling in behind us was John Benton’s yellow 1962 356 La Carrera that did the Panamericana Mexican road race. R Gruppe member, Rolly, had his red, white and black 911 on full display atop a Ga-



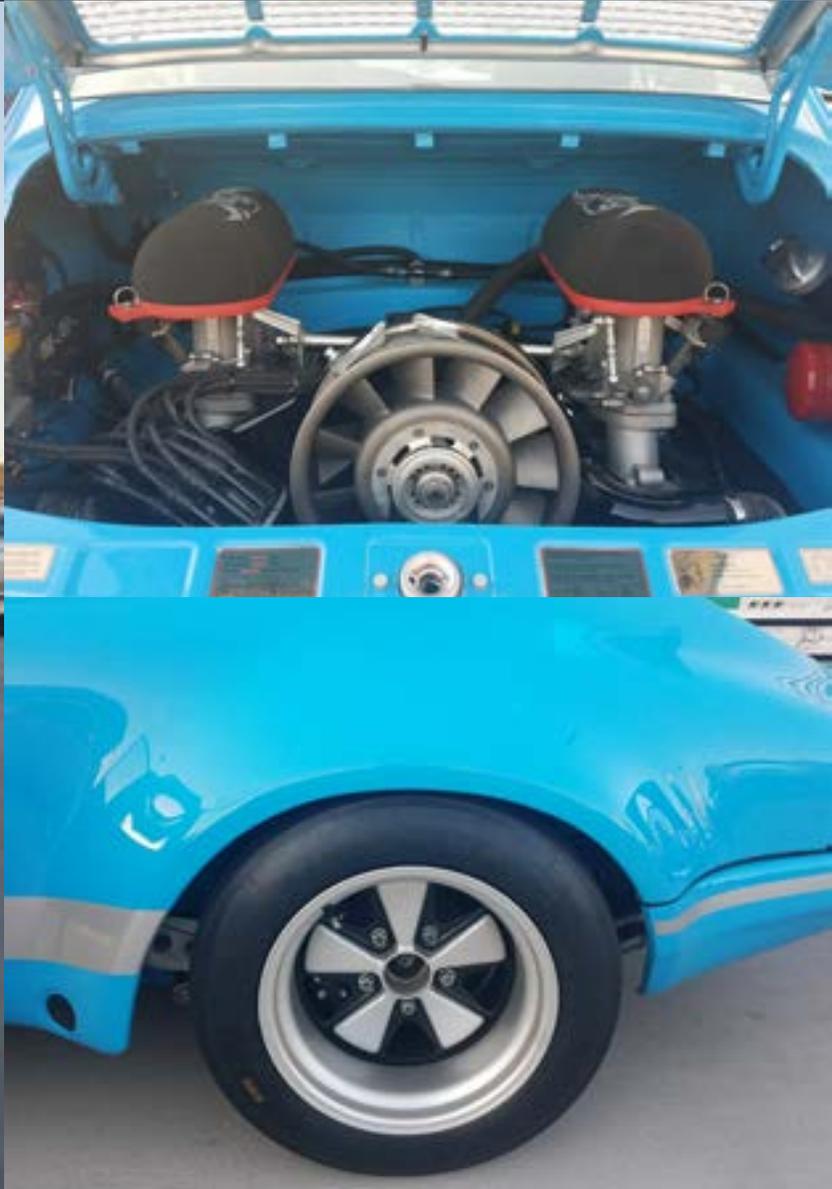


nahl Lumber flatbed truck. Being a favorite of many early 911 enthusiasts, it was fitting that his car would be the center piece of the R Gruppe section. These cars, always pre-impact bumper by appearance, are sometimes difficult to discern the model year. A Silver hot rod looking long hood 911 underscored this with 911S badge (upside down), a 2.7 badge, but what looked like SC flares. Center exhaust, chrome window trim and hood mounted rally lights made for an extremely good-looking car.

The excitement was palpable. A year's worth of anticipation made actually being at Luftgekühlt surreal. Beyond the R Gruppe section was a small group of 356's in what appeared to be original finish. Beige, brown and silver, these three cars undeniably drew people's attention. The sunlight now peaking over the horizon was showing the weathered paint on these beautiful 356's. In theme: preservation not restoration. For example, the beige car, David Greens 1953 1488cc 356 that was featured in April's issue of Panorama. Not perfectly preserved, it sports chipped and worn paint from its long life. The beige repaint has peeled off around the headlights making unique markings and designs. The interior complements the exterior with the same degree of weathering. These mostly untouched 356's are endearing, arguably more interesting than perfect examples. Everyone loves a driver, and the unfinished exterior is like a piece of antique furniture. Speaking to the market, we could be at a point where these unrestored cars could command as much as a restored equivalent. There's a quote going around lately: "They're only original once."

Last year I wrote that the time for 914's is now, and this past March a pristine green 914 2.0 sold at Gooding and Company for \$93,000. That's an extreme example, but there's no question they've increased in value. This year the 914's had a high-profile place at the table at Luftgekühlt. Almost centrally located in the show they attracted much attention. Jeff Zwart, photographer, Pike's Peak racer not to mention Luft staffer's yellow 914-6 was atop another flatbed. With its perfect stance, black 7's and 8's and GT flares, it was the perfect interpretation of the 914. Other 914's surrounding Zwarts yellow car were also impressive. There was the black GT flared car seen at previous Luft shows. There was also a blue 914 with gold wheels and another yellow car. One standout, a white 914 with black side script and RSR











style Fuchs was a nice addition to the yellows, blues and orange cars.

Moving inside the Ganahl Lumber building to the historic, special and race cars collection, the sweet aroma of all types of wood from the cribs of lumber surrounded you. A silver 904 Carrera GTS was a main attraction and just outside was the post war 1949 Gmund 356. The aluminum panels on this old Porsche are imperfect and this car reminds one of the sheer history that is assembled here.

I met a young German Porsche Engineer, Dr. Markus Suess who is a manager of powertrain lines for the 911 and 918 in Stuttgart. To no surprise, Porsche has much riding on its heritage, which it honors through its latest car designs. Dr. Suess was traveling with his young family on business in California, and a trip to Luftgekühlt undoubtedly allows him to pull inspiration and enthusiasm from his company's history. A very serious and professional mind, Markus and I spoke on many subjects during our short conversation, but above all his passion and enthusiasm for his work at Porsche was obvious. It speaks volumes that a German engineer from Porsche is here at Luftgekühlt.





Looking inside the huge wood-fragrant building, the Porsche 908 that Vic Elford drove in 1968 was elevated on a pedestal of lumber and looked historically majestic in the rays of light showing through the large door. With fans looking on, Mr. Elford later fired up his old car to many cheers and smiles.



A yellow 964 BTR, built by German owned car manufacturer RUF looked like warm, shaped gold. Incredibly racy looking, the visual touches of RUF's interpretation of a 911 make the car appear just slightly exotic and not completely garish. A Blue 964 Carrera 3.8 RS also brightly colored as the RUF, looks other worldly with an outrageous spoiler. Taking a step back in time, a blue 1955 Porsche 550 Spyder on display was gorgeous. The 110-horse powered 1.5 liter flat four roadster was built minus a hard top roof. Out of 90 cars built, 57 were used for racing.

One aisle in the massive building had only race cars. Caged, flared fenders with tails and wide tires, these cars were adorned with decals and colors. These 964 cars must be blisteringly quick, and a purple 964 with "Blaupunkt" on the rear deck lid made



quite an impression.

Also within the building was a favorite of many, John Benton's white "Mein 12." A 912 twin plug flat four ripper that he's perfected for over two decades through chassis tuning and engine work. The Mein 12 showcases Mr. Benton's accumulated knowledge with building 912's.

After a cell phone charge and a quick lunch, I noticed a blue 1957 356 convertible which like many of these cars, had a story. Formerly raced, this 356 is now owned by David Lalonde from Long Beach. David is no stranger to Porsche as he had previously owned an older 911. Mr. Lalonde met the former 356 owner at a coffee shop, who had noticed his 911. "I have a car, a speedster," the older gentlemen told David, who asked to see the car. The owner waved off the request saying it was buried in his garage. Over many years, David would see the older man frequently in the mornings for coffee and would bring up the subject of the car. Time went by and David finally got a showing.

The previous owner told David his story, purchasing the 356 back in 1960 and how it served as a part time track car. According to Mr. Lalonde, the former owner would tow the car behind his van and then bolt the roll bar to the car once at the track. He didn't tell his wife of his part time racing hobby but was eventually found out. After continuing to race and acquiring multiple trophies all over Southern California he ultimately quit after a dispute over a helmet issue. The car is unique and well used. Dark blue in color with light blue along the lowers with no clear paint edge between the two hues. Apparently, while cornering around the track the little 356 would brush haybales that were on the edge wearing away the car's dark blue paint. David explains that former owner touched up the worn paint with light blue paint that is now seen along the lowers of the car.

Finding out just weeks prior that the car had been accepted into Luftgekühlt David, with the help of his knowledgeable friend Rudy, managed to get the car in running order, even installing a windshield, a first on a 356 for both men. As with all projects it came together at the last minute. The look of satisfaction on David and Rudy's faces was priceless. The light tan interior, worn but wonderful, looks similar to a vintage World War 2 era fighter cockpit. Disc brakes on all four corners and lightweight 906 wheels are the only modifications. The previous owner also peeled





off the undercoating on the multi blue colored 356 speedster to lighten the car for racing. David tells me he won't restore the car and will continue to enjoy it. He loves the story of the car, and wants the history preserved. Echoing many of the cars seen this year at Luftgekühlt. It's an emerging story of preserving, telling, and retelling the stories of these cars. These stories are an enduring part of the Porsche brand's air-cooled faithful followers. Visually weaving these stories through these unrestored cars is now a theme and one that refers to Porsches history. David was candid and happy to tell the entertaining story about his car. A car that matches that tale in its honest appearance.

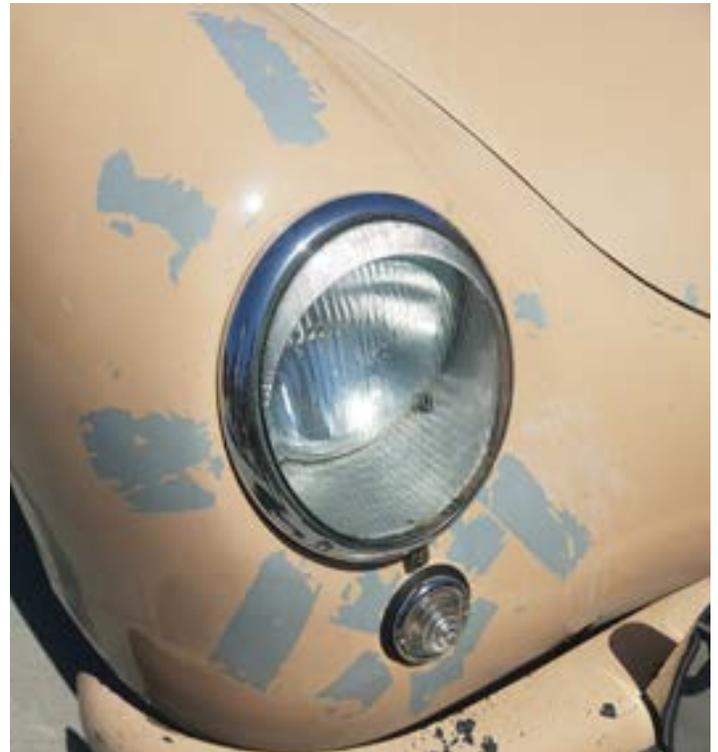
How can something so old seem so fresh and exciting? Not just pure nostalgia, the excitement for these old cars are an appreciation to a simpler time. The Millennials and Generation X'ers, who typically embrace the latest technology, also look to the uncomplicated nature of these cars and they've been a part of this air-cooled renaissance. Their enthusiasm, showcased on social media, brings a fresh take and breathes new life into a storied brand.

Historic race cars and the proverbial preserved 356 give us a bit of a visual history lesson, much like a Civil War reenactment. These preserved cars serve both that history lesson and a canvas for Father Time's own artistic touch. A restored car is wonderful, and something to yearn for. A preserved car is interesting, unique and now, very much appreciated.

Once again this year, the Luftgekühlt staff pulled off a monumental task. This event operates like a well-oiled machine. The organization and attention to detail is astonishing. The exhibit set up is done masterfully. Mr. Long and Mr. Idelson have thought of everything. Vic Elford and the 908, the 804 that Dan Gurney raced and the Gumund car all added to feeling of an epic experience.

This year was slightly different. Pirelli had a booth and the line for Luftgekühlt merch was 100 ft long. I tend to stop short of the phrase Air-cooled "convention" ... simply put, Luftgekühlt has moved over into a larger territory and its evolving. To quote Sam Smith of Road and Track, "progress is a thing." To be sure, this is on the minds of Pat Long and Howie Idelson and the staff. How will this event be shaped over the next few years considering venue size due to increasing popularity and how can it be kept affordable and accessible to all air-cooled Porsche enthusiasts?

They're meeting about these questions as you read these words, probably even considered starting a smaller sister event in the Fall or possibly showcasing a specific generation. It's anyone's guess. Regardless, they're already planning or have planned next year's Luftgekühlt #6, and we will all be there to take in all the history, provenance, excitement, sights and smells of a beloved marque of sports car. Hope to see you there.



Joshua Perrault is a middle-aged Porsche bandwagon jumper, husband and father of two. He occasionally enters 5k road races and sprint triathlons, likes to draw and paint and still listens to The Circle Jerks.



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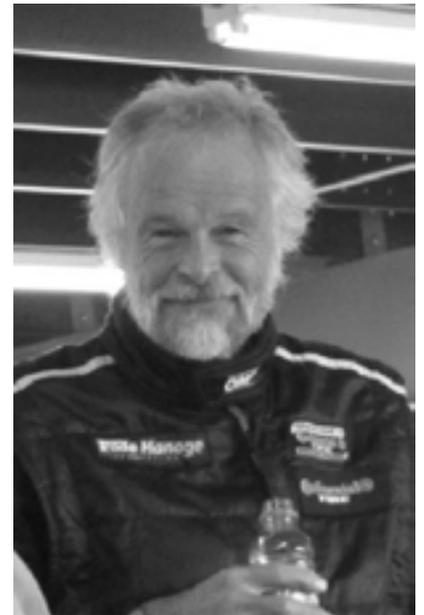
- Bill Seymour, NER President

The Miata is Dead, Long Live the Miata

Last month I chronicled a long day of transmission swapping in the Jamaican Bakin E30 BMW. Despite having that satisfying piece of work done, and with the American Endurance Race Watkins Glen event looming, there was still the realization that our lil' darlin' does not have the greatest reliability record. So when teammate Nick Shanny offered the use of his new Miata Cup car there were only tears of joy and shouts of "hell yes." For those unfamiliar, a race shop takes identical "right from the factory" Miatas and turns them into race cars, adding safety equipment, a fancy data dashboard/sensors/camera system, upgrading the suspension but leaving the engines largely stock (different ECU, headers). If you want more info look here...

<http://www.longroadracing.com/globalmx5cupcar.html>.

The new Miata went to Chip's shop for prep work: getting the seat installed (and making pads so we all could fit), swapping from slicks to the mandated 180 tread wear tires, changing to endurance brake pads, installing the radio and telemetry systems and slapping numbers on it. Took a lot less time than 3 transmission swaps. Thus armed, four of us met on Thursday (Dennis was at NHMS in his role as NCR DE Operations Chair) and drove to Watkins Glen, experiencing only a few snow squalls enroute. WAIT A MINUTE. SNOW SQUALLS? Oh yeah, and on Friday morning with the thermometer





showing 27 degrees and road surfaces totally icy, we arrived at the track for check-in, practice and qualifying. Never mind rain or a bit of oil, the track was literally covered with ice and didn't unfreeze until afternoon. So that meant we had about 4 hours to get acquainted with the car and drive our qualifying laps (with the other 90+ cars - each, like us, with 4 drivers). And when I said this was a new car, I mean NEVER BEFORE DRIVEN, ZERO MILES. Funny times. The good news, of course, is that it is a Miata and thus a joy to drive (yes, so are Porsches and next month I hope to be writing about the 914's latest adventure). We were all pretty tentative as we learned the car and were put in

the slowest bracket for Saturday's race. Saturday morning started at 27 degrees again but there was no ice and the forecast was for sun and gradual warming. We made Nick drive first (by noting that he is the car owner and should have the first whack at denting it) but that's no bargain as it takes the crazies a few hours to realize it is not a sprint race. Sure enough there were lots of crashes and Nick spent more than half of his two hour stint on full-course-yellow. I went next, then Dave, then Chip with the plan for Nick to finish (the rules require 5 pit stops in the 9 hour race and we expected the car to be able to do an hour and forty-five minutes or so on a tank of gas). But with Chip in the car an oil warning light came on and he had to come in. Frantic calls to the race shop that makes the cars finally led us to conclude that the car was fine, only a sensor was mal-functioning. But by then the race was so close to being over that we packed it in for the day. However, we had been getting faster as we got acquainted with the car and felt good about Sunday's race (actually feeling a little guilty as we realized we should be in Class 2, not Class 1 - but with the poor Saturday result we were left in the lowest class). And best of all, despite carnage all around us, the car still didn't have a mark on it.



Sunday saw sunshine and much warmer weather. Chip started and was doing lap times that were 5-6 seconds faster than our qualifying times. (Our best lap, by Chip, was 2:19.5 which is pretty darn good on street tires with only 160 hp.) Then the inevitable happened: Chip got side-swiped avoiding a big incident and had to come in so we could check out the car. Fortunately, other than a small wrinkle and some orange paint on Nick's all white car, it was fine. Nick followed and, despite the extra stop and another rear end tap, had the car running in first place in our class when disaster struck. With no experience with the car we were relying on the stock gas gauge to tell us when to come in for fuel. And, with the



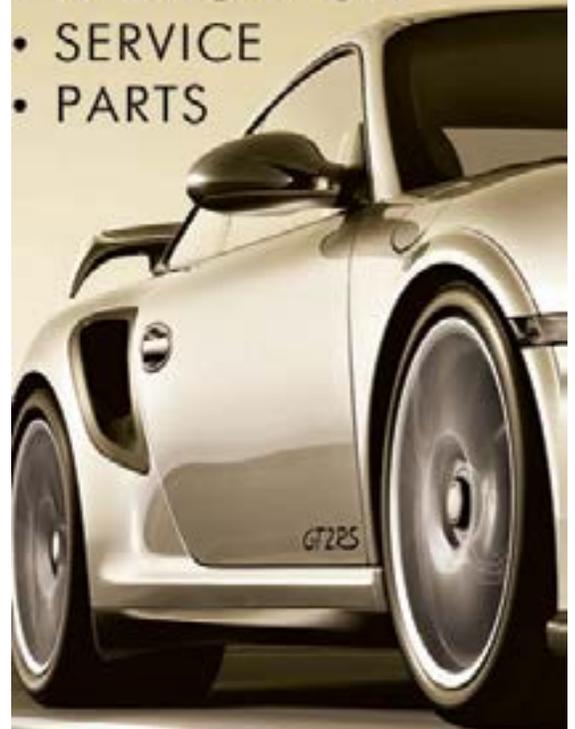
gauge reading 1/8, it ran out of gas. Ouch. By the time the car was towed in and gassed up we lost almost a half hour and any hope of a good finish was gone. But we all got about two hours on the track, we all improved and we all had fun. The only sour note is that AER gets more and more professional (for example, Randy Pobst was there and there was a team of Skip Barber instructors in a car like Nick's) and the cars get faster and faster. We don't mind running against really good drivers ("watch and learn") but the speed gaps between the rabbits and the turtles led to more than 10 significant incidents. We got a stern lecture at the Day 2 driver meeting telling the faster cars to be more patient and the slower cars to watch their mirrors.

Our next race (which I will miss while on vacation – although it was pointed out that being retired, technically I can't go on vacation) is another AER race at New Jersey Motorsport Park. The plan is to again use Nick's Miata while the BMW sits by itself in Chip's shop. By itself? Yes, sadly the original and well-loved original Jamaican Bacon Miata has been sold – but you will see it and its new owner at our DE events. The Miata is Dead, Long Live the Miata.

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Shared Passion

Gary Cooper, VP Communications

A Newbie Goes to the Ramble

Note: I realize we may be Ramble-heavy with the content in this month's NOR'EASTER, but it was too great an event for me not to write about in my normal monthly column. Turn the page if you are all Ramble'd out!

Since my wife, Ellen, and I bought our first Porsche in 2015 and joined PCA, we've tried to experience as many activities, events and Porsche-related experiences as calendar and budget have allowed. Locally, we gone to many Cars and Coffees (Roger and Rosemary Slocum's SoBo's are particular favorites), participated in several Autocrosses at Devens (some with my oldest son as a co-driver - these are great events to share with a friend or family member), attended a Newcomer's Summer BBQ, and co-led the 2017 Fall driving tour. On a wider scale, I've attended the Hershey (PA) Swap Meet (twice), enjoyed two Blue Ridge Boxster Summits (a non-PCA event) in NC, visited the Porsche Experience Center in LA, driven the 986 all the way down to Amelia Island, FL for the Werks Reunion, and expanded my knowledge at Tech Tactics East in PA. I guess you can say we've been immersed in the Porsche experience.....or, OK....we drank the KoolAid!

One event we knew we had to experience was the club's legendary Spring Ramble. Although I am not the historical expert on the event, I have learned a little about it. The first Ramble was held way back in 1986. Member **Michelle Sceppa** (along with co-member **John Foster**) has attended all 32 since then - impressive! Member **Dennis Ley** has missed only two years - almost as impressive!. Seven of this year's attendees date their maiden Ramble's back to the 1990's and many members have 10-plus Ramble notches on their belts. Clearly, there are reasons for such loyalty. We hoped to find out.

The NER Ramble has grown to the largest touring event of its kind within PCA. Quite a statement considering there are nearly 150 regional clubs within the national organization. And since PCA is the largest single-marque car club in the world, it seems likely that the Ramble is the largest single-marque driving tour in the world! This year's event drew nearly 350 attendees in 174 cars! It's also quite a unique event, combining a weekend stay in first-class accommodations, a scenic tour, car-related activity, meals, cocktails, and camaraderie of PCA members from all over not only NER territory - but NY, NJ, CT, VT, ME, NH and Quebec (I'm sure I'm leaving some place out). I was telling one of my PCA friends from outside the region and he remarked "it's like a mini-Parade!" Speaking of Parade, that's another activity we've yet to do (unfortunately, we couldn't make the 2016 Parade in nearby Jay Peak, VT fit into our schedules).

Both last year's and this year's Rambles were organized by fellow member, **Dennis Friedman**, who has ably assumed the moniker of "Ramblemiester." Words can't do justice to the herculean task it must be to put together an event of this size and scope. Imagine a very large "destination" wedding with a killer reception and dinner - with Porsche-centric entertainment. Past Ramblemiesters (and now Dennis) did this once per year. Incredible! Also incredible is the event's longtime lead sponsor - Jerry Pellegrino and European Performance Engineering in Natick, MA. The event doesn't happen without their assistance.

Although planning for future Rambles is done 1-2 years out, registration for the current Ramble usually opens in January. This year's event was to be held at the iconic Cliff House in Cape Neddick, ME - between York and Ogunquit. The property sits right on the coast, atop a 90-foot cliff (hence the name), with ocean views that are simply breathtaking. That may explain why the this year's event had it's earliest ever sell-out. We made sure to register as soon as we heard it was open on the www.clubregistration.net site. The \$120 fee for two included the cost of the welcome reception hors



d'oeuvres on Friday evening (sponsored by Porsche of Warwick), a continental breakfast on Saturday and lunch at the Common Man in Plymouth, NH - the tour destination. Also included were drink tickets for the Saturday cocktail hour. We also opted for the mid-tour stop at New Hampshire Motor Speedway in Loudon, NH for parade laps on the road course (\$30) during the lunch break of the non-PCA club races being held that day, and two nice NER magnetic name tags (\$4). The remainder of the event cost would be for the room rate (we chose an ocean view room because - well it's the Cliff House!) and Saturday night's plated dinner - this be paid at checkout on Sunday. Attendees are also welcome to extend their stay on either the front or back end of the Ramble dates at the same group rates.

One day, after we had registered, I received an email from Dennis asking me if we could help out by volunteering to be a leader or sweeper of the Ramble drive. I have to admit I was surprised, being we were newbies, but I think Dennis remembered I had helped organize the 1st Annual Charlie and Martha Dow Fall Tour in 2017. NOTE: we hope to announce the details of the

2018 Dow Tour soon. However; he may not have remembered that, in my role as sweeper for that event, I arrived at the destination first - before anyone else in the group. *This is not how the sweeper role is supposed to work!* Anyway, we agreed to take on one of the two driving leader roles. But once I saw the route was scheduled to be 3-plus hours out and 2-3 hours on the return leg - on mostly roads I was unfamiliar with - Ellen and I thought it would be good idea to test drive





the route a few weeks before the Ramble. Unfortunately, we couldn't take the two-seat 986 because our new rescue dog, Guster, wouldn't fit and would have to go to doggie day care. The day for the test drive arrived, and we headed to the kennel bright and early - only to find out they didn't open until 11AM on Sundays. Failure to plan properly is a plan to fail, folks! So Mr. Gus was piled into the back of Ellen's Honda CRV and went along for the ride with us. Even in the Honda, we quickly realized it was a spectacular driving route and made a few suggested tweaks to Dennis' meticulous turn-by-turn directions.

Finally, the day to leave for the Ramble arrived. We

dropped Gus off (after double checking the kennel's hours, that is) and made our way to Cape Neddick. It was only about an hour's drive for us. I had been checking the forecast for days and things were looking pretty good, but on departure day it was raining. Bummer. But the forecast for Ramble day looked more promising. After a quick dinner in Perkins Cove, Ogunquit, we checked into the Cliff House and then headed down to mingle with the other Ramblers (somehow calling us that seems wrong as we don't drive little Nash Ramblers - far from it). We had a few drinks and were entertained by the live music provided by the resort, and turned in pretty early - we had a big day ahead.

We awoke early and got ready. A peek out the balcony of our stunning oceanfront room showed a thick pea soup of fog and rain was still enveloping the rocky coast. I still took the opportunity to walk the parking lot. Any view of Porsches gathered together is sure to impress, but the assembled four-wheel awesomeness at the Ramble was really something!





My unofficial count of cars in attendance was:

911			Cayman	
• '64-73	1		• 987	6
• '74-77	1		• 981	9
• '78-83	6		• 718	1
• '84-89	6		Cayenne	3
• 964	1		Macan	4
• 993	6		Panamera	1
• 996		26	356	1
• 997	26		924	1
• 991	36		944	3
Boxster			968	2
• 986	7		Other	5 (some attendees opt to bring non-Porsche vehicles)
• 987	8		TOTAL	174
• 981	13			
• 718	3			

After checking in and signing the requisite waiver forms (a requirement for any PCA driving event), and a nice Continental breakfast, we all squeezed in to the Atlantic Ballroom to hear Dennis conduct the driver's

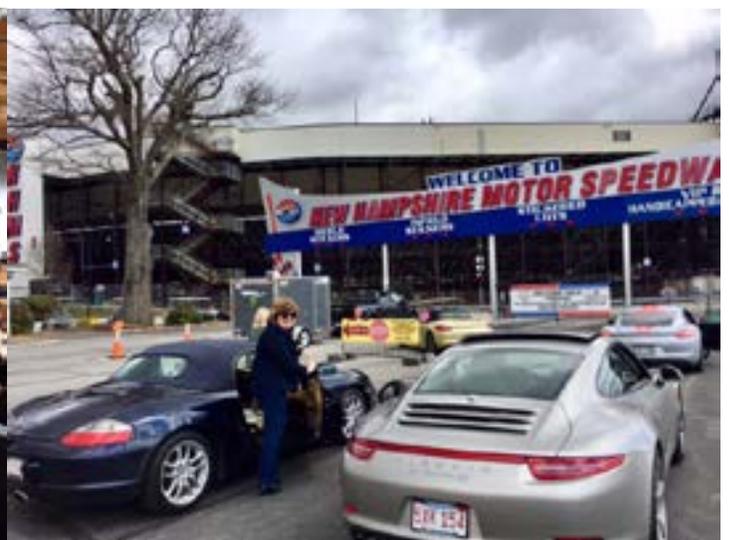
instructions and safety meeting. It's all common sense - be mindful of posted speed limits, no racing, no passing, yield to pedestrians, etc. The Ramble is essentially a self-guided tour. Drivers were also advised if they left the established route - which is certainly O.K. if they want to - they will be considered to have "left the tour" and be on their own. But just stopping for a restroom break was fine and they could just join the next "pod" of cars coming along (with 174 cars, there would always be another group coming along). Dennis had asked me to led the first group out - those that would be stopping mid-route for parade laps at New Hampshire Motor Speedway (NHMS) - so Ellen and I slipped out to get in the 986 and wait at the end of the property's driveway. When 10-12 cars were lined up behind me - away we went!

It was then that I made a mistake. Not a driving mistake, but the mistake of telling Ellen she would be navigating the lead car for the largest driving tour in the country. But no pressure, honey! She immediately felt a nervous energy and became laser-focused to read me the turn-by-turn directions. Dennis does a nice job on these and builds in stops to reset your car's trip odometer to account for any mileage variances from one car to another. Ellen did a fantastic job and our only mild hiccup happened when we arrived at a road detour (Dennis had also pre-driven the route just before the event and had accounted for a road closure with updated directions ready for everyone), where we almost missed a turn. Phew!

After about two hours of some beautiful back road touring, the sun started to come out and temperatures started to rise into the upper-50's to low 60's. We pulled into NHMS, signed their waiver, and queued up for the



parade laps. Although there was a short delay getting started, we were in the first group out on the track. Having never done it before, I had a preconceived notion of these laps - that they would be ceremonial and at mild highway speeds behind a pace car. O.K., slightly boring. Well, the pace car was actually a pace truck, but must have been driven by an experienced track driver who was game to let the Porsches run for a bit in their natural environment. Let's just say the pace was "spirited" over five laps of the road course. The flat six in the 986 sounded fantastic. I couldn't wipe the grin off of my face - it was soooo much fun!



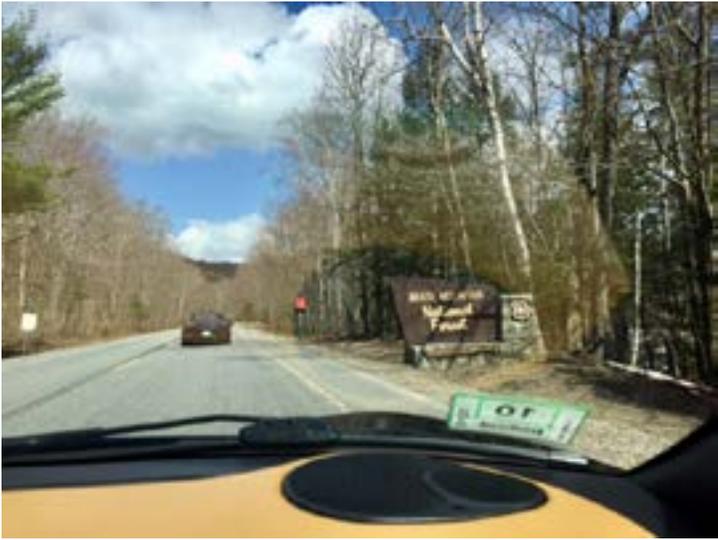


After track time fun, we headed back out on the road for the final leg of the tour and made our way to Plymouth, NH (via an expedited route to account for the track delay) for lunch at The Common Man. I can't speak for everyone, but I was starved! The comfort food buffet hit the spot. Refreshed, we headed back on the road for the return to the Cliff House. Dennis had thoughtfully included two routes home - an "express" route to get folks who wanted to enjoy some more resort time

back to Cape Neddick quicker, and a more scenic route through the White Mountains via the Kancamagus Highway (Rt. 112) and Rt. 153. If you know me, you'll already which route I choose – scenic, baby!

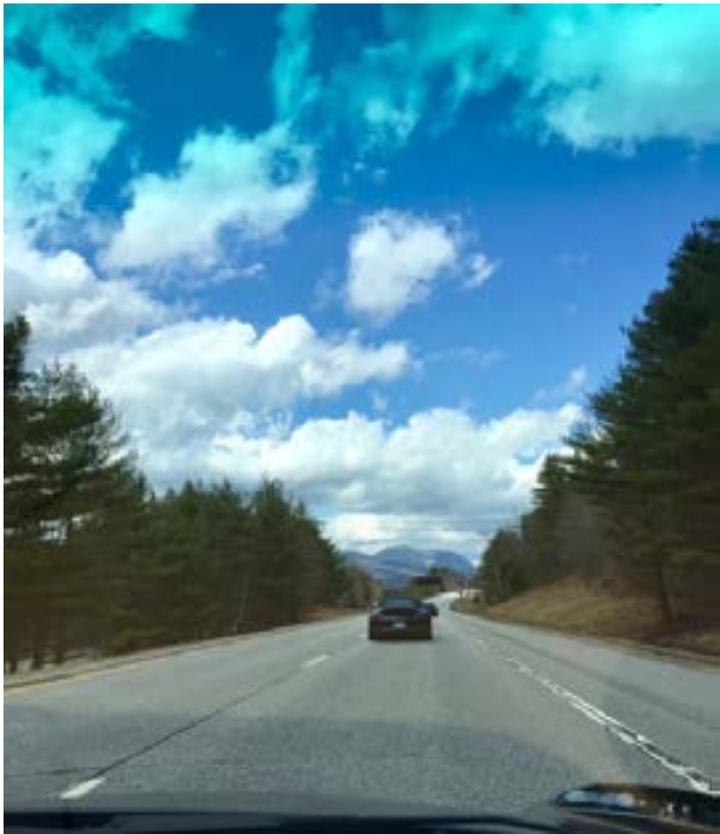
Upon leaving The Common Man and making our way up 93 to the entrance of the Kancamagus, we fell in with a small group of other Ramblers. It was mildly surprising to see deep snow at the top of the pass, but





it did not infringe on our drive. Periodically, I would check my rear view and notice others had joined our pod. Funny thing though - by the time we made it back to the Maine Coast, we were all alone again. It seems everyone charted their own return leg, as cars peeled off on other routes. Perhaps they were checking out some other places of interest? Or maybe, we were all lost!?! The destination is the journey, after all.





After a quick rest and clean up back in our gorgeous oceanfront room - could one ever tire of this view? - we headed back down for the cocktail reception and then a much-deserved dinner. Dennis asked Ellen and I to sit at his table (this felt a little like sitting at the Captain's Table, and Dennis does share some of the same leadership qualities of Cpt. Steuben of The Love Boat - just kidding, Dennis). We were pleased that our President, Bill Seymour, and his wife Rosemary were able to join us. Bill commented the Ramble is the biggest event on the NER calendar and opined it is the centerpiece of the membership experience for most of the veteran Ramblers. After our maiden Ramble, we can see why. Next year's Ramble, based at the famous Chatham Bars Inn on Cape Cod, has a high bar to meet – but I have a feeling it will be even better.



BACK TO BASICS

Anker Berg-Sonne,
Membership Chair



Spring Cleaning



On my to-do list for FUNTOY I have had a number of items that are related. At a couple of autocrosses last year, I discovered that the frunk wouldn't open when the car got really hot. Spraying lubricant into the latch mechanism hasn't helped, so I purchased a used latch from Woody in Texas (username "itsnotanova" on

986forum.com) who dismantles Boxsters and resells parts. Since repairing the latch would require removing the bumper cover, I might as well combine that with rerouting the emergency release cable from the right wheel well to the tow hook location, along with cleaning the accumulated leaves and other debris from the



radiators and air condition condensers. As long as I was doing that I also wanted to install screens in the bumper cover air intakes to prevent further debris from entering.

Yesterday I decided that the weather was perfect - sunny and not too hot. I cleared Kirsten's car out of the garage and backed FUNTOY into the middle, leaving plenty of room to work on her. The Bentley manual has a good description of how to remove the front bumper cover so I proceeded to follow their instructions and got all the screws that hold it on removed. Pulling it off wasn't as easy as I expected, but after some shifting and pulling it came off. A square plug dropped to the ground as I removed it and I haven't been able to figure where it came from, so it has been dropped in the spare parts bin. Removal also caused a pile of leaves, dirt and twigs to fall out of the air ducts, a solid indicator that this maintenance was due. Getting the air ducts removed was also easy, as was loosening the AC condensers in front of the radiators. As expected there was a clump or dirt and leaves covering part of the radiator. A soft brush was the perfect tool to remove the debris without damaging the radiators.

So far, so good. Rerouting the emergency release was also a breeze. I will have to make a wire fishing tool to

get the wire through the tow eye hole, because Massachusetts requires front license plates. I have a tow hook receptacle license plate holder, so I can't route it through the threads.

On to replacing the latch. First thing I noticed was that the replacement latch wasn't identical to the bad one. There are two electric actuators. Kirsten came out and helped pull the frunk release so I could see which one was the opening actuator. The other one is apparently there to prevent the latch from opening when the car is locked and the "new" latch didn't have the attachment point. Off with that actuator cable and into the parts bin. After a lot of fiddling I had all the required cables attached to the replacement and the "new" opening actuator routed through the frunk wall. Before fastening I thought it would be a good idea to pull the release and verify that the opening actuator actually worked - it did. I fastened the latch and did a test closing of the frunk lid. Too low. So I loosened the attachment screws and moved the latch. The holes in the frunk wall are oversized to allow for adjustment, but without instructions all I had was trial and error. I lucked out and on the second try the frunk lid closed perfectly and operating it also worked as it should.

All that was left was mounting screens in the inlets and getting the bumper cover back on. I had bought black gutter screens at Lowes and cut them to shape with a small wire cutter. A fiddly and time consuming job. Next time I'll use a larger set of metal shears. The screens are attached with small, black tie wraps and look really good. When I tried to put the bumper cover back on I discovered that they have to be cut back to exactly fit the size of the inlet. If you don't they will prevent the bumper cover from fitting correctly. More cutting and fitting and finally the bumper cover slid on. Not easily, but eventually. There are a lot of tabs and liners that have to slide on correctly.

After getting everything put together again I got the tools back into place and swept the garage floor clear of the stuff from the radiators and also the dirt the cars keep dragging in. Turned FUNTOY around and drove her into the garage. After doing that I decided to check that the fans work correctly. Guess what? The right side radiator fan wasn't working! I checked the fuses, swapped them and swapped the relays. Nothing worked. So I ordered a replacement fan from Pelican Parts and also ordered a fan resistor event though it doesn't look I need that. I requested two day shipping because I don't want to do a DE with a bad cooling fan, and I have signed up for the Thompson Vintage Day

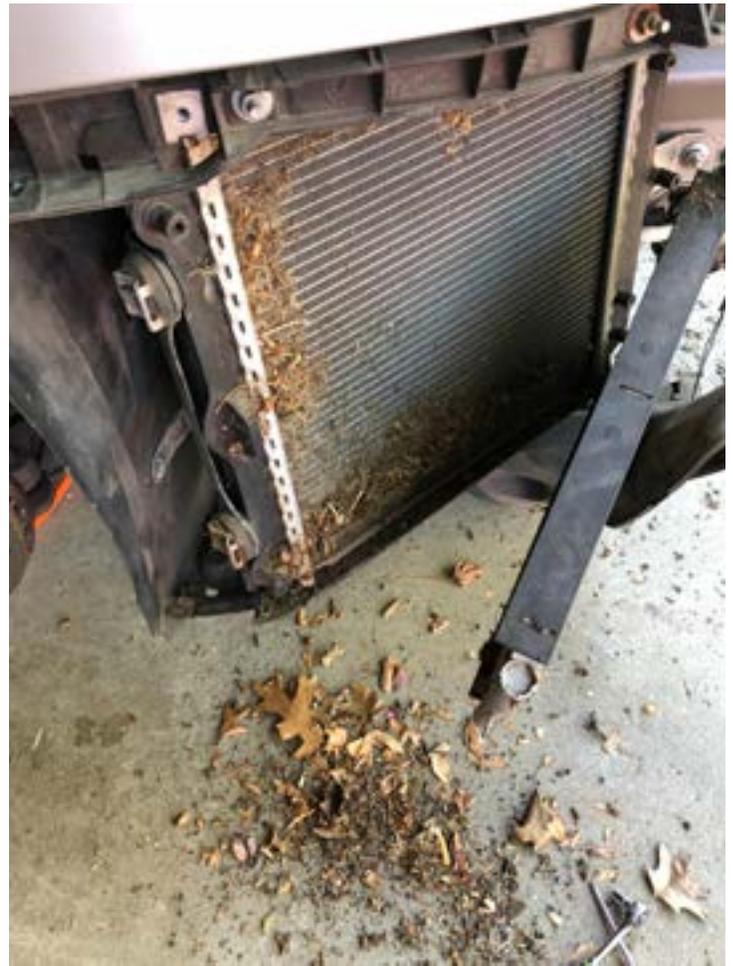


DE. So in a few days I'm going to have to tackle that.

If you have had the patience to follow me up to this point I have an important point to make: How often do you think Porsche dealers and independents clean the radiators? And do they verify that the radiator fans work? Even if you don't do your own maintenance it does make sense to ensure that these things are taken care of!

On to the next subject: I had volunteered to help out with the AX Car Control Clinic on the 6th of May. The forecast was for a few showers, but it rained constantly until 3 PM! In spite of the wet everybody had a great time. This was my first experience at instructing and I had as much fun as if I had been driving. Being a passenger in all kinds of Porsches and other cars was fun. Up till then I had never experienced Launch Control and PDK. Both of those are magic. Also watching how the students progressed was fun and rewarding. One of the students was my better half, Kirsten, driving her 2002 Boxster 2.7 that we bought earlier this year. I was happy to see how much fun she had driving and look forward to sharing a "real" AX with her later this year.

I have resolved to attend as many events as I possibly can this year. The first one as the Newcomers Meeting at Porsche of Norwell. Great event with record attendance. On April 21 and 22 I was asked to cover for our sister club, NCR's, regular photographer, Davis Churner, at their season opener DE at NHMS. Being an "official" photographer and having access to closed areas is a blast. If you are passionate about some aspect of the sport, social or driving, you can usually sign up for events at our surrounding regions and maximize the number of events you go to. I also attended two Porsches and Coffees. The first one at the Moose Caffe in Tiverton, RI and the second at Lala Java in



Northborough, MA. Both were chilly, but both with good attendance. I missed the Ramble. That weekend is my youngest grand child's birthday and as long as he is young (this was his 6th), the attendance of grandparents is mandatory. Next weekend is NCR AX #2, and the weekend after I will be working in support of the Thompson DE and driving in the Thompson Vintage Day DE. On June 9th I will be going to Porsche of Norwell's celebration of the 70th anniversary of Porsche. That's as far as I have planned.





VIP's - Very Important Porscheophiles

New members as of June 1, 2018

Dave Anderson, Lexington, MA, 2007 Caymen S
David Brage, Edgartown, MA, 1963 356
Joanne Candella, Sherborn, MA, 2018 718 Boxster
Richard Crampton, Boston, MA, 2009 Cayenne GTS
Stanley Cryz, Dedham, MA, 2017 Cayman S
Douglas Emond, Marblehead, MA, 2012 911 Carrera 4S Cabriolet
Stephen Franzino, Plymouth, MA, 2003 911 Turbo
George Gillis, Cataumet, MA, 2008 Cayman S
Ben Hadar, Lexington, MA, 1986 911 Carrera
David Larose, Dracut, MA, 2015 Cayman S
William Licho, Waban, MA, 1997 911 Carrera
Michael Lillie, Acton, MA, 2013 Boxster S
Roger Lopez, Sudbury, MA, 2015 Cayman GTS
Andrew McElwain, Ashby, MA, 2006 Boxster S
Michael Moynihan, Boston, MA, 2013 911 Carrera S
Brian Mulley, New York, NY
Ryan Mulloy, Natick, MA, 1982 911 SC Targa
Bill Nevelos, South Dartmouth, MA, 1988 911 Carrera Cabriolet
Thomas Ostberg, West Roxbury, MA, 2017 Cayman
Jonathan Ouellette, Seekonk, MA, 1986 911 Turbo, 2002 Boxster S
Ned Parillo, Newbury, MA, 2007 Cayman S
David Salvatore, Johnston, RI, 2017 911 Turbo S GT
Ray Sousa, Dunstable, MA, 2017 Macan
Leo Yuskus, Woburn, MA, 2016 Cayman GTS

Anniversaries



46 Years
William Currie
Linnea Currie

42 Years
Wayne Kunkel
Linda Kunkel

44 Years
Victor Zeller
Margery Zeller

41 Years
Robert Burg
Ryan Burg

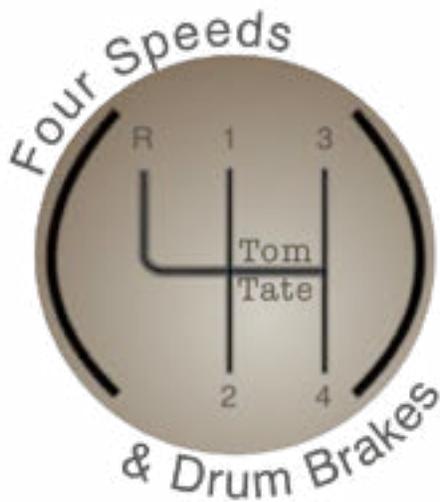
25 Years
Paul Adinolfi
Britton Hutchins
Dana Martin
Alison Martin
Timothy Pafik

10 Years
Mark Ballard
Debbie Ballard
Jan Bilzerian
Mark Crompton
Jerome Weinstein
Joan Weinstein

20 Years
Thomas Duquette
Pamela Duquette
Gary Gentile
Lucy Gentile
Janis Reiters
Paula Reiters
James Rindo
Patty Rindo

5 Years
Payam Aghassi
Christopher Bjurling
Michael Carroll
Victor Gangi
Cynthia Gangi
George Myrus
Daniel Noveck
H Tischler
Christina Tischler
Gordon Wallis
Wilhelmine Wallis
Jonathan Zucchi

15 Years
William Barbieri
Carolyn Barbieri
Thomas De Marche
Cameron De Marche
John Weil
Michelle Weil



Spring has Sprung

After what seemed like a couple of months of delay, Spring has finally arrived. The reason I know that it is here is because Majik is now home for the driving season. That name came from the fact that as a 914, it could do things that other cars couldn't do, like magic and that spelling was available for a vanity plate. The name stuck even as the plate wound up on the garage wall. .



The 914 that I bought back in 1976 is the only car that spends the winter away. Away is a barn in Medfield center that belongs to a friend, that is secure and cheap. As everyone knows, you can never have enough garage space and the Porsche that is on the bubble is the 914. It gets limited use as an autocross car so once that season is over, off to the barn it goes. Looking at the vehicle log, it only traveled 1100 miles last year and most of that was under full throttle and somewhat sideways. I

went over last weekend, installed the battery, cleared the dryer sheets off the seats and carpets and turned the key. The little thing started up like I had just parked it there the day before. I'm always amazed at these cars and how long they can be abandoned only to fire right up when required. Of course the fuel had stabilizer in it and the battery was in a warm garage all winter but even so it's great when you consider all the things that can go wrong.

All my Porsches are old and therefore air-cooled, so antifreeze is not an issue, nor are water pumps. Still, fuel pumps do give up, electrical connections corrode, and moisture gets into the nooks and crannies and cause problems.

Driving the 914 to the gas station for some fresh gas reminded me what a terrific car it has been for the last 42 years. With only 77k miles on the clock it certainly has a long way yet to go, especially considering the few miles it sees every year.

The Autocross season for the Northeast Region doesn't start until July so I'll have a chance to get reacquainted with the 914. I started by replacing the radio speakers as soon as I got it home.

Years ago when these cars were new, upgrades were common and I had replaced the Factory speakers with a set of ADS self-contained units. They sort of fit in place of the originals but the plastic housing wouldn't cover them so I had saved those in a box marked 914 Parts (that was 40 years ago). ADS stood for Analog & Digital Systems from Wilmington MA and were considered state of the art back in the '70's. They have worked well all these years but with the current emphasis on originality, I sourced a pair of conventional speakers last Fall that fit into the original housings from my local audio guy and had them waiting on the workbench. They bolted up in short order, look great and worked like new, which they are. Another victory and bonding moment with an old friend.

I do have a grandson out in Goodyear, AZ that has his name on the list when it's time to thin out the herd. Louie seems partial to 914's as he has had a couple roll through the garage the last few years and knows them well. I'd like to keep this one in the family when they take my driver's license away and that day is coming. With the headers [that are without heater boxes](#) on the car, Arizona would be the perfect location to retire this

old soldier.

Two of the other P cars will be leaving soon as they are in the Bonhams auction in Greenwich, CT the first weekend in June. I have used that auction house in the past with good results so the '70 911 Targa and the '65 356SC will be making the trip.



That should give me material for at least a couple of future articles. We'll see. I hope it isn't like Wayne Carini's show where he loses money on every car. I think those episodes are just for the benefit of the IRS, the winners don't get shown.



Overall the summer is shaping up well with a Champ Car Race at The Glen coming up. Son, Rob, is flying in to drive a Miata, while I'll be running with a BMW team that has a M3 that runs 2:10's there. That should allow me to wave at my son as I pass him, I'll let you know.

The Fall Lemons Race at NHMS will be in an Audi TT that is currently under construction in Pembroke, MA. I've been down to be fitted in the seat as I'm the tallest driver on the team and the cockpit is pretty tight.

There are a few Track Nights at Thompson that I may run just to put a few miles on the 911. It just has street tires on it but it makes a lot of noise so it seems to go faster.

The Autocross series looks good but the Zone 1 event has been replaced on the calendar with a flight to Bali.

Number two daughter, Kaitlee, is having a destination wedding and has picked a spot on the other side of the world. I wouldn't go that far for any other reason but I'm certainly looking forward to the trip. My flight goes through Qatar while the AZ group is flying through Hong Kong. Sounds like a good crowd is going but I'm told there are no car activities available. I'll manage. Maybe I can take photos of what they do drive over there and do a column on small, strange cars a world away.

Have a great Summer, put some miles on your ride and KTF.

THE SLIPPERY SLOPE

By Robert Jacobsen, Treasurer

As you read through the various Pulitzer qualifying articles in the Nor'Easter (present article excluded), you see the names of the different authors in bold font at the heading of their individual columns. The names though that actually make this whole thing come together and arrive in your inbox on the first of every month are Gary Cooper and Anker Berg-Sonne. Before them it was Sterling Vernon and before Sterling it was Adrienne Ross. Adrienne laid out and assembled each and every issue before sending it to the printers. Sterling was critical during the transition from print to electronic. Now Gary and Anker have the "pleasure" of doing this every month and dealing with tardy writers (which is me this time around). Typically we all try to have our articles submitted by the 15th of the month, but I was away for work and now am away for vacation. However, thunderstorms are preventing beach activities so far and giving me no more excuses for not writing an article that is already going to be a "cheat" article.

Since last month I have made no additional progress on the Miata and have just taken it for a drive on a couple of occasions. So, with no additional riveting material on that, I decided to stop on my way out for vacation at a unique place that I had heard of before, but never visited. Collector Car Showcase is located in Oyster Bay New York and, while small, is an incredible collection of cars. Stepping into the showroom that is filled with vintage race posters, car showroom posters and different vintage gas station items, you are immediately in awe of the stable of cars. I had never seen any 'RS' model in person and now I was staring at six. A 993 RSR, RS America, 993 RS Clubsport, 964 RS, another 993 RS, and a 1972 RS left me speechless as they have just been vehicles that I have watched on episodes of Petrolicious. Once my photoreceptors recovered from the immediate shock from the cacophony of colors at the front of the of the showroom, I glanced further back to see a Ferrari F40, a BMW 507, a Carrera GT and not one, but two new 911 R's. The 507 is an incredible work of art, the F40 is well an F40, and the CGT and 911 R's are amazing to see sitting there altogether.

Downstairs there are a lot more cars, most of which are for sale. I wish I had a better camera with me than my cell phone, so unfortunately the richness of some of the colors will be lost. I highly recommend taking a drive down to Oyster Bay to see this collection in person. Add in a trip over to Sagamore Hill (the home of Teddy Roosevelt) which is only 15 minutes away from the showroom and you would have a great day trip. If driving down through NYC is intimidating, you can drive to Bridgeport CT, take the ferry over to Port Jefferson and completely avoid the hassle of driving through the city. From here, I will let the pictures do the talking.





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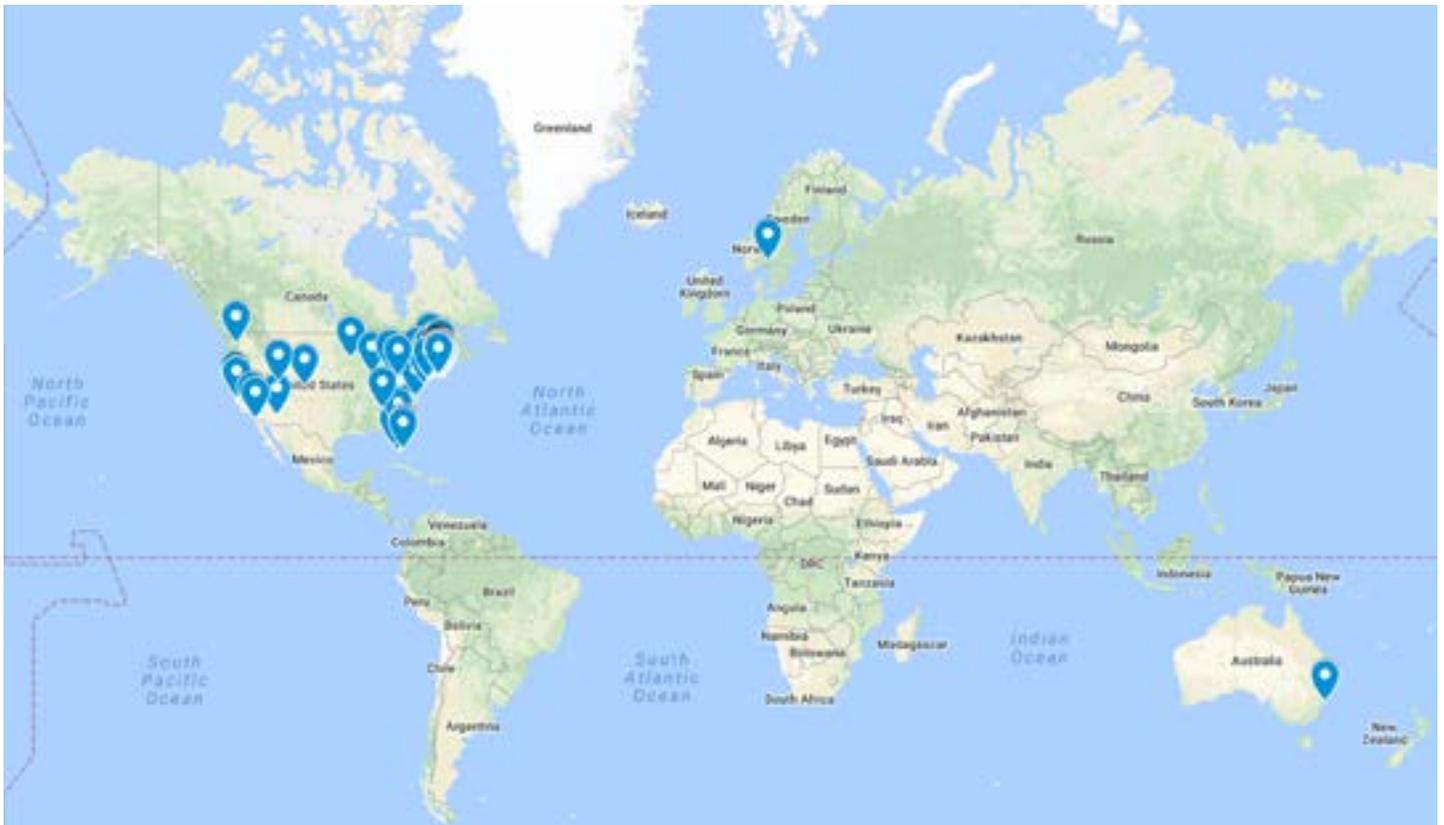
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By the Numbers

Primary members: 1888

Affiliate members: 1012

Total members: 2900

Road to Amelia Tour

Story and photos by Dave Geisinger

“Are you out of your mind?” is the first response I usually get when I tell people I plan on driving a car from the 1970’s down to Florida at the beginning of March. It’s usually followed by advice such as ‘Bring a spare,’ ‘Make sure your heat works’, ‘Drive carefully’ and many other tidbits from folks who don’t take their cars out if there is mist in the air, let alone on a 1800 mile trek where the weather could change in a matter of minutes. Deciding to throw caution to the wind, as I so often do, I along with a 20 other folks and a dozen cars embarked on the journey.

This is the third time Hagerty Insurance has sponsored the Road to Amelia Tour. I have participated the last two years and have found it to be one of the most enjoyable experiences from both a driving and comraderie perspective. What can be so bad, a dozen or more great cars, filled with people who share the same passion for driving the classics.

Like any long-distance trip, one like this requires planning. Given I would be driving a car from the early ‘70s it takes a little extra. The first big decision was what was I going to drive this year. I have a 1972 BMW 3.0 CSL that had just been wrapped in the BMW livery that was seemingly up to the challenge. But I also just recently purchased a 1974 Porsche 914 LE, also known as the Creamsicle,

Having two fantastic cars to choose from is definitely a first-world-problem, so like anyone who hates to make a decision, I decided to simply take both! My good friends at South Shore Autoworks helped make that ludicrous decision possible. Justin Becker and Shawn Gill planned on trailering down to Amelia for the show this year and we made arrangements for them to take a car down to the show.

Because I had only received the Porsche 914 in late January and the longest it had been driven was from the trailer to my garage, I decided to tuck that one away to be judged at the Porsche Werks event and would drive the ’72 BMW 3.0 CSL down to Florida.



The weeks leading up to my departure were filled with last minute tweaks, tire replacements, carb tuning, brake work, and the usual fluid changes. Both cars seemed to be in tip-top shape. Any time you plan on taking a long trip like this it’s a really good idea to make sure you double check everything and plan for the unexpected. Cars that are over 40 years old can act up at any time, and given the time of year, weather unpredictability can throw even the most well-prepared into a spin.

It was the evening of March 3rd and I was frantically going over my checklist of all the things I needed to bring with me. I was also focused on the weather. The 4th was expected to be very cold but there was a storm front coming in from the west and I just hoped it held off. In addition, to the normal slew of supplies from (spark plugs to oil), I also had to pack a bag full of detailing supplies. This year’s Amelia Concours was a little extra special because the BMW was going to be the spotlight car at the Amelia Island Film Exhibition and the Porsche 914 was being judged at Werks. I like to drive my cars (a lot) and so although keeping them clean is important to me, it’s usually secondary. Because I knew they would be on display I needed to prepare well in advance for what to bring.

The morning of March 4th arrived and it was a beautifully clear day with temperatures hovering around 28 degrees. I really hope the heat works today. It did on the 3rd but you never know, it’s been a whole 24 hours. I packed the car, warmed her up, kissed the wife and kids goodbye, and took a quick little selfie before heading

out on what would be the longest single-day of the tour which was about 500 miles. For the first 250 I would be the only car, in fact I was the participant who was driving the furthest for this event. The first person I would meet up with was my friend Jeff, who drives a Porsche 996, outside of Westchester NY.



The first day was actually quite un-remarkable. All systems on the car worked great (even the heat). Was even able to push the car a bit as I spent much of the day on the highway. Although not as nimble as my Porsche's the BMW was a pleasure to drive and the 6-cylinder sounded great. I met up with Jeff right on schedule around 11am and we then proceeded to drive down to Winchester VA for the official start of the tour. Got a great spot right in front of the hotel too!



March 5th the official driving of the tour began. There was a great collection of cars including a 1967 Marcos, a Ferrari 308, a Daimler, a couple of Porsches and more. This year was particularly exciting because we had Dave Hord from Classic Car Adventures leading the way. He had planned the route for us from Wilmington down to Amelia and promised some great driving roads ahead. We began bright and early with a drivers

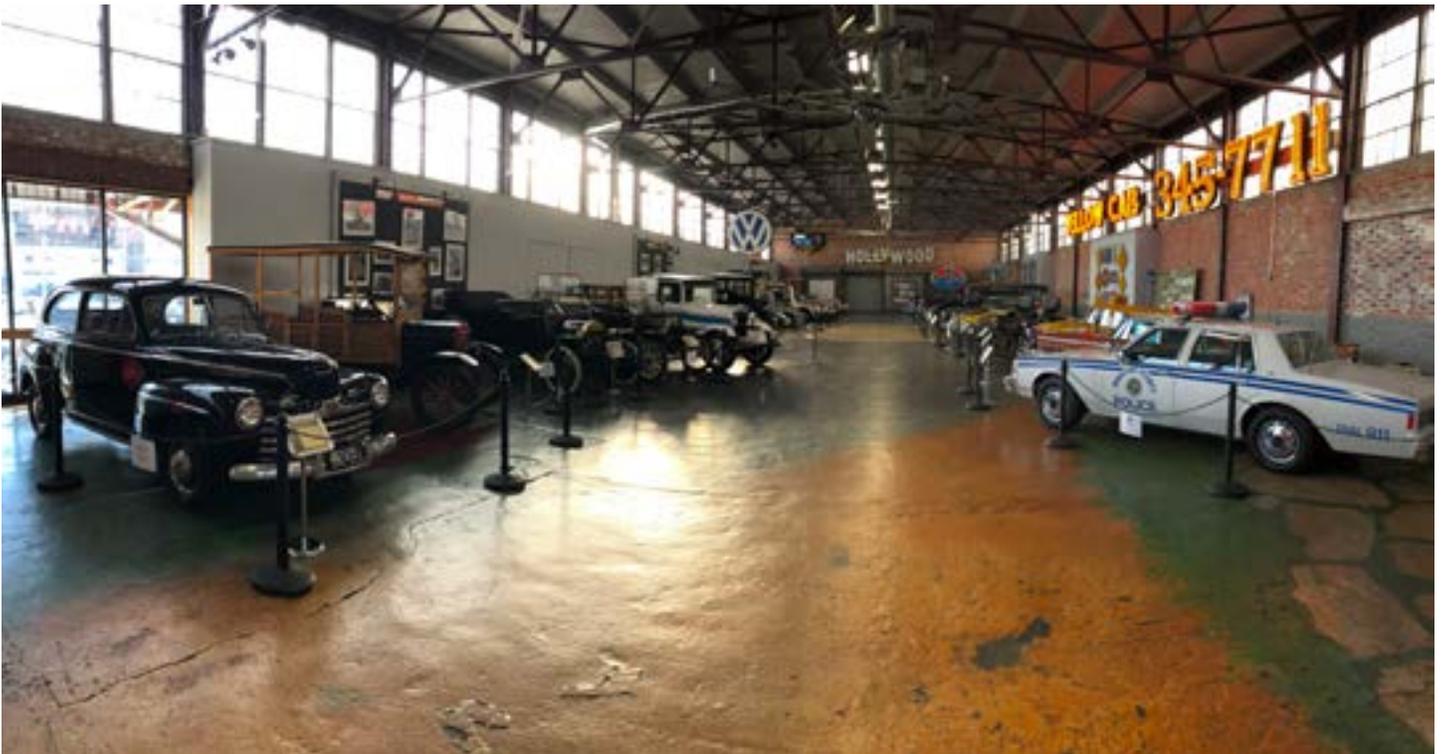
meeting and review of the route book and off we went to our first stop at White Post Restoration in White Post Virginia.



The first day of official driving was pretty relaxed. The plan was for us to stick to mainly secondary roads for the trip and avoid highways at all costs. We had breakfast over at White Post Restorations which has been around since the 40's and has done restoration work for Kings and Queens to the average Joe, but all of their work is A+. We had a planned stop in Roanoke for the night where we went to the Transportation Museum and had a private tour of a great collection of cars as well as some amazing locomotives.



After a quick bite to eat with the crew it was off to bed with an early rise expected for March 6th. The weather for morning departure out Roanoke was near freezing with a chance of rain. We were headed off to Duncan



Imports today and given the route take us up in elevation, there was a potential for snow. The roads were fantastic! Driving through the Blue Ridge Mountains was absolutely stunning. The roads were smooth, windy and without congestion. I have driven all over the world and these were some of the best driving roads I have ever been on.

Luckily, no snow in the morning and we made it to Duncan Imports. If you don't know these guys, look them up. They have some of the craziest imports from Japan I have ever seen. Need a Nissan Figaro, no problem, they have over 100 of them!

We ventured on from Duncan Imports and that's went things started to go south, literally and figuratively. We were driving the Blue Ridge Mountains and got total-

ly socked in by fog. At certain points we couldn't see more than 20 feet in front of the car. Not usually an issue, but stopping power is not something these old cars are known for. Somehow my car had become the lead car when we happened to come across a road closure sign. The Parkway had been shut down because of some down trees and we would have to venture off. At this point the BMW started acting up. We were now off the smooth driving roads of the mountains and found ourselves confined in some traffic through towns. The BMW decided it didn't really want to idle in first and that it much preferred to stall every time we stopped at a light or slowed down in traffic. Luckily my friend Tom Yang had been driving with me today and he suggested we stop and take a look. For those of you who don't know Tom, he is one of the most talented vintage Ferrari mechanics around and works of some of

the most famous collections in the world. After a little digging a tweaking we got idle back for a bit only to lose it again. The plan was to meet up with Justin and Shawn from South Shore Autoworks at their trailer that night and see what we could find. After rolling into Asheville, unpacking and taking a quick shower, we took the BMW over to meet Justin and Shawn. After replacing the plugs, doing a compression test, and some other diagnostics we came to the conclusion that I had a fairly significant air leak coming from one of the carbs. After some discussion we decided to trailer the BMW and put the 914 on the road. Not having ever driven it I must say I was a bit nervous to see what the rest of the trip would bring.

What will the roads will be like? We would soon find out. After breakfast and a drivers meeting we set off. I followed behind Brad Phillips from Hagerty Insurance in his Ferrari 308. He was sharing the car with Dave Hord from Classic Car Adventures who drew the first turn of the day behind the wheel. As we crept up the mountains, the snow kept falling and now it started to accumulate. Tom was my co-pilot again today and kept giving me words of encouragement as we climbed the snow covered windy roads. Then right in front of us the Ferrari spun out missing the guardrail by inches. Not knowing if I could start moving again if I stopped, we decided to squeeze on by the Ferrari after confirming on the radio that everyone was ok to proceed. Here we are, in a 74 Porsche 914, in the mountains, in the snow and in the lead. Holy \$&%!



March 7th came quickly and we awoke to snow. Yes, snow! I was about to drive a car I have never driven,

Not much to say but the rest of that day is history. Over the next couple of hours the car handled to perfection. I came off that mountain feeling confident not only in the cars ability to perform in those conditions but mine as well. We even gave the car a new name. We changed it from Creamsicle to Icicle because of the icicles that formed on the front air dam.



through the Blue Ridge Mountains, in the snow. I was scared out of my mind. How would the car handle?



We rolled into Georgia later that evening and met for dinner at a local restaurant before calling it a night with our final push to Amelia Island a day away

March 8th we decided to all go at our own speed as each of us had different commitments at Amelia Island throughout the day but we planned on meeting at the Amelia Island Motoring Film Exhibition that evening for our official final stop. And what a great night it was. My good friend Guy Smith has put this event on now for the past couple years and its one of my highlights for the weekend. All the tour cars were on display along with some other great vehicles.

Friday brought the second big day in a row for the 914. Today it wasn't for driving. Today it was for showing. After taking the car to a local car wash to get all the dirt and salt off the vehicle from the drive through the mountains, I took the car over to Porsche Werks. This is the second time they have held the event on the east coast. And with over 600 Porsches on the fields, it is something every Porsche lover dreams of. If you could dream it, it was there. From 356's to 959's, from out-laws to originals, and everything in between. The 914 took her place among some other beautiful 914s and 914/6's. I gave her a once over with the detail spray inside and out and waited for the judges.



At the end of the day, the 914 came in 2nd in its class, with first place going to a fully restored 914/6. It's important to note that Werks is not about originality. Its not a Concours judging, in fact I think what got me 2nd place wasn't the condition of the car, but showing the video driving the snow and demonstrating that people actually do drive these cars in all conditions.

When thinking about showing your car you have to decide what's most important to you. Each show is different. Some will look at originality, some will look at cleanliness, some look at creativity, and others will just pick what they like. The show you choose will determine the preparation you need, as well as you chances to win.

We watched a couple of great movies about cars , listened to some great stories, and shared our experiences over the last few days. Even though the tour was over the weekend at Amelia Island was just beginning.

Driving a vintage car is one of the most enjoyable things I do with my free time. The idea of going back in time to a day without the sophisticated electronics that we have in today's vehicles. The feeling that you are in control of that vehicle and it requires your undivided attention. The opportunity to share that passion with others is something I am extremely grateful for.

So what more can I say. 1800 miles, 11 states, 5 days, 15 cars, 20 great friends, one leaky carb, a few inches of snow, a second place finish and memories that will last a lifetime. If you have 'em drive 'em!



Airing It Out on the Ramble

By Gene Hunt

The 2018 Ramble was the usual blend of familiar camaraderie, spirited driving, and amazing accommodations and scenery. It was also a whirlwind experience that passes so quickly my wife and I refer to it as “Ramble Time” – an accelerated weekend that proves the adage: time flies when you’re having fun.

We’ve enjoyed six different and drama-free Rambles, but this year’s delivered a measure of misfortune. Our annual tradition (gentlemen, take note!) is for me to drive the morning route and for Teddie to bring us home. After a satisfying lunch at The Common Man, we lingered in the sunshine of the parking lot, admiring the collection of cars and saying goodbye to my son, who had joined us at the Cliff House for the drive and was headed back home.

We were set to go: cabrio top down, sunglasses on, smiles on our faces, and pleasant anticipation at the prospect of taking the long way back to the hotel.

Just as we pulled out of the lot, warning beeps sounded: Low Tire Pressure. Front left. Ten lbs. down already. “Not good,” I said under my breath. The tires were new, only 800 miles, but the front left was quickly headed to Flat City. Already committed to getting on the highway, we headed south on 93 (not, as we had planned, to the Kancamagus). At the first exit we pulled off and headed

to straight to the nearest gas station. Tire pressure was now 8 lbs. We parked at the air pump and listened as our Michelin hissed its last breath and went completely flat.

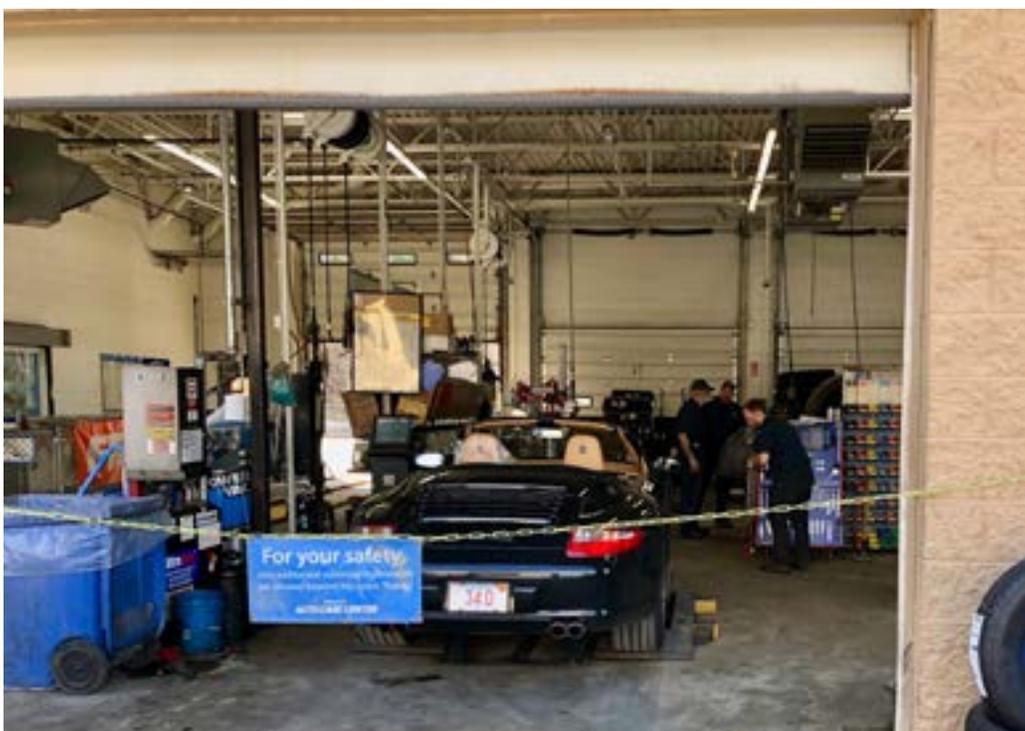
As every owner knows, 997 Carreras have no spare or jack, just a sort-of helpful bottle of tire sealant and a compressor. Based on the rush of air escaping, we easily located the hole on the tread. I joked that if I held it with my finger we could drive home. Dark humor. My mind went into overdrive: do we pump it with sealant, fill it up and hope for the best? Call a tow truck to take us 100+ miles back to the Cliff House? (Then figure out what to do after that) Or maybe see if it can be repaired?

I decided to opt for a possible repair. A quick search determined that no tire stores were in the area. There was a Walmart, however, just 3.2 miles away. And it had a service center!

A phone call revealed that a) they don’t carry anything close to a 997-sized front tire, but b) they’d take a look and see if it could be plugged. “If we can do it, it’ll cost \$10,” I was told. Never have I looked forward to going to a Walmart as much as I did that afternoon.

We added a fresh infusion of air (\$1.50) and headed back up 93 north, with tire pressure steadily dropping. Exiting the highway and looking ahead, there was a mile of commercial and retail development – and multiple traffic lights – between us and possible salvation. Time and air were running out. At the second red light it dropped under 10 lbs. again. Time to hit another gas station for a buck-and-a-half worth of precious air.

We pulled into the Walmart and headed to the auto center out back. Luck was on our side: three service lanes with only one car being worked on. We pulled up and four guys came out for a look. Their expressions told us that they didn’t see Porsches too often, let alone work on them. “How much did that set you back?”



one of them asked, while another wondered how fast it could go.

Of the four techs, only one had a modicum of manual transmission skill. “I’m the least-worst one of us with stick shifts,” he offered (not that reassuring). After stalling only once, he drove it into the bay and the crew took over while my order was written up. After watching them work for a while, I walked through the store to an ATM, where I drew out some cash for tips. It might only cost \$10, but it’s worth a lot more to me. Plus these guys deserve it, I thought.

When I returned they had already backed the car out and driven around the parking lot. The formerly leaky tire was back to factory pressure and holding. In under 30 minutes, they had dismounted and broken down the wheel and tire, isolated the leak, put in a plug, refilled and remounted the tire, and road tested it.

The gratitude I felt at how this team saved the day cannot be described. I went to tip them but was refused: “Thank you, but it’s against policy,” I was told. “If you could, please leave a positive review on the Walmart website.” I assured them I would (and have). To a man, they were polite, professional, and appreciative.

Epilogue

The trip back to the Cliff House was happily uneventful. With tire pressure holding steady, we began to relax after just a few miles. Disaster had been averted; our bad luck became a non-event. A day of emotional ups and downs had gone from fun and exciting to unexpectedly stressful and back to enjoyable. We even had time to freshen up in our room and make it to the pre-dinner cocktail reception, a bit more fatigued than usual but otherwise no worse for wear.

We learned that night that another Rambler had gotten a flat tire. Not sure where or when, but we weren’t the only casualty. Then, a few days later, a friend texted to say his car had also picked up a nail and their tire had to be plugged after he got home. Coincidence? No way to know. One theory is that there were some tire-unfriendly objects in or near the restaurant parking lot and that several of us picked them up. We’ll probably never know.

As Shakespeare wrote: “All’s well that ends well.” In this case, I have to give thanks and a “plug” to the auto care team at the Walmart Supercenter #2758 in Plymouth, NH!



Crystal on the road again!

A (Seeing-Eye) Dog's view of the 2018 Ramble

Copy and photo by Monica Dzialo and Crystal (her Seeing-Eye dog)



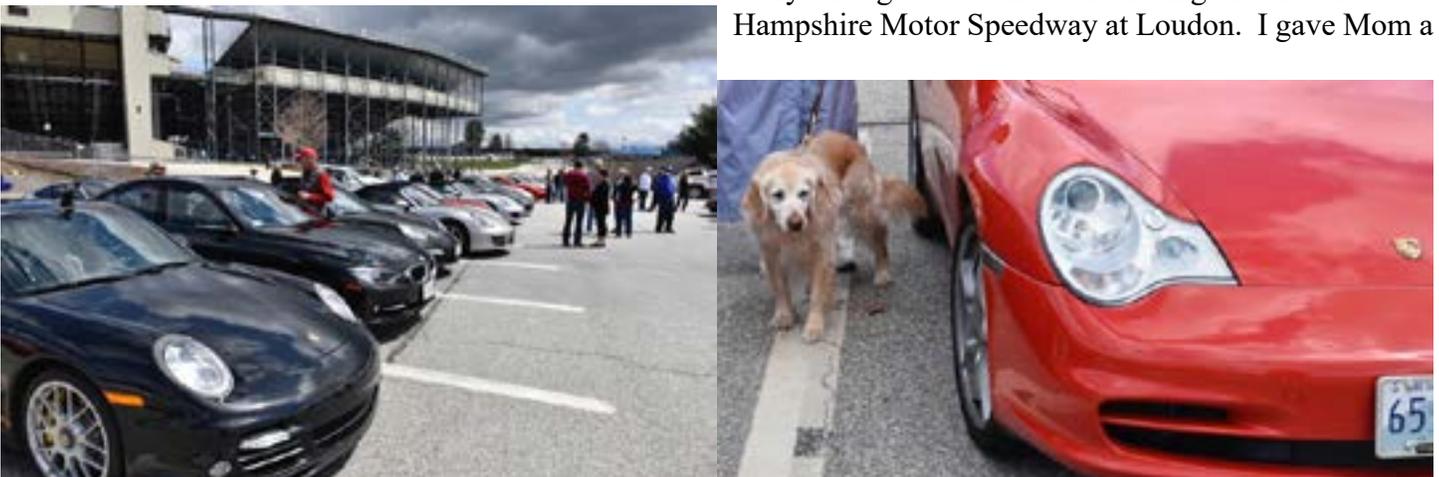
The 2018 Ramble was held in Ogunquit, Maine at the Cliff House which is built on top of cliffs overlooking the Atlantic Ocean. Over 170 Porsches of all colors and types were in attendance as well as 320+ PCA members and their guests, many of whom are my friends from previous Rambles!! OMG what a chateau this is!

Friday night it was so great seeing Pat and Dave from Rhode Island although I acted like I did not see them. I laid sphinxlike at the top of the stairs so everyone could see me. Also saw Rosemary, Roger, John and Audrey. I also saw Jeff and Melissa who knew my cousin, Snickers. In RI, everyone knows everyone! It was also great seeing Wilhelmine and Gordon even though Mom and Wilhelmine spoke in German. I knew they were speaking about me and how cute I am! They smiled a lot and I understand they live near where Dad's sister lives so I guess that means we will be going to visit them.

Mom saw Joe and Cindy and they were all sad since they just lost a mutual friend who Mom worked with. There was even a new person who I think I heard him say his name was David and he spoke about workforce board stuff, manufacturing and skills! RUFF RUFF. Now, remember Mom, you are retired and we no longer need to do that stuff! I also heard Mom asking him questions about his GT4. Oh, Oh be aware Dad, she may be up to something.

Did you see that Hot Tub! WOW, I could really do my doggie paddle in that tub. Guess, I was wrong, it was a swimming pool and good thing it had its' winter cover still on because otherwise, Mom would have been in it swimming laps and I would have to sit quietly and watch.

Now, the next day was beyond anything I expected! I know I am probably the first and only Seeing-Eye dog crazy enough to be in a 911 racing around the New Hampshire Motor Speedway at Loudon. I gave Mom a





look as if to say “We are going to do what?” The next thing I know I am back sitting and rolling around on my back-seat bed like a hamster on one of those wheels! I gave Mom another look thinking “you are going to pay for this one”. I even gave Dad one of my other famous looks as if to say “Are you for real?” He made the engine rumble so loud when we were in that tunnel. Guess it is a guy thing, boys will be boys. Well, all went well then it was off to lunch then a drive along the Kancamangus Highway. Very scenic and quite an enjoyable ride! Less stress for me. I could just lay back and look out the window. Even saw snow on the sides of the highway!!

We finally got back just in time for dinner. I have to admit, I hid under the table and took a nap and even got caught snoring since I was so exhausted! I wanted to share with my friends what it was like for me to be in the back of Dad’s car racing around that track, yet, I was a little nervous. I have to tell you a secret, but don’t tell the others. It was kind of fun sliding around the back, rolling back and forth and watching Dad shift those gears. He didn’t miss a one! To me, I think he has excellent eye, hand and foot coordination.

It was also much more enjoyable for Dad since he was able to record the Ramble driving directions so Mom could give Dad the navigational directions all the way. Do you know, this year, Dad did not make one wrong turn! In the past, he would have to read the directions

while also driving the car, but now Dad can enjoy just driving while Mom tells Dad where to go ****GIGGLE**** I also learned that this group is the only Porsche group that has a Ramble like the one we do.

Have to applaud Dennis and Carol for thinking outside the box and not just doing something the typical way. I mean, we are given directions that includes mileage, turns, points of interest, gas stations, bathrooms, Dunkin Doughnut stops and the freedom to travel at our own pace. Yes, there is a lead car and a sweeper, yet, we are not doing a follow the leader type of ramble. This is good because if we had to do it another way, I have to be the lead and you others would need to follow me! Ask Mom what can happen when she does not follow me. ****GRIN****

This year Dennis and Carol raised the bar even higher and once again leaped over the top!! Hope everyone had a great time and safe drive home. See you all next year at the Chatham Bars Inn. Been there several times and they have great (and I do mean great) oysters!! **YUMMY YUMMY**

Report submitted by Crystal, The Love Lamb





Minutes of the Board

(Written with Anker Berg-Sonne, filling in as secretary)

Adam hosted the May 16th board meeting at a local Bedford Chinese restaurant. Board members in attendance were:

Glenn Champagne - VP Administration

Adam Schwartz - VP Driving Events (and acting Secretary)

Gary Cooper - VP Communications

Anker Berg-Sonne - Membership Chair

Kristin Larson - Past President

Stan Corbett - DE Registrar Chair

Rich Archambault - Concours Chair

Rich informed the board on the current status of our concours program. A number of actions were discussed to enhance our concours events including: making Prowse Farm a permanent venue, encouraging early registration to aid event planning, coordinating sponsorship, and balancing the concours budget. Rich will be writing an article for the NOR'EASTER to convey how our program stands apart from others and Anker will join in promoting upcoming concours events to the membership.

Speaking of membership, Anker reported that our steady growth continues. Following up on a request for women-specific events, Anker reported an underwhelming response and suggested revisiting the topic at a later date.

Reports from the driving events chairs announced that the season is approaching wide-

open-throttle. With the 2018 Ramble now behind us, Dennis noted that a total of \$2,500 was raised for Homes For Our Troops and that the new PCA national safety guidelines were implemented seamlessly and without issue. Dennis has begun scouting driving routes for the 2019 Ramble on the Cape and one of the sponsors, Porsche of Warwick, has already committed to the 2019 Ramble. Always looking ahead, discussions are underway with a venue for 2020 in the winding roads of upstate New York. The newly named Car Control Clinic (formerly auto-cross school), held on a soggy Sunday this year, saw a record number of women participants. The new multidisciplinary approach also attracted several DE-focused attendees. After a question arose on the relative numbers of NER registrants for co-sponsored DE events, Stan assuaged concerns by informing the board that our region sees at least 50% representation at these events.

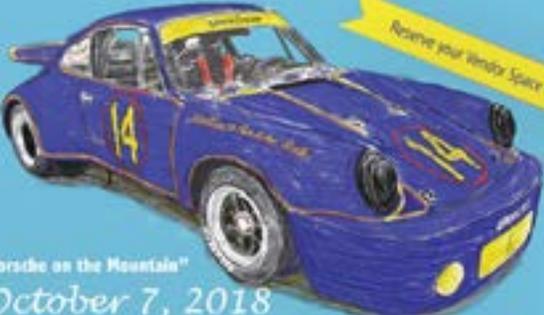
Gary and Anker successfully produced the May issues of the NOR'EASTER. Both of our editors are heading to the Blue Ridge Boxster Summit over Memorial Day, but already have a handle on the June issue of the newsletter. Yet another harbinger of spring, Sterling tells us that traffic on porschenet.com is up over 30% from April. For those looking toward the long days of summer, information (and a link to t-shirts!) is posted on the website for the new Summer Party on July 21st.

Rounding out the meeting agenda, Glenn proposed updated guidelines for managing our sponsors. The board expects to vote on the measures at the June meeting. Robert's Treasurer report was accepted and Adam volunteered to research best practices for managing board documents and data.

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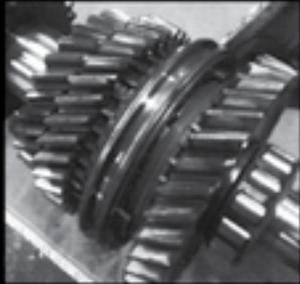
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Over 75 indoor and outdoor vendor spots available! Free admission. Purchase, trade, barter... everything Porsche! Parking \$20 per car. Gates open to the public at 9:00am. Dedicated Porsche-only parking area. Parade laps available for a small fee. Detailing demos throughout the day. Bring your car to the show and park in paddock lane for \$10 more or \$30 total. Grand Finale parade laps for all show cars. Event held rain, shine, snow! Food, wine, snacks, and beverages served by BUTTER'S ATM fueled 50 minutes away. No shows, accidents, no-shows, well behaved!

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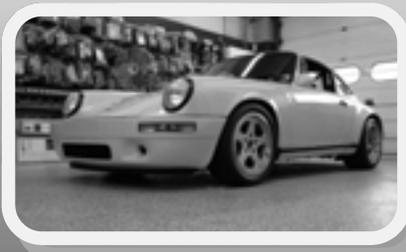
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The Search for Excellence

By: Rick Archambault, Concours d'Elegance Chair

What is a Concourse d'Elegance? A Concourse d'Elegance as defined by Webster's Dictionary is a term derived from the French meaning a competition of elegance, lit. "concourse of elegance", referring to the gathering of prestigious cars which dates back to 17th Century French aristocracy, who paraded horse-drawn carriages in the parks of Paris during summer weekends and holidays. Over time, carriages became cars and the gatherings became a competition among vehicle owners to be judged on the appearance of their vehicles. These events are often held at automobile shows, after racing competitions or, especially in the United States, as a fundraising event for charities.

If anyone has seen the Pebble Beach Concourse d'Elegance or the Amelia Island Concourse featured on TV or in magazines; you have seen magnificent cars of all makes and models from the horse drawn carriages to modern exotics. These Concourse events are fully judged events with the judging criteria varying from what is known as French Concourse rules, which basically means that the cars are rated on the visual impact they make to a fully judged Concourse d'Elegance where judging is very strict and based on historical accuracy, technical merit and style. Other criteria such as the car's condition, authenticity, restoration, rarity and historical importance are also considered, but the main factors are the car's style and the car's place in history. Over the years there has been a renaissance of sorts in car collecting as there is a huge interest in historic preservation vs restoration. If anyone saw Wayne Carini of Velocity TV's Chasing Classic Cars pull out a 1921 Stutz Bearcat out of a barn; you know what I mean.

After you have seen a Concourse on TV; you might feel a little inadequate and feel the need to take the Porsche through the car wash, throw some wax on it and vacuum it out. This is the first step to bringing your car to a Concourse.

Over the years; the NER Chapter of the Porsche Club of America has had its own annual Concourse at some great New England venues such as the Lars Anderson Auto Museum, Brookline, MA, The Elms in Newport, RI, The Endicott Estate in Dedham, MA and at Prowse

Farm in Canton, MA. These Concourse events are strictly Porsche and are family events with a collection of magnificent cars from 356s to 914s, 928s, 944s, 968s, to 911s, Caymans, Boxsters, Macans, Panameras and Cayennes. Unlike the national Concourse events which take on an appearance of exclusivity; the NER Concourse is a judged event based on your car's condition and cleanliness as it came from the dealership and not on originality. If you have a talent to cleaning and buffing your car; you could enter your car into the upcoming Concourse event this August 26, 2018 at Prowse Farm, Canton, MA from 7:30am-2:00pm. Rain dates are held over to September 2 and 3, 2018 as needed. There will be 9 classes of judged cars and a judge's Display Class of race cars, 356 replicas and other non-judged Porsches. Judging Guidelines and tips on how to prepare your car are on the NER website and more information on the NER Concourse will be made available over the upcoming weeks in the Noreaster including online registration. Any questions, reach out to me at porschenet.com.





NER Autocross School 2018

Chris Ryan

NER opened its 2018 Autocross season on May 6th this year at Moore Airfield in Ayer. The event was sponsored by Conway Autoworks of Hanover. We had 44 students sign up for the event, and 34 volunteer instructors donated their time to share their experience and give the students a chance to learn something about their cars and what they could do with them in a safe environment. This year, we renamed the event a “Car Control Clinic” to emphasize the fact that the skills we were covering would be applicable not just to Autocross, but track driving and every-day driving as well. In fact, the weather provided the added opportunity to learn how to do this in rainy conditions which can be particularly helpful on the street.

Richard Viard, Bill Seymour and Michael Bickford were stationed in the pit area to greet the students after they checked in, get them set up for tech inspection as we do in a normal autocross event, and briefly explain the day’s schedule. This was followed by a chalk talk conducted by Ed Moschella. Ed explained key subjects like tire grip and the friction circle, oversteer, understeer, and driving lines. He covered the importance of looking ahead, and for autocross - course layout and elements reading the course. He also explained working the course, calling cones, and safety issues. Armed with this preliminary overview, the group was ready to go out and try some of these things themselves in their own cars.

The students were divided into three groups who rotated together through each of the three morning driving exercises, which included a slalom exercise, a braking/cornering exercise configured in two kidney-shaped mini-courses, and a skid-pad exercise this year configured as a figure-eight arrangement. Each exercise was staffed with instructors who were there to provide one-on-one instruction to get the students comfortable with the exercise for a few runs, then allow them to run the exercises by themselves after they became comfortable enough to do so. By the end of the morning, all the students seemed eager to run the afternoon autocross course and really test out their cars and their newfound skills.

Following a pizza lunch, the working run group took their positions on the course with an experienced instructor stationed at each corner to instruct the students on how to properly work the course safely. The driving run group staged their cars for their afternoon runs. The first order of business was for an instructor to drive each student around the course in their own cars. The first run was a slow drive (25% speed) to allow the students to “see” the course from the vantage point of their car (we did not do a course walk as is normal at a competitive autocross event). The second instructor-driven run was done at 60% speed to begin to give the students a feel for what the course would look and feel like closer to speed while pointing out the features of the course and places to watch out for.

Then came the part of the day that the students had been working up to all day – a chance to drive the course themselves in their own cars. Each student was allowed 4 timed runs with an instructor in the right seat on a full autocross course with workers calling in cone penalties for proper scoring. Most of the students seemed to take to this naturally and very quickly, and many students opted to take their third and fourth runs without instructors. Following the student runs, instructors were allowed to make several fun runs in their own cars with student riders, which I'm sure gave them an even more exciting look at the course and how a car driven by an experienced driver gets around it – hopefully something to aspire to. Several drivers offered the following positive feedback after the event:

... I had a great time, and came with my daughter who I feel benefited greatly from learning car dynamics. What I thought was going to be a miserable day in the rain proved to be just the opposite, a very entertaining day in the rain! I was stunned at just how hard I could push my 19 year old Boxster without losing control in the rain! ...

... I can't thank you and the rest of the staff enough. It was an amazing day - even with the s--t weather. I really can't offer any criticism - only praise. It far exceeded my expectations in every way. Everyone to a person was extremely helpful and a load of fun to speak with ...

... Thanks for sending out the summary of the event. I got enough good natured ribbing about having my 911 for 6 years and this being my first event to convince that it won't be the last. Getting to really learn my car (which has way more performance and handling than I thought) was fun, but the best part were the people I met and the instructors. Two instructors in particular, Read Fleming and Richard Viard were flat-out awesome. All of the staff was terrific and the rain couldn't wipe the smile off my face on the drive home. It was great leaving in a row of 911s :)

Seeing my numbers and thinking about my instructors' guidance, I know I can shave 10 seconds off next time. Can't wait for it!

... This was fun! And the car did well, would have been even better with a better driver

The students' timed results are posted in this article. Again, we apologize to the Peter Varasso father/son team for omitting timing results for one of them due to a registration error on our part. Also, these results have been corrected slightly from the version I sent out in an earlier email blast to account for a reported change of cars driven by David Geissinger.

The day was wrapped up by reading the posted times, and awarding the students with a Rookie trophy glass for everyone to remember the event by. We wish to thank Conway Autoworks for sponsoring the event, and trust that these students had a lot of fun, learned something about their cars and what they are capable of. We hope to welcome these students back to an Autocross or DE event very soon!

Results on the next page

Final Results PCA Northeast Region Car Control Clinic

Position	Class	#	Driver	Car Model	Car Color	Run 1..	Run 2..	Run 3..	Run 4..	Best
1T	1S	487	Parks, Abigail	1987 Porsche 944	Gray	102.073+3	99.169+DNF	96.886+3	> 96.278+1	98.278
2	1S	545B	Varrasso, Peter	1986 Porsche 944	Black	125.127	118.129	110.018	>104.068	104.068
1T	2S	96	Sandhu, K.	1992 Porsche 968	Silver	86.558	82.953	> 80.527	79.820+1	80.527
2	2S	734	Cardwell, Aimee	1986 Porsche 944 Turbo	Red	110.378+DNF	90.425+DNF	91.377	> 87.832	87.832
3	3S	77	Geisinger, David	1977 Porsche 944 Turbo	Red	102.076+1	98.774	97.801+2	> 90.034	90.034
1T	3S	66	Voskian, Robert	1991 Porsche 928 GT	Red	100.453	100.25	90.865+1	> 92.434	92.434
2	3S	666B	Firnstein, Lauren	1993 Porsche RS America	White	138.717+DNF	> 95.282	92.348+DNF	92.176+2	95.282
1T	4S	522	Parks, Todd	2000 Porsche Boxster	Yellow	86.811	82.183	> 80.299	81.184	80.299
2T	4S	721	Achatz, Steven	2000 Porsche Boxster S	Silver	88.892+1	83.794	> 81.965	103.183+DNF	81.965
3	4S	345	Berg-Sonne, Kirsten	2002 Porsche Boxster	Red	100.487+DNF	99.552+1	99.235+4	> 96.467	96.467
4	4S	64	Flint, Christine	2003 Boxster S	Blue	111.804	108.237+DNF	>102.905	94.006+DNF	102.905
1T	6S	35	Smith, Vincent	2007 Cayman S	Silver	100.549	89.814+1	> 89.030	89.466	89.030
1T	7S	505	Samuel, Bassem	2015 Porsche Cayman GTS	Red	89.36	85.242	86.33	> 83.292	83.292
2	7S	760B	Campiola, Marc	2014 Porsche Boxster S	Gray	91.523	85.574+DNF	> 84.515	83.057+1	84.515
3	7S	760	Berube, Stevan	2014 Porsche Boxster S	Gray	104.781	100.362	91.87	> 91.460	91.460
1T	8S	763	Newman, David	2007 Porsche 997	Silver	83.392	92.48	80.709	> 79.060	79.060
2T	8S	766	Arakelian, Karl	2003 Porsche 996	Gray	98.883+DNF	96.295	88.972	> 86.407	86.407
3	8S	551	Gervais, Chris	2011 Porsche 997 C4	Black	102.933+1	93.751+1	> 88.102+1	85.929+4	90.102
4	8S	520	Barzi, Gloria	2007 Porsche 997	Silver	109.367+DNF	91.433+DNF	102.614+DNF	> 88.913+1	90.913
5	8S	545	Cote, Jason	2000 Porsche 996	Black	120.733+2	151.707+2	96.164+DNF	> 91.965+2	95.965
1T	9S	87	Flessas, George	2013 Porsche 991	Blue	89.516	87.386	86.406	> 83.223	83.223
2T	9S	79	Getchell, Shaun	2015 Porsche 991	Silver	88.517	88.139+1	> 84.232	87.144	84.232
3	9S	491	Ramamurthy, Arun	2008 Porsche 997 S	Silver	> 88.301	90.409+DNF	89.671	87.845+1	88.301
4	9S	227	Townsend, Bill	2011 Porsche 997 Turbo S	Black	96.886+DNF	97.744+1	99.789+1	> 96.619+1	98.619
1T	10S	539	Musto, Jordan	2015 Porsche 991 S	Black	93.584	87.413	84.386	> 81.678	81.678
2T	10S	725	Garcia, Ariel	2018 Porsche GTS	Blue	89.61	92.692+DNF	83.381	> 81.830	81.830
3T	10S	45	Lewis, Christopher	2018 Porsche GT3	Blue	79.710+DNF	85.604+2	> 83.540	81.884+2	83.540
4T	10S	728	Krop, Ian	2017 Porsche 991 S	White	88.63	88.503	86.691	> 83.825	83.825
5	10S	905B	Kelliher, Weston	2018 Porsche GT3	Gray	93.149+2	84.767+1	86.875+DNF	> 84.254	84.254
6	10S	905	Kelliher, Robert	2018 Porsche GT3	Gray	80.202+DNF	80.788+2	81.029+3	> 80.478+2	84.478
7	10S	539B	Musto, Paul	2015 Porsche 991 S	Black	88.378+DNF	87.942	84.525+1	> 82.711+1	84.711
8	10S	769B	Doherty, Christina	2013 Porsche 991 S	Black	114.373	103.688+1	93.379	> 88.476	88.476
9	10S	511	Wilson, John	2014 Porsche 991 S	Red	> 96.319+1	89.567+DNF	89.514+DNF	90.500+DNF	98.319
10	10S	769C	Doherty, Charlene	2013 Porsche 991S	Black	140.278+DNF	>118.677+2	114.897+DNF	102.486+DNF	122.677
1T	12	508	Palfrey, Alex	2017 Porsche Macan GTS	Gray	87.140+DNF	85.645	81.822+1	> 81.840	81.840
2	12	88	Backhus, Stephen	2017 Porsche Macan GTS	White	114.564	91.588	88.725+1	> 90.314	90.314
1T	13	108	Lewis, Stephanie	2017 Ford Focus RS	Gray	107.294	81.979	81.785+1	> 79.868+1	81.868
2T	13	754	Aubin, Eric	2013 BMW M3	White	87.604+DNF	86.355+1	85.667+1	> 84.220	84.220
3	13	27	Mann, Ian	2015 Volkswagen Golf	Black	92.029	92.625	89.976	> 89.529	89.529
4	13	757	Burke, Lisa	2000 Honda S2000	Black	109.436	99.003+DNF	99.995+2	> 99.875	99.875



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Rambling Thru Maine & New Hampshire

Copy by Dennis Friedman and Photos by Dennis along with John Cooley, Heather Curtis, Peter Moll, Don Mullen, and Bob Ventura.



Although there was some question whether spring would ever arrive in New England, 340 intrepid PCA members plotted a course for Ogunquit, Maine. Their desire to start the driving season in earnest was rewarded with the arrival of more than acceptable weather during our 3-day stay (we'll ignore the morning fog rolling in since it dissipated early enough not to interrupt our activities).

This was the 33rd edition of the New England Ramble, and with 174 cars, the largest ever. As usual, there were lots of returning Ramblers, many having participated



10, 15, or even 20 times. I'm also pleased to report there were more than 40 cars, and over 80 people, joining us for their first Ramble. We were also pleased to welcome back Jerry Pellegrino and European Performance Engineering as our overall sponsor. He was accompanied by his wife Jennifer and their 3-month old baby girl, Lucia – our littlest Rambler.

Carol & I arrived on Thursday, driving directly to Plymouth, NH from Hingham, and then driving the return route to the Cliff House – by way of the still a bit snowy, Kancamangas Highway. After checking into the hotel and depositing our luggage and various other event-related materials in our room, we chatted with other early arrivals in the lobby. We made it an early evening, and I was out the door at 7:00 a.m. to run the route between the Cliff House and our lunch venue, The Common Man Inn & Spa.

I was particularly keen to get to New Hampshire Motor Speedway to ensure that preparations were in order for the parade laps to be run Saturday during the lunch break of the motorcycle races. The surprise of the morning came as I approached Rochester, NH



and came upon a local police car sitting by a “Road Closed” sign. I parked on the side of the road, and walked over to the policeman to inquire whether the road would be open for the weekend. He responded that the road would be closed all summer, so re-routing people would definitely be necessary. Luckily, only 3 directions had to be modified, but the mileage on the next 15 directions had to be updated due to the required detour. Thankfully, there were no other route surprises. This experience made evident the wisdom in Bruce Hauben’s (Ramblemeister for 15 years before we assumed the helm) recommendation to always make one last run on the route.

Returning to the Cliff House via the most direct route, I made it back in time for lunch. After lunch, it was time to revise the directions. I was able to re-format the second page so that it was the only one that needed to be re-printed. But clearly, it would not be feasible to insert the revised page into the 174 stapled and collated directions packets that were already placed into their labeled envelopes. The only reasonable solution would be to hand out the new page 2 to each driver when they picked up their packet in the morning.

After completing the revisions and sending off the new

page to be printed, we headed down to the Manchester Room to alphabetically lay out the name badges, so attendees would have them to wear during the Friday night Welcome Reception, and shortly before 6:00 p.m., people started making their way to the reception. A shout-out is definitely in order to Denis Rochefort and Porsche of Warwick as our first-time sponsors of the reception.

I was downstairs bright and early Saturday morning to ensure that the registration tables were set up properly for our 7:00 a.m. start. The alphabetized registration packets were distributed, and the remaining name badges were laid out. Much thanks goes to the registration crew – Steve & Phyllis Anderson, Roger & Rosemary Slocum, Allan & Barbara Gardner, and Glenn Champagne & Betty Ann Mosley. Without their help, registration could never have gone as smoothly and quickly as it did. And I think everyone even managed to squeeze in some continental breakfast before hitting the road.

The meeting for drivers, navigators, and passengers was pushed up to 8:20 a.m. so that those doing parade laps could make it to NHMS on time. It was made abundantly clear that Autocross and DE track events are



the appropriate venues to wring out all the performance the wizards of Weissach have built into your Porsche. The Ramble is a directions-based, organized but not regimented, scenic drive to be accomplished within the strictures of all traffic laws. As I shared with the group, I go out of my way to find roads where it will be challenging and enjoyable to drive at the posted speed limit.

Gary & Ellen Cooper led the people doing parade laps out of the Cliff House parking lot around 8:45 a.m. After they had all departed, Bernie & Genee Morrissey led the remaining cars onto the route. At about 9:30 a.m., Drew Ley & Carol Searle left to serve as our sweepers, bringing up the rear of the vehicles officially on the tour.

Having just run the entire route, and wanting to ensure that the parade laps went as smoothly as possible, Carol & I proceeded directly to NHMS. We helped to expedite check-in, getting waivers signed, and moving everyone down to the staging area. Unfortunately, the morning motorcycle races were running late, so rather than starting laps at 11:30 as planned, it was after 12 noon when the first Porsches followed the pace truck into the hot pits and onto the race track. Thinking that some people might want to expedite their trip to lunch, I made my way around the staging area to hand out a shortcut route to The Common Man in Plymouth, NH. Ever willing to turn lemons into lemonade, the Ramblers in the 88 cars now staged in the parking lot used the time to socialize and check out the assembled Porsches.

After some relaxation time, or perhaps poking around the shops and galleries of Ogunquit, it was time to

spruce up for Saturday night's festive dinner. Cocktails and hors d'oeuvres commenced at 6:00 p.m., and then people moved on to dinner at 7:30 p.m. There was still just enough light to enjoy the ocean view as the meal commenced. Entrees had been pre-ordered, and the meal was elegantly served by the staff of the Cliff House. Many of the attendees were sporting pins from this year's Ramble.

After the salad course, I offered a few remarks, and then we raffled off the REC 901 watch (sporting the VIN number of the Porsche 911 from which it was salvaged). The winner was first-time Rambler Sharon Berube, who announced that it was her Anniversary. In the spirit of the evening, she may even share the watch with her husband Stevan. Thanks to everyone who bought tickets. With your donations along with monies raised from the parade laps at NHMS, the Club will be donating nearly \$2500 to Homes For Our Troops.

Before hitting the road on Sunday morning, a full breakfast buffet was served, providing the opportunity to meet some additional Ramblers as well as bid a fond farewell to the new friends that had been made. As I conclude this article, I want to share a comment from Bob & Rebecca Stearns that conveys the essence of the event:

“We want to thank you and your wife for organizing a wonderful weekend. This is the first time my wife and I attended a Ramble. We met a number of new acquaintances and enjoyed the whole experience tremendously. Being new members to Northeast Region, this was a great way to meet other members, including all our fellow Rhode Islanders.”





And another from John Cooley that illustrates how the unexpected can create an indelible memory:

“A classmate and I have been to several Rambles together. We have two way radios that we stick on the cars to help navigate and keep tabs if we get in separate pods...as the first year we figured out cell phones don’t always work on the routes! The wives “opted out” this year, so we decided to bring my young boys on the trip. We’re about 20 minutes into the ramble and....Over the radio I hear Uhhhh....My navigator just informed me that he doesn’t know how to read”

Dennis can be reached at dennisfriedman@comcast.net

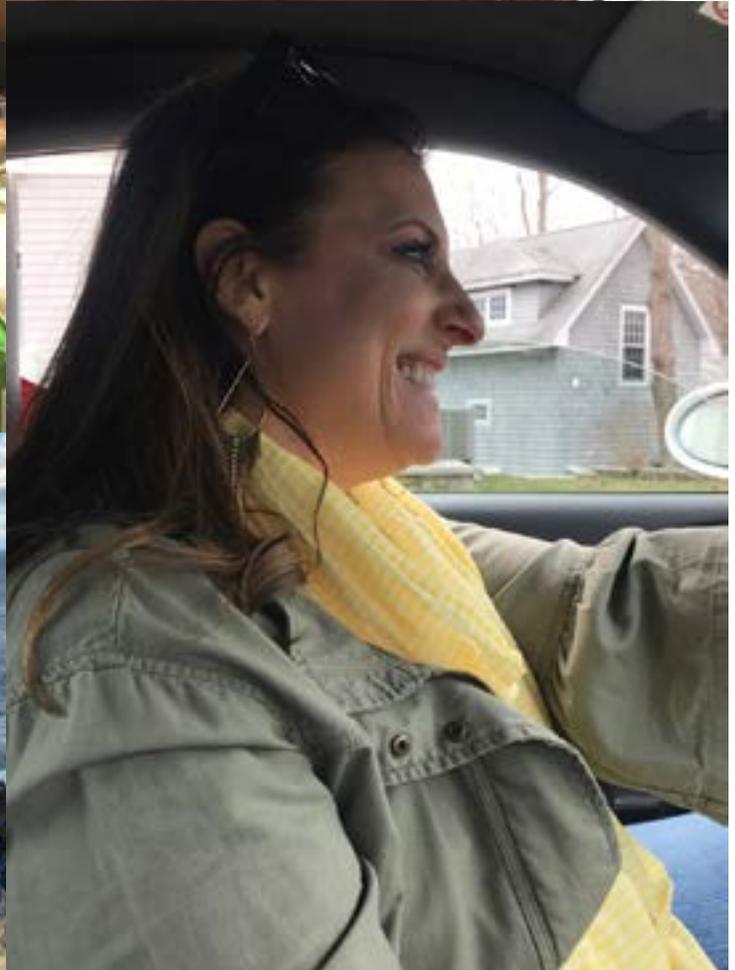
If this article has piqued your interest, then be sure to mark April 26-28, 2019 on your calendars when we’ll be rambling for the first time in many years on the Cape of Cod at the Chatham Bars Inn. Hope to see you there!













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clubregistration.net/events/signUp.cfm/event/9010

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Children are welcome and those under 12 are free



D E M P S E Y
C E N T E R

12 May, 2018 South of Boston (SoBo) Porsches and Coffee

Rosemary prepared three batches of muffins and made a run to Ma's Donuts in Middletown for boxes of coffee and donut holes, returning just before 9:30 AM, just minutes before the Porsches began arriving at our house for a pit stop before making the short drive to Ft. Adams to check out the only Volvo Ocean Race North American stop. My grandson Bryce helped in directing the Porsches as to where to park.

Days before, the weather forecast was rain, beginning in the morning. Would most of the 20 plus cars that e-mailed me that they would be coming cancel out? Fortunately 19 Porsches were lined up along the street before 10:30 AM. Because of the threatening rain we decided to not have the event on our back porch and yard, but in our home's kitchen area. Luckily the Porsche Gods graced us with cloudy skies, and the rain held off until noon.

Mohsin Malik, parked his Macan with his almost three-year-old son Zia. Holding matchbook sized Porsches in each hand, Zia spent much time outside walking around and commenting on all the Porsches parked on the street. George Van Duinwyk, although a neighbor living close by in Middletown, was not aware of our SoBo events. He told my wife Rosemary that he had driven to our house around 6 AM, to check out the location. George drives a seal grey 2001 911 Carrera and



is looking forward to our next coffee at Sweet Berry Farm.

Shortly before we left for our drive to Fort Adams to view the Volvo race facilities I showed a photo of Jay Leno's recently purchased home that we would be passing as we headed west on Ocean Drive. Ocean Drive is a bit narrow, twisty, and has not wide shoulders, so I cautioned everyone about walkers and bicyclists.

Arriving at Fort Adams we were guided to a grassy field where, for the most part, all the Porsches were parked together. Upon entering we would pass by each of the boat's stalls, followed by the boats docked in the harbor, and you could walk out on the pier for a closer look. Continuing the walk we came to the pavilion containing a replica of the racing boat basically cut in half, with the innards exposed.





Another pavilion, a spherical tent, offered videos of all the boats in various phases of the race. For me and some other Porsche drivers, the replica was the highlight because you could sense the smallness of confined spaces and appreciate the lean design of the boats.

I have to thank Dennis and Carol Friedman for one of the best ever Rambles; it was 6 plus hours of the Porsche driving experience, topped off with the option of driving on the New Hampshire Speedway. A first time for my wife Rosemary to be on a track, she said (after we were done) that it was more exciting than any of the rides at Disney World.

In preparation of this year's Ramble I installed an outlet (dc and USB plugs) on the left side of the passenger's footwall (as in the Cayman) for iPhone and GoPro camera power. I recorded much of the Ramble's drive as well as the three laps on the track.

The next SoBo will be on Sunday, June 10th, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: rr356c@aol.com

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Collings Museum Visit

May 5th 2018

Photos by Glenn Champagne



What you may not know is the fact that nestled deep in the woods in the middle of the small town of Stow lies one of the most impressive collection of vintage aircraft and automobiles in the country. Driving to the museum, you drive through a densely populated neighborhood transitioning into lakeside houses, then at the end of the road there's a small sign with a picture of an airplane that reads "River Hill Farm, Collings Museum".

About 40 of us gathered at one of New England's hidden gems. The Colling Museum in Stow, MA. Founder and owner Bob Collings treated 40 of us to a private tour of the facility. Not many people can say that they fly WWII planes, stage WWII re-enactments, or drive cars owned by the notorious Al Capone. And add midget and Indy race cars to the list. Entering the rotunda, you're greeted by a WWI prototype tank. Behind that is the great hall containing WWII tanks and an airplane suspended from the ceiling. Plus several other WWII

era function planes.

The vintage automobile collection includes over sixty-six American-built automobiles and vehicles from the first half of the century. Included in the collection are midget, sprint and "Indy" race cars (including a 1979 Porsche "Indy" a factory race car that smashed all the track records before being banned), Frank Duesenberg's personal Duesenberg, along with a Cadillac owned by Al Capone. And of course, a 1993 Porsche RS America – Rolex 24 and Sebring 24 hour veteran! Military vehicles and artifacts include a Vim "Camp Devens Express" (1918), Model T Ambulance (1918), Ford Jeep (1942), early 1900's fire trucks and a German 88mm anti-aircraft cannon.

The aviation museum is home to a number of the Foundation's smaller aircraft, including a 1902 Wright Glider (replica), an original Bleriot XI

(1909), 1911 Wright "Vin Fiz" (replica), Fokker DR-1 Triplane (replica), PT-17 Stearman (1942), AT-6 Texan (1945), TBM Avenger (1945), Fiesler FI-156 Storch (1943), and a static T-33 Shooting Star (1948).



Newcomers Meeting

March 25, 2018

Our NER partners/sponsors/friends at [Porsche of Norwell](#) hosted the 2018 NER members meeting this Spring. A record turnout of 77 newcomers drove to Norwell on a slightly drizzly wintry mixed morning, to hear our various board members and committee chairs, extoll NER's diverse and active programs.

NER Board member and Membership Chair Anker Berg-Sonne kicked off the meeting with a welcome and an informative overview of our membership profile, our interests, growth with currently 1980 primary members and 1015 affiliates.

Vice President, Communications Gary Cooper addressed the crowd and discussed the changes that the club has made in the way we communicate. Gary covered the migration of the club newsletter, The Nor'easter, to its online format and ways we use social media and email blasts to communicate event and club information to our members. Needless to say, Gary and Anker are very busy!

Autocross Chair Chris Ryan and Autocross Registrar Jeff Johnson, Anker Berg-Sonne, and a special guest appearance Steve "Scruffy" Lefebvre spend time discussing the autocross program. Regarded as one of the best AX programs in PCA Zone 1, Chris Ryan and Jeff Johnson described the program, its classes, a typical day at Ft. Devens, and the popularity of autocross. Anker Berg-Sonne autocross through a novice's perspective. Autocross course designer and frequent fastest time of the day driver (Fix? No, he and his green GT3 are just that good.) Scruffy, talked about his history with autocross and his course design philosophy.

Discussing our even more popular DE program, was none other than DE Chair John Dunkle. For those interested in learning to drive their 911s, Caymans, Boxsters, at speeds and conditions that they were intended at iconic tracks like Watkins Glen and Lime Rock, or newer local tracks like Palmer and Thompson, John is the man. Also recognized as one of the most respected DE programs in the zone, the DE program continues to grow with new events such as the Vintage Days, where owners of those gorgeous 356s and 944s and the like cars, can relive those days when they were fastest cars on the track!

The single most popular NER event is our annual ramble. NER's Ramble Meister and Tours Chair Dennis Friedman, announced to the group that 171 cars had registered for the Ogunquit Maine event and sold out



faster than any other in Ramble history. Dennis detailed the event and our other tours like the Fall Tour.

For the folks who love Concours d'Elegance events, Concours Chair Rick Archambault presented NER's upcoming annual Concours, it's location, ruleset and popularity. Our concours is based on the cleanliness of the car, and awards are given in numerous categories. Competition is open to all NER members.

The meeting generated a lot questions and a lot of interest in driving and non-driving events which has been my primary goal since joining the board – member engagement.

Much thanks to Jason Landry and the team at [Porsche of Norwell](#) for hosting one of the best newcomers in recent memory!





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