



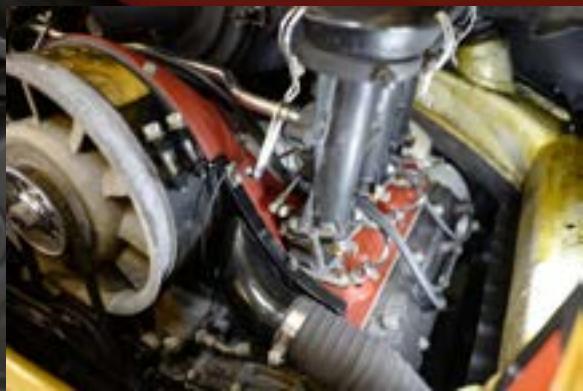
# THE NOR'EASTER



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# 2018 Photo Contest and Calendar

The deadline for submissions to the 2018 photo contest is November 15, after which it is time to vote for the People's Choice awards. We have a large number of fantastic submissions to the contest, all of which will be eligible for the judged contest and people's choice.

To vote for a submission, go to <https://porschenet.com/fall-2018-calendar-photo-contest/> and click on a photo in the gallery. This will take you to a page that shows a larger view of the image and a button that lets you cast a vote for that image. You can also see an even larger view of the image by clicking on it. You can move to the next or previous photos in the gallery by clicking on the arrows superimposed on the image.

I recommend taking at least a couple of passes through the photos before casting your votes. Please limit the total number of votes to five!

The winners will be announced in the December issue of the NOR'EASTER. The top 6 in the judged and people's choice categories will be used in a 2019 NER wall calendar that will be available for purchase. The top photo in each category will receive a \$100 credit towards any 2019 event, the first to third place will receive a trophy and all winners will receive a free 2019 NER wall calendar.



Richard Viard having some fun in the wet! Not a contest entry.

# Leaves, Lucy, and Laughter

## Article and Photos by Peter Moll

68 PCA members in 34 cars from across the 14 regions of Zone 1 gathered on October 12<sup>th</sup> for a Fall Getaway Weekend in Celoron New York. Over a third of the participants traveled from Canada for the event, in addition to members from New York, New Jersey and Massachusetts. It was the second annual fall event organized by Chris and Linda Klapper from Hudson Champlain Region, Glenville, New York. Mike Bryan, our Zone 1 Rep, also joined us for the weekend (BTW, he mentioned to me that he had just returned from the NER Board meeting, which had been “impressive and very well run.” Of course!)

The weather wasn’t perfect, but the fall foliage, the activities and time spent together on the Getaway were fantastic. Sandra and I had our longest drive yet to a PCA event, about 9 hours—which the 718 Boxster GTS loved—heading west from Hanover past Buffalo to Celoron, New York. Quaint Celoron, on the banks of Chautauqua Lake, has an unexpected past, to include being the birthplace and hometown of Lucille Ball. As is usually the case with Club events, we had a great time, learned about a new locale, saw some fascinating

roller coaster, aerial rides, ballroom… the entertainment center of the area. It’s one of those fascinating stories of an earlier time, just incredible, and the hotel’s decor includes many large archival photographs from the Park’s heyday, blown-up and displayed on the spots in the current resort. (OK, I grew up near Paragon Park.) The hotel was very comfortable with expansive views of the lake. Its design is a modern interpretation of Arts and Crafts style constructed of high-end materials and offering the latest amenities. The staff were incredibly focused on service at their new facility. (Our waitress actually followed us out of the restaurant to thank us for visiting… a first.)

Friday afternoon after check-in, waivers and swag, we boarded shuttle buses to visit the Lucille Ball Desi Arnaz Museum in nearby Jamestown. What a flash from the way past! The downtown building houses a very large collection of memorabilia from Lucy and Desi’s careers together and lives (not always together). Lucy was apparently a ferocious free-spirit from birth, and her talents, beauty, business acumen and lifelong success come alive again in the exhibits. There are costumes, props, scripts, integrated video stations playing illustrative clips, full-size reproductions of the *I Love Lucy* sets, early TV technology artifacts and even a small version of Desi’s Tropicana Room, where we had dinner (while watching a “car episode” where Lucy learns to drive). Quite different, time to say hello to everyone, and a fun kickoff to the weekend. (Another note: The National Comedy Center in Jamestown opened this summer. We took a side trip and enjoyed its digital interactive experiences tailored to a person’s favorite comedians, movies and television. Again, an astonishingly comprehensive archive of authentic memorabilia and video. Also, it houses George Carlin’s entire collection—his “idea index cards” are fabulous—and the Center features a “Blue Room” for adult-only comedy. Worth the time!)



sights, made some new friends, and drove...

Just opened in late August, the brand-new Harbor Hotel, Chautauqua Lake in Celoron New York, is a beautiful, modern resort built on a historic, lakeside site. The Celoron Amusement Park was a popular Coney Island-style destination from 1893-1962, complete with



Saturday morning the rain dwindled, and after a fine breakfast and drivers' meeting, we set off for South Shore Wine Company in Erie, Pennsylvania, about an hour away. The Zone 1 insurance rider required the group to drive en masse, in a convoy, and Chris chose to stick to the main highway due to the wet roads. We made good time, rolling past wide vistas of orderly grapevines being harvested under dramatic towering gray clouds. The group parked next to the 150-yr old stone wine cellar, rebuilt by the Mazza family, who have operated the winery for over 40 years. We enjoyed a tasting of several varietals (ice wine is a notable product of the region) before moving upstairs for lunch. And there was entertainment! Owner Ron Mazza joined us and spun tales of his personal relationship with Porsche and track experiences as one of the original PCA Club Racing participants. You couldn't have scripted a better close to the visit! The group departed with some of us peeling off to further explore the Chautauqua Lake area. The roads ringing the lake offered a fascinating range of homes, from large estates to summer shacks, all interspersed with clear views across the expansive



lake. And the clouds lifted...

Saturday night we dressed up (Chris leading the way in formal Scottish attire with kilt) and enjoyed drinks, hors d'oeuvres and a very well-prepared and served dinner in the hotel's lakeside restaurant. Conversations continued until the staff were looking ready to leave. We had a fine evening, talking of cars and adventures past, present and planned! It was great fun to get to know more PCAers from Canada, New York and New Jersey with such similar interests as ours and, of course, to hear their tremendous stories! Mike Bryan addressed the group, commenting on the vitality and reach of PCA, and thanking us for our continued contributions



to its success.

Sunday was brisk but sunny and after breakfast and checkout we ended the weekend with a long lunch cruise on the 18-mile lake. Again, more sights and stories of the area... the Packard mansion, fishing for Muskies, steamships and trolleys, all part of Chautauqua Lake's enduring charm. It may be a tad distant from Boston and NER territory, but the choice of the setting, the local distinctions and the shared experience (with convoy) felt just like home. It has been such fun, two years running, to make more PCA friends from distant areas and to return with new emails and invitations. There's talk that next year's third annual Getaway may take place in Maine, a closer destination for NER members. I hope you'll consider it for your 2019 driving season.

# Winter DE Season

**Text and images by Niket Anjaria, owner of VR Motion Labs and Justin Becker, owner of South Shore Autoworks**

September's DE season finale at Palmer featured a pretty impressive turnout - Paddocks were packed, garage bays booked out, and the Saturday social was a blast as always. It was great to see all the familiar faces once again and talk about all the track adventures throughout the year.

Perhaps a more sombre topic on everybody's mind was the fact that it would soon be time to do that last oil change, bring out the car covers, prep that garage floor, and put the toys away until Spring which, based on earlier this year, will arrive whenever it feels like.

So, Track Rats, here's 10 ways to properly winterize your race car and put it away for six months.

Just kidding!

I teamed up with Justin Becker of South Shore Autoworks to bring you the inside scoop on how you can continue to drive your track car, visit new racetracks, and actually improve your driving over the winter. To do so, we signed up to use the unique, yet complementary, services provided by each other's companies. Read on to find out how it went...

## Justin visits VR Motion Labs

Over the last year, Justin has spent several hours in our 3DOF VR Simulator, learning new tracks, preparing for his first wheel-to-wheel race, and then coming back to learn more new tracks before he visits them. The simulator is designed to mimic the motion of a racecar, and the Virtual Reality headset provides an incredible, immersive experience. I interviewed Justin on his thoughts after having used the simulator -

### What made you want to use a simulator?

We've been slowly ramping up our track transport and arrive & drive services, and had to take some customer cars to Sebring as part of that so I figured why not learn the track before I head over there. (See Winter Warmth story from Dec 2017)



**What were your initial impressions? Did you get sick?**

I was definitely uncomfortable at first. It's not a natural feeling and I had to stagger the first half hour over 2-3 sessions just to get used to the VR and motion. Your body will tell you when to stop and it's probably a good idea to listen. I started to build tolerance during subsequent sessions, though.

The immersion was so good, I had to close my eyes every time I went off-track and into a barrier!

### Did you get better at driving in the Simulator?

It's just like seat time in the real world. Once I got the hang of the motion, I began to push harder and really hit consistent marks on every lap. After my second or third



time in the sim I was very comfortable at ‘reading’ the motion and predicting the driving feel.

It also helped to go back home, take time to think about the track, and return to the sim. This time around, I knew what to do and I was focused on finding the limit and setting better lap times.

### **What would you recommend for first timers?**

Definitely start slow. Get into a Miata or something and slowly go around at track walk speeds. This will help with two things - You’ll observe the types of corners, elevation and the surface, and you’ll also give your brain more time to adjust to the VR and Motion. I would spend the first 20-30 minutes doing just this.

You won’t be driving smoothly and setting great lap times right off the bat, but you will eventually get there with some patience and seat time.

### **So, on to the real stuff. Tell us about the experience at Sebring.**

The PBOC event was amazing. We drove over in the shop’s new trailer with a GT3 RS and a GT4 Clubsport, but we weren’t even the cool kids. We shared the track with all sorts of cars including Ferrari Challenge cars, Viper Competitions, Radicals and of course various Porsches.

There were some really good drivers out there, with years of driving history behind them, so the more advanced run groups made for a pretty intense experience.

### **How did the sim time play into the on-track experience?**

Think back to your first time at a new track - You could watch any number of YouTube videos, or memorize the track map, but you’d still spend your first DE day figuring out corners, track surface, camber/elevation and braking points.

At Sebring, the difference was night and day. I jumped right in and started driving at a very good pace. I just.... knew the track. I feel like I made the most of my track time by eliminating that initial learning curve.

### **That’s good to hear. You also came back after to train for Barber. What was happening there?**

I got invited to drive a LeMons car! It all happened very quickly so I’m glad I got to spend some time in the simulator since I hadn’t driven at Barber either. In fact, it was my first time in an actual race.

I went right in at 8/10th’s....knowing the track wasn’t even a question in my mind, just like at Sebring. I think that helped the most since I barely got five laps in during practice. We ended the race 2nd in class, and my personal best was at par with the owners of the car.

### **That’s a great outcome! How did sim time help here?**

First of all, I knew the entire track. By entire track, I mean I knew every possible line through every corner because I had practiced it. I think that helped the most because I didn’t even have to think about it while in the car.

I also played with various car setups in multiple cars because I had no idea what I would be driving. I mean... it is LeMons after all!

I also should have simulated a couple races just to get a feel for what it’s like sharing the track and passing in tough spots. Maybe next time?

## **Track Services by South Shore Autoworks**

Like many other club members, I used to run the ‘streetable’ DE setup so I was no stranger to the long, uncomfortable drives to and from the track punctuated by



an assortment of car noises and exhaust fumes. All that after spending an entire day of driving, wrenching, then driving again!

As you can imagine, I was sold on the idea of track transport the moment I heard of it. The service is a lot more than the name lets on, and the benefits of outsourcing your track day logistics are apparent when you realize how much of your own time it frees up.

The rewards kick in as soon as you sign up. You know that long checklist of small tasks that precede a track day? You let the shop worry about that - they'll check your tires, bleed the brake fluid, look at rotors and



pads, torque your wheels and address anything else that comes up during the track inspection. Even the tech forms are taken care of, and you don't even need to visit the shop for any of this. Go out to dinner with the wife like I did, or do anything else the evening before because you won't be stressing about the car!

On the morning of the event, it doesn't hurt to sleep in a little. You load up the daily driver with your helmet and HANS, grab a coffee on the way to the track and that's it. You don't get there early to get a good spot in the paddocks, or unload your trailer/car, or get in line for tech. Drive up to the SSA tent and there's more coffee waiting, along with an assortment of donuts, beverages, and your friendly neighborhood Porsche techs. With the car and formalities taken care of, all you have to do is prep yourself. I used the extra time to discuss the track map with a couple other drivers who had already driven there before (Unfortunately, Palmer is not officially supported, in either direction, by any of the simulation providers), and also setup my camera and AiM data logger.

Later, you come off track after a session to a waiting tech who will immediately note down and adjust hot tire pressures, ask how the car feels, and look into anything else that comes up. Some racing rubber remover for the hood, a quick splash of gas in to the tank and you're good to head back out again! While this might seem like no big deal, I couldn't help but think of the countless times I've had issues at the track and had to miss sessions or even days because I couldn't fix stuff then and there. That's what track support is for, and it felt good knowing that they had my back.

All in all, I thought this was a great service to take advantage of. It definitely starts to make sense when you factor in time savings, peace of mind, and the idea of a





predictable, trouble-free track weekend. Plus, if you're like me and don't want to deal with the hassle of towing and trailers then this really is the best option.

## **There's no such thing as off-season anymore**

It's up to you to decide how much driving you'd like to get in over the winter. The Simulator provides a tried and tested way to brush up on skills, learn new tracks and work with a pro coach. It can be designed around your needs for setting up at home, or you can drop in and rent it by the hour. Either way, the VR and Motion will get that adrenaline going!

You can be at the front straight at VIR in the middle of a Blizzard and, if you enjoy it, give Justin a call and see if he'll actually take you there. This will be the second

year that South Shore Autoworks will transport client cars to places like VIR, Road Atlanta, Sebring Raceway and more. All you have to do is fly in, suit up, and take your car out on the track.



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What a welcome! Below, clockwise: the famous Corkscrew, Porsche Numbe One, PTS RS and GTs

# A PILGRIMAGE TO RENNSPORT REUNION VI

Story and photos by Sterling Vernon



I'll get this right out there - this was a bucket list item for me. I've seen Rennsport Reunion photos and stories over the years, and I said, "self, I gotta get me some of that!" When the sixth edition was announced earlier this year, I knew this would be the one. It's the 70th birthday year of Porsche...friends at the Audrain were bringing their 962, my son's favorite car...it's California...the corkscrew turn at Laguna Seca...and fun stuff off-track for the family... Easy win. I signed right up.

Having to pull the kids from school for four days wasn't ideal, but this only comes around every four years - three this time to hit this celebratory milestone. But a long time before the next one. I'm not getting younger. The cost of flights and hotel and food and my bit of extra luxury - a rental Panamera Turbo via the Turo service to get to Monterey from San Fran and back - yeah, let's not talk about that part. Except that it was totally worth it.

We flew into San Fran and stayed there the Wednesday night before heading down to Monterey. We were booked into an old Victorian hotel that boasted lots of ghosts. I always tell the kids how we couldn't afford the extra to have ghosts in our 1750 house so we thought this might make up for it. They bumped us to another hotel down the street. No ghosts. The big Dreamforce conference (related to salesforce.com) had just finished up so the city was exhausted. We walked around a bit, got Ghirardelli ice cream sundaes, and then got into the car to head for Monterey. I've never really done long distance drives in California before. It's very dry out there but mountainous and pretty. Having the Pacific so close the whole time is very fun. Cows graze on the sides of the highway. They don't get the same urban sprawl we do so there are tight towns and then open, rolling fields. Very cool. It was a decent trip from SF to Monterey - about 2.5 hours. I may not have mentioned it, but having a Panamera Turbo with ventilated seats - oh, so nice!

As we pulled up to the Monterey Plaza, the whole hotel had already been attacked by the Porsche marketing department. There were temporary Rennsport Reunion (RRVI) murals,

goodies like Porsche-labeled chocolates at check-in, RRVI pillows out on the verandah, and goodie bags for luminaries like Pete Stout on view (no, I don't rate at goodie bag level, if you were wondering). Our room's balcony had a banner below of a vintage 718 racing on track and a banner above with the RRVI logo. So cool.

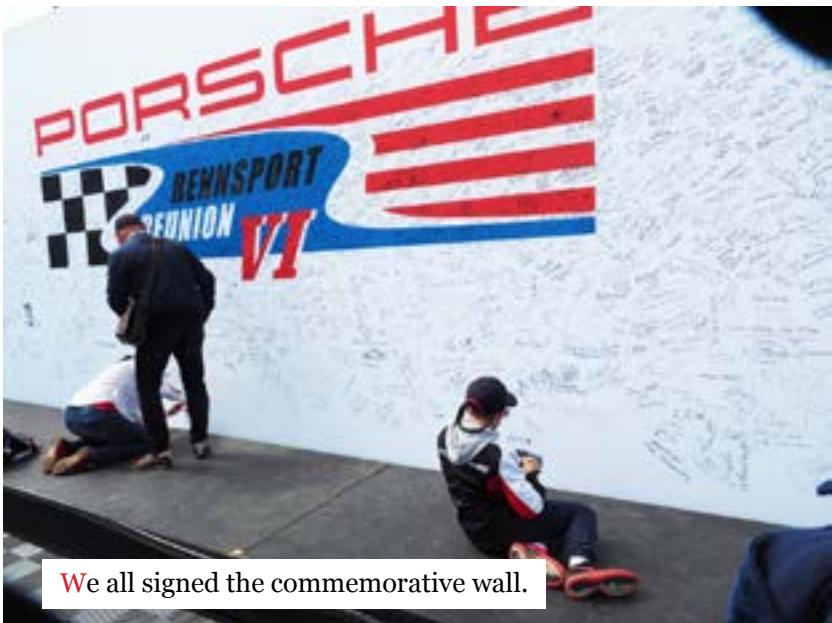
Our first stop was actually the Monterey Bay Aquarium. My 8yo daughter's "special assignment" to make up her absence was to learn about and collect materials on sea turtles. They happen to have two in their largest tank. Of course, that day they were "at the spa" - in their own tank on the roof out of view getting sun and staying away from the sharks and predator-fish-feeding-fren-



Adam Carolla's \$4.4M Paul Newman 935 Hawaiian Tropic drops through the Corkscrew

zy performed that same day. Oh, eight-year-old meltdowns. We got an epic one. And made plans to come back the next day after returning from the track.

As we drove to Laguna Seca in the early morning (late by East Coast standards), the climate changed dramatically. Hotter and dryer than near the bay. Lots of very steep hills. "Weather tech Laguna Seca Raceway" is nestled in these hills, bordered by what appears to be an active military bomb test facility dutifully labeled "danger - high explosives." Comforting. There were tons of volunteers manning each turn point to direct us to the parking - thank you PCA folks for all that work!! After a short walk past a very



fancy invite-only facility (not for us), we crossed over the track and, I think, into heaven.

The first thing we saw was that crazy 993 Turbo car that is new but old in the Porsche Exclusive gold color sitting next to its 991 Turbo S cousin. Then a big Porsche Classic building with cool old cars and German folks talking about special motor oils and all that. Outside sat the three cars from the poster - Rothman's 959 Group B rally car, 2008 RS Spyder, and Type 718 RS 60.

Achingly cool to see in person. They didn't even seem real. Behind that, a huge presentation and stage area with a kids' play section with the full-size green LEGO 911 – kids could race ride-on Porsche cars around a track while holding free Porsche flags. Yes, we grabbed many of these tiny Porsche flags. You may have seen them at Porsche On The Mountain. Up-cycling!

We knew that Friday would be a slower day so we popped into the Porsche store immediately and stocked up on shirts, hats, pins - lots of swag. My son found an identical Porsche Motorsports jacket to mine in adult XS - last one. Onto the pile it went. I never even looked at that hit to the card. Still haven't. For the next two days, the line to get into this store was about 100 people deep almost all the time. We're no dummies. Again, let's not discuss the money part.

First stop was the paddock. The R Gruppe was out in force. That alone was breathtaking. Little did we know it was like 1/1000 of the event. Across the main pit road was a tent of 959s. Not a couple. About twenty 959s...in one place...in various colors...just sitting there! Holy <bleep>! Add those dollars up in your head. Yes. Too large a number to compute. Then we went up and down some rows of the paddock. 914/6's here. RS Spyders there. 964 Cups. 997 Cups. Flying Lizard. And on and on. It was absolute overload. I'm still mentally overloaded weeks later. No, that is not an exaggeration. I took 1,020 photos over three days. Not including turtles.

The eight-year-old meltdown was coming soon so we got food and then went to check out the vendor displays. Nicholas Hunziker, Hurley Haywood's book author, Luftgekühlt booth, ooo Magazine, crazy 911 with 90's Porsche TAG F1 engine, Momo booth with Rod Emory, GT2/3 RS's in every color of the rainbow, RWB cars,



918's, Gunther Works carbon 964, you name it. It was there. Mind = blown. And that's not even counting the PCA show car corral of delights. There were about 100 show-attendee-owned 356's in the lot! Insanity. They had about fifty 914s all lined up! The scale was on a level I've never, ever seen anywhere.

Eventually we made our way back over the track to check out the Chopard Heritage tent. Just in time to see and hear the 1973 Mark Donahue Sunoco Can-am 917-30 warming up its 1200hp flat-twelve twin-turbo motor. Nearly pee'd myself. Jerry Seinfeld owned that car at one point. Did I mention bucket list stuff? The Chopard tent alone had maybe eighty of the most famous historic Porsche race I cars I could think of. Except there were hundreds, maybe thousands, more outside this tent!

Bruce Canepa's newly introduced 959SC parked next to a pair of famous 917s, both in Gulf livery? Patrick Long hopping into his ride of the moment, another 917, and getting it warm? Yes, you could just walk up and ask him how the oil temp was looking. But why stop there? You could

just walk 10 yards across to the official Porsche Hall of Legends display. Starting from the 1950's and going to the actual in-the-flesh 919 Evo 1 (that hit 192mph on the straight later) and the Mission E - you could see, touch, smell, and hear EVERYTHING! No ropes. No crazy security folks. Just passionate reverent Porsche fans like us – 81,000 strong.

Want to hop into the full scale simulator made from a real GT3 Cup race car that uses the actual





mechanical brakes of the car as you climb in over the roll cage and look out at screens showing you driving Laguna Seca? Yes, I did that. I crashed a lot. Turns out it's hard to see the line when you have a perma-grin. Folks waiting on line grilled me on driving technique after I got out! Me: "Go unbelievably slow into the Corkscrew..."

Our friends at the Audrain had Justin Bell driving their yellow 962 Spyder that weekend. Matt from the Audrain kindly introduced my son and I to Justin and Marshall got to hop into the very same 962 seat that Justin had just vacated minutes before! Justin's dad, Derek - you may have heard of him - was nearby chatting with his team support. I'm sorry if I sound like I'm still gushing. I'm totally gushing. I was for the whole weekend.

My son got his photo with a most gracious Hurley Haywood...he sat in - in, not near - Chuck Beck's 906 while Mr. Beck posed for a picture with us...we touched the first Porsche ever made (Porsche Number One)...and we touched ones that haven't even been made yet (Mission E). Should I stop now? But wait, there's more!

Porsche tractor racing...driving simulators literally up on top of the Corkscrew...Wolfgang Porsche driving Porsche Number One around the track with all the other Chopard tent cars...

Yes, there's so much more waiting for you at the next Rennsport Reunion. Get yourself ready to pull that trigger now. Don't hesitate. Don't think, "I'll get to it some day." Go to the next one. If you love Porsche's even a little bit, it is absolutely the place to be. And we didn't even talk about the pink pig Panamera Corkscrew shuttles! Well, you'll see all that for yourself in four years.





Clockwise from top left: M and Chuck Beck, 919 Evo 1, racing tractors, M and Hurley Haywood, 911 on track, 959 galore, early aero concept, attendee parking lot aero concept. Wow!

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# 2019 Board of Directors Elections

Voting for the 2019 Board of Directors will be open from 6 AM, November 1st through 11:45 PM, November 15th at the following web site: <https://vote.electionrunner.com/election/HI3X1>. All votes must be cast through the web site, no email or mail in votes.

The results of the election will be published in the December edition of the NOR'EASTER.

To cast a vote you will need to be a primary member of the NER and have a voter ID and a key. These have been emailed to you. If you are a primary member of the Northeast Region and you haven't received them, you can look up your ID and key here: <https://porschenet.com/voterinfo/lookup.php>.

You will notice that there is no candidate for the Membership Secretary. If you are interested in this position, or you have convinced another member to stand for it, enter the name of the candidate in the write-in field.

On the following pages are biographies and pictures of all nominated candidates. They are also available on the voting web site.

# Bill Seymour Biography

## Nominee for 2019 President



I have served one year as President and seek to serve a second. The past year has been busy and challenging but, I think, productive. I continue to be concerned about the pace of change within PCA both locally and nationally. Here in NER we are updating the way we communicate with our membership – this will continue to evolve and require an approach that balances tradition with newer technology. From National there is a push to grow membership with some emphasis on including “four door” Porsches (which comprise about 70% of Porsche sales in the U.S.). I am concerned that we not sacrifice our heritage as a “Porsche sports car club” to become a “Porsche brand” club. We need to be open to new types of members but we need to first serve the needs of our current members.

I have been active in NER since 1994 and on the NER

Board for a total of 7 years, serving as VP Activities (Driving Events), VP Admin (Social/Tech Sessions) and President. I was the Autocross Chair for 6 years and am an instructor in the DE program. For the past few years my wife Rosemary (formerly Lunch Lady at Autocross) and I have been the greeters at the Annual Dinner. I grew up in a Porsche household and still have my Dad’s 1960 356B. I also have a Cayman and share ownership in a 914-6 track car (which finally seems to be running well).

Last year I said I would champion the items below. Here’s a progress report...

- Improve board-to-membership communications and transparency. We are making good progress but need members to step up and help with the NOR'EASTER.
- Improve club management: create a repository for club documents, produce better definitions of board positions, establish procedures to train/transition new board members, preserve institutional knowledge, etc. Much progress on these and also on managing advertising and sponsorship opportunities.
- Have our region sponsor a Street Survival teen driver training event (check out [www.streetsurvival.org](http://www.streetsurvival.org)) We can't find a venue that works so are not currently pursuing this.
- Repeat the membership survey (previously done in 2011 and 2015) to better understand what our membership wants. Hope to do this in 2019.
- Hold a Board “retreat” to draft what the club goals should be and then communicate these to membership for comment/approval. Will be discussed with the Board.

Thanks to a lot of dedicated people NER PCA had a fantastic year. 2019 is our 60<sup>th</sup> Anniversary year and it will be even better. Look for some new and exciting things (and please volunteer to help!).

# Robert Jacobsen Biography

## Nominee for 2019 VP of Administration



Robert became a PCA member in 2012 shortly after purchasing his current 993 while living in the greater Washington D.C. area. The future ownership of an air-cooled Porsche was destined to be after riding in a 964 Turbo owned by a family member at the young age of 5. Fast forward to 2012 and a deal was struck to buy a Guards Red 993 the same day Robert planned on proposing to his girlfriend and now wife, Susanna. However, the purchase took much longer than anticipated and resulted in Susanna waiting to be picked up at Reagan National Airport for four and a half hours, dinner reservations cancelled and the plans for the entire evening thrown into disarray. In the end, miraculously she still said "Yes". After purchasing the 993, Robert heard about PCA from a fellow member (Founders' Region) while attending a Cars and Coffee event in Great Falls, VA. While living in the DC area for about three years, Robert attended numerous PCA social events as well as autocrossing and rallies. Originally from central Massachusetts, Robert and his wife moved back to Massachusetts in 2014 changing regions to NER.

Beyond any Porsche-related activities, Robert volun-

teers on Ranger Patrol at Wachusett Mountain, trains year round for Ironman and half Ironman distance triathlons, and is the Finance Director for Hope for Worcester a 501(c)3 organization in Worcester, MA.

After starting his career with State Street Corporation in Boston, Robert accepted a position with Cambridge Associates in Arlington, VA and upon moving back to Massachusetts now co-runs an independent registered investment advisory firm, Assabet Advisors, LLC.

Robert has been serving as Treasurer for our region since January 2017.

# Paul Skinner Biography

## Nominee for 2019 VP of Driving



I am truly honored to be nominated to serve as the VP Driving on the Board of NER PCA.

In 1974 everyone was buying American Muscle cars because the motto was “there’s no replacement for displacement”. Then one day a neighbor pulled up the street in his new orange Porsche 914. While everyone questioned why he would buy this little “2 seater VW” I was in awe. While my first ever ride in a Porsche was just around the block in that 914, I was hooked. I vowed that one day I too would own a Porsche.

Fast forward 35 years. While looking to buy a new SUV, on a whim, I pulled into Porsche Norwell and test drove a Cayenne. Once again, one spin around the block and I was hooked. I drove home that day in my new Porsche and haven’t looked back (or elsewhere) since. Six months after buying the Cayenne I traded in my BMW Z3 for a Boxster S. While the Cayenne gave way to a Panamera and then that to a Macan S my Boxster S is my true love. Every time I get behind the wheel I am transported back to 1974, I feel like I am a 6-year-old boy again without a care in the world.....except

the next corner.

I joined PCA 2 years ago after a Porsche customer event at Palmer where I got to take my Boxster on the track and really see how it could perform. With the addition of some really good tires I did a few DE events that year and couldn’t wait for more. Then this year I did as many DE and social events as I could. In the process I met a lot of great people, had great instructors, made some new friends, and was welcomed into the PCA family.

Next year, in addition to my NER PCA board duties, I plan to continue with DE and social events plus try my hand at a little autocross.

Away from the track I live in Plymouth, MA with my lovely girlfriend Jen and our very precocious Springer Spaniel Wilson. I have spent my entire career working in the Power and Energy field and currently am the Business Development Manager for Veolia Energy in Boston.

# Lisa Davis Biography

## Nominee for 2019 Secretary



I'm Lisa Davis, the candidate for secretary for the Northeast region and a Porsche enthusiast. I grew up in Stow, MA, and, after meeting my husband Alan while at the University of Maine, have lived in Franklin, MA for the past 35 years.

For several years. I was happy to be a passenger in Alan's 911, attending various Porsche events. When he upgraded to a GT3, Alan asked if I would like to sign up for AX School to which I replied, "Do YOU want me to?" With the encouragement of all the racers, I did a season of Autocross, even though in reality my thrill of racing was felt when I got off the course! (I later realized my introduction to AX may have been part of Alan's mission to win the Porsche Parade AX at Jay Peak with me as his "tire warmer").

An opportunity arose for me to be involved in Autocross without turning my knuckles white when Rosemary Driscoll stepped down from her position of NER Lunch Lady. As we know, Rosemary was destined for bigger things! I have a ball helping new auto-crossers

to figure out what to order off the menu apron! And, of course, I make sure that Bob Canter is fed, although he keeps requesting the lobster roll!

It is a joy for Alan and I to be part of a great group of people in the Porsche Club and I hope to be an asset to the NER Board. One question; Shall I laminate the notes?

# Don Kelly Biography

## Nominee for 2019 Treasurer



On a dreary March Sunday afternoon in 2011, my best girl Cindy (my terrific wife as of August) and I headed out to look at cars. I repeat look! In our travels we looked at a Viper, drifted to the Ferrari/Maserati dealer, and ended up at a Porsche dealer. The young salesman was brilliant, asking me which car I would like to drive. Oh no, I was looking, let's not waste each other's time. But then he went from car to car starting each up, it was a symphony. He then came along with a plate and asked which car he should put it on? The black 2006 997S, sure why not? He then gave Cindy and I a route to take, and advised "don't be afraid to let it breathe, watch for police." Wow, it was a splendid thing, power, road feel and amazing handling. I was later told that one should never test drive a Porsche unless planning to buy, which is exactly what I did. It went into the garage, it should never be taken to the beach, sand. It couldn't be taken to restaurants, door dings. So in the garage it sat, a beautiful piece of art.

As CFO of Skinner Auctioneers and Appraisers (as seen on PBS Antiques Roadshow) I have a ground level windowed office overlooking the parking lot. On numerous occasions I would look out and see a bright yellow Cayman in the parking lot with a distinctive plate MS XXX. I never saw who was driving the car until one day my timing was correct and I saw it pull into the lot. I promptly headed to the lobby and intercepted the woman driver of the car. "Excuse me, are you Ms XXX?" A tentative "yes" was replied. "I just wanted to complement you on a beautiful car" said I. I proudly told her of my garage bound beauty. She asked, "Do

you belong to PCA?" "No." "Then you are missing the whole thing" she exclaimed! Well, she then went on to explain all the great things about PCA, the people, the events, and that I must join immediately. So I did, and a whole new life opened up for Cindy and me.

We joined in 2012 and have gone on fall tours, concours, rambles, galas, meeting great folks all the while. Driver Education, it is the DE that eventually became my addiction. The quest of executing perfect lines around amazing race courses in a finely engineered machine at high speed is just invigorating!

I am excited to be considered for the treasurer role. So why treasurer? I have been a CPA for 35 years, ten in public accounting, and twenty five as a CFO. I have voluntarily served as treasurer of the Three Seasons Water Ski Club of Natick, MA. and have served on the Finance Committee of the Town of Ashland, MA. as well as the Liaison Committee. I would very much like to give back to a great club that has done much for us.

Our other passions include competition water skiing (retired), motorcycling, music, travel, and oh yes, being doting grandparents!

# Anker Berg-Sonne Biography

## Nominee for 2019 VP of Communications



It has been just over two years since my wife and I bought our first Porsche, a 2004 S, and joined the PCA. We were assigned to a California region, but a phone call cleared that up and we became members of NER. Membership in the NER exceeded all expectations, both from a learning and a personal networking point of view. My first DE at Thompson, three days with the first in the rain, then a bunch of autocrosses at Devens plus several social events started filling our calendar.

I decided to do as much work as I could on the Boxster and started out by replacing the trailing arms, which were creating a dreadful clatter when driving over bumps. The social aspect was a little daunting at first because there were so many people at all events, but soon we made several new friendships. Early summer we decided to take a driving vacation to Nova Scotia, Cape Breton Island and Prince Edward Island in FUN-TOY. The Boxster turned out to be a great vacation vehicle with adequate luggage space and lots of fun con-

tent.

Part way through the year I felt there was a need for more direct member-to-member communications and offered to moderate one or more discussion groups and sent a proposal to the board. They put me in touch with Sterling Vernon, our resident superhuman, who got me involved in the existing communications vehicles used by the club. Not long after we started collaborating I was surprised by being asked if I was willing to accept a nomination as Membership Chair on the BOD. I did accept in spite of being concerned about my very short tenure in the club, and have never regretted doing so. The 2018 board has been a terrific group of people to work with.

Early in 2018 Sterling needed to offload one of his many responsibilities, editing the on-line NOR'EASTER. I volunteered because I had worked with Sterling and am a 50+ year computer nerd. The learning curve has been longer, and the effort required bigger, than I expected, but producing a quality newsletter like the NOR'EASTER has been a gratifying experience.

We also participate extensively in NER activities, continuing the activities from 2017 and adding new activities like the Family Party and Vintage DE. I have also had a lot of fun using my limited photographic skills at events. My wife, Kirsten, has also been an active participant and associate member. In the spring we decided to purchase another Boxster, FUNBOX, so we could have a "his" and "hers".

I originally accepted to continue to serve as Membership Chair, but after discussing the absence of a nomination of a VP of Communications candidate I have agreed to change my nomination to VP of Communications. If elected my goal will be to recruit a communications team that includes a Web master, a social media expert and a newsletter editor in addition to a review and content creation team. I will also strive to ensure that all roles have backups within the team so there will be minimal disruption from vacation, family obligations and other events.

It has been an honor, a privilege and a joy to participate and contribute to the NER.



# *Editor's Corner*

As fall transitions into winter, in a shockingly short period of time, we are busy getting ready for the 2019 season. There's a lot happening behind the scenes, as well as in front. This month we have our annual election to the Board of Directors, who will ramp up and get really busy as soon as the elections are over. We will also have the judging of the the 2018 photo contest and create the 2019 calendar with what promises to be a truly awesome collection of Porsche-related photos taken by our members.

Those of us who do our own wrenching will begin to whittle away at our project lists keeping our cars in tip-top shape and making modifications that will make them even more awesome next year.

The NOR'EASTER will also get refreshed with new themes and layouts, and we will move to a new schedule: 8 digital issues and one print issue. It is not too early for you, our readers and contributors, to think about writing submissions to the print issue. We are looking for content that is personal, inspirational and fun. Like Sterling's RennSport trip report this month.

When the 8 digital issues get published will be driven by content. We know that everybody will be anxious to know the event schedule for the 2019 season as early as possible so we can juggle our other plans and commitments

to minimize conflicts.

Before the 2019 season heats up we also need to expand the communications team and get new members up to speed. We need an additional NOR'EASTER editor, a Web master, a social media manager and a team of reviewers. We can also use someone with good graphic and human interface design skills to assist us in producing high quality content.

If you have or know someone with good computer skills who can take up the NOR'EASTER co-editing position, let us know. The co-editor doesn't need to be an InDesign wizard, if you are comfortable with Microsoft Word and some image editing software you can easily pick up the necessary skills.

Our Web site runs on WordPress and previous WordPress experience will be really helpful in ramping up, and Sterling will still be around to help with any technical problem.

The social media manager position can be managed by anybody who is an active social media user. The manager will moderate our forums and both solicit and produce content that will keep our FaceBook and Instagram pages fresh and interesting. You will not be alone, we already have a number of regular posters, so the management role will primarily be oversight.

Joining the communications team has a lot of benefits.

You will greatly expand your social circle and make new friends.

You will earn the gratitude of the greater membership for contributing to the success of the club.

You will have the opportunity to improve the design and content of our communications.

You will gain insight into the inner workings of the club and get to know the movers and drivers.

The communications team is also a great stepping stone to other contributing roles.

Our Membership Secretary Board of Director position is still open. In this role you will be responsible for welcoming new members to the club, edit and send the two monthly emails to the membership. You will also be responsible for driving recruitment and retention of our membership. All of these efforts will put you in direct contact with the membership, our advertisers and our sponsors. This position requires good writing and interpersonal skills.

Being a contributor to the club enhances your participation experience. No matter what position you take you will find yourself to be a member of a strong and enthusiastic team. You will add to your personal and technical skill set, and most of all, you will have fun!



Your communications team: Gary, Sterling and Anker

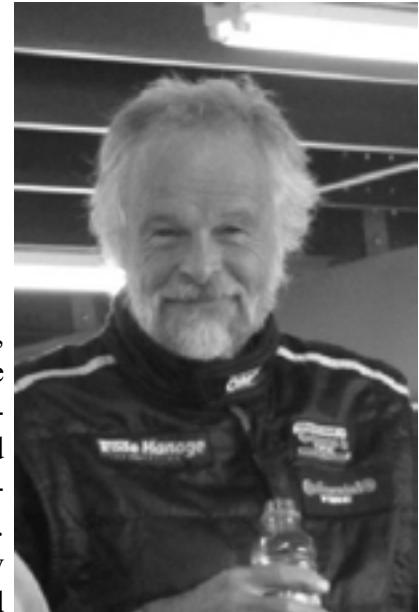
# The Long & Winding Road

- Bill Seymour, NER President

The 2018 DE season ended on a better note. My ever-faithful reader will recall that we (me and co-owner Dave) have struggled with fuel issues on the 914 including both leaking and starvation on turns. At our next to last outing at Palmer, with a new fuel cell bladder and high hopes, all of sudden the car was way down on power. This led to new plugs, wires, rebuilt injectors (which were bad and mostly likely the main culprit) and a different ECU. It seemed to be running fine and dyno'd at 250 hp at the wheels. So hopes were again high for the last chance DE – the NCR “Spring is a long time coming” event at New Hampshire Motor Speedway. And the news was mostly good. Yes, if the tank wasn't full enough we still got fuel starvation in the one sharp right hand turn but otherwise it ran great and was passed by only the quickest cars. It is a handful! Lots of tire with no power steering, not a great driving position and a 70's era suspension makes for quite a workout, particularly at the not-so-smooth NHMS. But we'll put in a swirl pot (gas tank buffer to cure the corner starvation issue) over the winter and tweak a few suspension issues and it should be good to go next Spring.

There was a nice dinner on the Saturday of the NH event and the Jamaican Bakin' team was very happy to finally unload an embarrassing trophy. The NCR DE folks pass around an odd looking assemblage of car parts that is called the “Merry O'Spaghetti Award” and is given to the person(s) who has done something really stupid at an NCR DE. Well it seems that two years ago when we first got the BMW E30 we developed some over-heating issues at NHMS. Since the car was new to us we weren't sure of what the problem might be but we are, after all, a team of 5 crack mechanics. So we methodically went through a clever series of attempted fixes – do something then go out for a few laps to see if it helped – until the report came back that the flaggers had found a fan belt at Turn 3 and did anyone know who might be missing one? Oops. So, fortunately for us, some poor 911 driver who will remain unnamed (but it rhymes with Phillippe – no actually it is Phillippe) decided to change his 911's oil at Lime Rock and neglected to re-install the drain plug before pouring in a large quantity of oil. Congratulations and display it proudly!

Our Zone 1 Rep, Mike Bryan of the Upper Canada Region, visited and attended our October Board meeting. He went over a few points and refreshed our memories on some statistics. I'm sure you are all up to date on this but just in case you fell asleep for a while note that...



- The Porsche Club of America has 80,000 primary members (I forgot to ask Mike how it is that he is not in the Porsche Club of Canada?) in 145 regions. The regions roll up to one of 14 Zones and our Zone is the largest with over 16,000 members.
- Our region is like most other regions in that only about a quarter of the members (we have 1,800 primaries) actually do anything with the club in a given year.
- And, related to the above, there is about a 10% turnover – if the hook isn't set in the first two years, many new members don't continue.
- With only 30% of new Porsches sold in America being sports cars (as opposed to SUV's and Panameras) there is both the potential to add new non-traditional members and the threat of change.
- Takeaways: 1) New members, get out there and do something with us so you can see how cool we are (as in “Really join the club, don't just read Pano!”) 2) Think about what you'd like the future of the club to be and tell the Board members (or get on the Board and really drive change).

Finally, with all the car problems I suffered this year I was very fortunate to be offered the opportunity to drive other people's cars at the track. I would like to

think this was due to my winning personality and not my important NER Board position (because of this and my senior discount I am able to buy a cup of coffee at Dunkin' Donuts for only about \$2!!). I was allowed to drive (and didn't wreck!) a Cayman Interseries, GT4 (interesting comparison with the Interseries), two different track Boxsters, two Miatas (old and new) and a Lotus Exige. Thanks Kristin, Henry, Dennis, Adam, Mike, Nick and John!



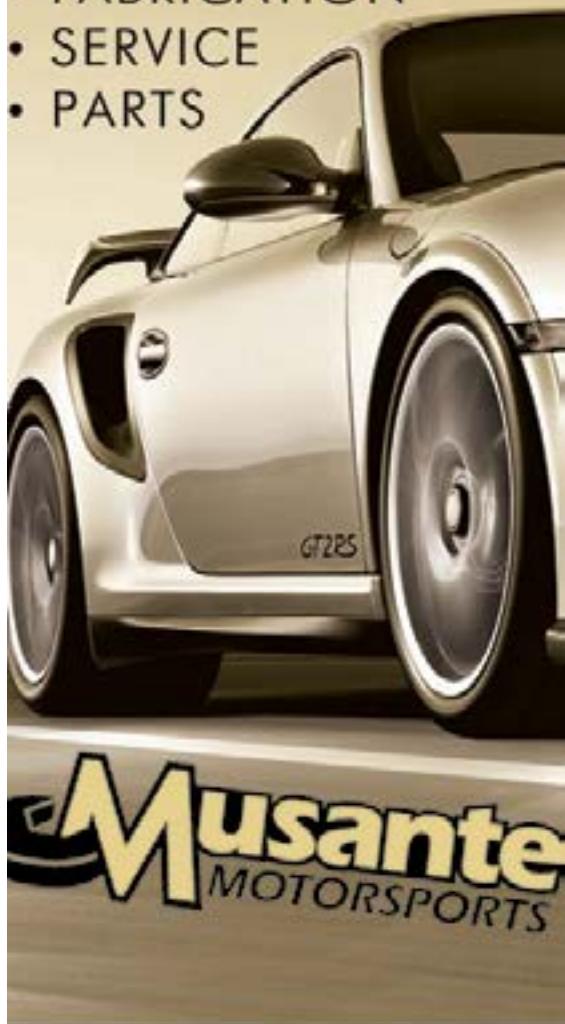
Thanks Dennis



Thanks John

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Gary Cooper, VP Communications

## Cars & Critters Car Show

We are all members of the Porsche Club of America. We love Porsches! We drive them, we collect them, we shine them, we maintain and repair them, we autocross them, we track them, we tour with them, etc. There's just something about them that hits home with us - the styling, the engineering, the racing DNA - that draws us all in.

I, myself, being a fairly new owner of an older car, still find myself looking for and absorbing as much Porsche-related information as I can. I'm all over sites and videos on the web that can give me my Porsche fix, and am always scanning the PCA classifieds for my next dream car.

That being said, there's a whole wide world of cool and interesting cars out there that don't have the Stuttgart badge. I always enjoy going to shows for other marques, or just your basic open Cars & Coffee-type events. See, I don't discriminate. My thought is I don't care as much what kind of car you drive - I care that you are passionate about it. A great example of this was a few years ago, on our way to the annual Blue Ridge Boxster Summit in NC, when we ran into some folks that were in a Ford Pinto club. Those of us of a certain age all remember the Pinto from 1970's and - quite frankly - most don't consider it the finest moment in the illustrious history of the blue oval. But, for these guys, they bonded over a love of the car. Maybe it was their first car, or maybe the one they drove to the prom? Whatever the reason, they had the passion and get a hearty thumbs up from me.

All this brings me to a recent car show I attended - Cars and Critters - at the Stoneham Zoo (right here in my town). It is run by the folks at Mustangs of Massachusetts, and is used as a fundraiser for the zoo. I heard about it from a guy on Facebook, who is a new Porsche (981 Boxster) owner and NER member - Joe Lampas-



si - who also drives a late-model Corvette, I believe. Although I only met him briefly, I could tell right away that Joe had a passion for cars.



Cars for Critters was totally open to any car, but - as you might imagine - leaned heavily to American muscle like this lineup of '1950's iron. Beautiful!



I loved this 1968 Olds Toronado - historically significant as it was the first mass-manufactured front-wheel drive car produced in America since the 1930's Cord. Personal luxury car, indeed!



What's a car show without some hot rod flames?



You have to admire the pluck of this Mark I Mini owner for bringing his little beauty out amongst all snarling muscle cars. Cool!



I'm always a sucker for someone who daily drives a classic, as this owner does with his 4-speed 1967 Mustang convertible.



Speaking of passion - this guy's was to recreate the Adam West Batmobile - complete with all the Bat-accessories inside. Wham! Pow!



We all know and love the timeless lines of the 911 - they are instantly recognizable as Porsche no matter the year, but you have to admit - the shape and style of the Mustang "fastback" is pretty darn iconic, too!

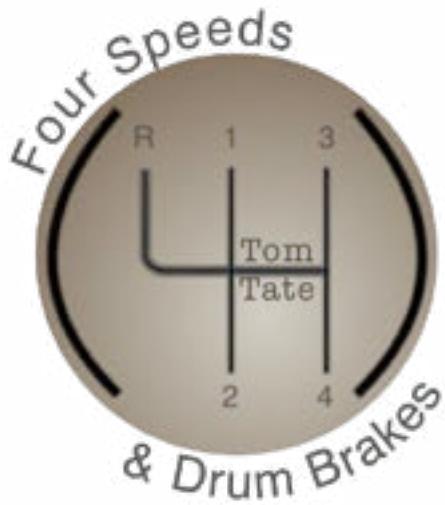


Some guy brought a car that apparently has no engine! Oh, that would be me ;) I get a kick out a surprising non-car people with this mid-engine little trick.



And my favorite shot of the day - I call it Cayman on Cayman. Joe Lampassi got the Zoo to bring out a live baby Cayman to pose on Ed Crean's (North Country Region PCA member) beautiful 987 Cayman.

And there you have it. Love your Porsches, people - but never fail to appreciate all the cool and wonderful cars out there - and the passion of their owners.



## High Speed Touring

Even people with old cars get a chance to drive modern rocket ships now and then and this is a report of one of those rides.

As my oldest daughter approached a milestone birthday

(how can she be that old, I'm barely that old?) it was determined that a memory would be better than any gift that Amazon could come up with. Rob and I discussed it and decided that a weekend in Las Vegas with me, her brother, sister and their spouses and a few friends would create a terrific memory. Dinner at the Stratosphere, rotating at 100 floors above the Strip, a Casino tour, a drive to Hoover Dam and Red Rock Canyon would make a great weekend. Since Kerry really is a bit of a car person we further thought that also renting a super car for her to drive would be a great idea. Of course we would each need one (see where this is going?) if the weekend was going to really be a home run.

There are many rental car companies in town that rent super cars but only Royalty Exotic Cars had the selection that we were looking for. We wanted to be able to swap cars between us, something that most rental companies frown upon. Royalty couldn't have been nicer about it. Yes, we asked.

We rolled out with a Ferrari 458 Spider, a Lamborghini



Huracan, and a McLaren 570. Another McLaren joined us with a couple of friends aboard.

I think each car had more horsepower than all the cars in my garage added together. Three were convertibles and the Lambo was a coupe. All were automatics with paddle shifters and most had three different suspension settings. The Lambo even had a button to raise the nose when under 35 mph to save it's chin from speed bumps, a very worthwhile feature.



The white 458 Spider was Kerry's pick as we headed out to the interstate to drive to the Dam. The folding hard top was quickly rolled back to get the full experience of Super Car driving.

With the Speedster I am used to the attention it draws on the highway and I cautioned everyone to be wary of other drivers that might be busy taking photos of us and not paying attention to their driving. With this line up that came true very quickly. We also had a few drivers that rolled up at high speed to take a closer look at our parade. The worst was an '80's Ford Bronco that wanted to show us that his ride was a lot faster than ours. We let him win.

Needless to say the drive (run?) up to Hoover Dam did not take long. As we rolled slowly over the dam I was reminded that I had made that same journey in 1956 as my family was moving from Calif to Fla and we stopped on the bridge to take photos.

Things were a lot different back in those days. We parked at the curb (on top of the dam) and took the elevator down to see the building sized generators

inside the dam. We had everything we owned in two cars, including our pet parakeet in a small cage. Neither car had air conditioning so we placed a wet cloth over the top of the bird cage to offset the 110 degree temperature. By the time we got back the poor bird was at the bottom of the cage with its feet in the air. After we drove for a bit with all the windows open (remember doing that?) the little bugger stood up and climbed back on the crossbar. He was fine.



Nowadays there is no stopping on the dam itself and there are lots of armed security on display. Just to drive across the dam there are two checkpoints to pass. Everything was exactly as it was 62 years ago, but it all seemed a lot smaller than I remember. Of course I was a lot smaller back then and things always seem larger when you are looking up at them, even a hydroelectric dam built in 1936. The low level of the water shown above was a real surprise as Lake Meade was always full years ago. That is certainly an indication of the population increase in the LA basin. I wonder how many people can move out there before they run out of water?

Somehow driving a Lambo made even a 911 GT3/RS we saw seem very average. I was amazed at how quickly these cars could turn a person into an automotive snob.

I have never spent any real time using a column mounted paddle shifter. The one in my wife's BMW is a floor mounted automatic and allows the driver to manually up shift and downshift. I have driven it in manual mode a little and after a few minutes it really does get boring. I have just dropped it back in D and left it alone.



That was not the case with these rides. I'm sure that part of the reason we were always looking for a place to shift was the noise it created. The final vote favored the Lambo as it had a load button that was triggered by the suspension setting and the pop it made between up shifts was spine tingling. Downshifts in each car blipped the throttle like you would try to do with your heel but more accurate. They were great. Every car reinforced my belief that every great driving experience needs to be accompanied by great noises.

The colors were another reason to pay attention to what you were doing because everyone is watching. The McLaren was a real head turner even when it was parked but every time it passed me I expected to see the Green Hornet driving.

It wasn't cheap but Rob got us a military discount that covered all the gas we burned (and that was a lot), the extra insurance and then some. Long after the cost is forgotten the memory of driving these rocket ships will still be very bright. I suggest that given the opportunity everyone should try it.

I now know that I don't ever need to own a Super car but I sure am glad that I had a chance to spend a few hours driving them. Years ago I learned to drive cars with very little horsepower, like a VW Beetle with 36 hp. Because of that we pretty much drove them foot to the floor all the time. Even now the Tubs in my garage are 100 hp or less so roaring through the gears won't offend anyone or earn any tickets. If had a car with real horsepower like the rockets we rented, I would probably lose my license pretty quick. This way for the price of a triple digit speeding ticket we got an experience that will live on forever.

In addition, we watched from the hotel as both the Patriots and the Red Sox won on Sunday. I would say that the weekend was a home run for everyone.

KTF



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# THE SLIPPERY SLOPE



By Robert Jacobsen, Treasurer

Well, it has been a very busy month. I bagged my first DE, signed up for an autocross, did not attend said autocross, attended Porsche on the Mountain, spent more time on airplanes than I care to tally and am typing this out while watching a Red Sox/ Astros game in a hotel in Lancaster, PA. I fly home tomorrow to immediately turn around to fly to Arizona for my last Ironman 70.3 of the season. As I said, it has been a busy month.

The DE at Palmer was a three day event of which I was only able to attend the Friday and Saturday portion. The weather dawned perfectly on Friday morning as I made my way down the back roads from where I live in Rutland to Palmer which takes a little over 30 minutes. I arrived right at 7AM and started to get set up. I wanted to keep this first attempt at a DE event as simple as possible, but also wanted to make sure I had everything I needed. I have a 5 gallon bucket that I have used to bring all my stuff to autocrosses and figured I would not need much more than that for a DE. Lunch, snacks, plenty of water, tire pressure gauge, painters tape, notebook and pen pretty much filled it up and kept things neat and contained. Tech inspection went quickly followed by the drivers meeting. Starting as a green driver, our first portion of the day was in the classroom. When we went out for our first driving session, it was an absolute blast. My instructor was excellent at talking me through the line, getting me to be patient as every turn at Palmer (running counterclockwise) is a late apex and particularly turns 7 and 9 were the ones that took the longest to get somewhat right. With every passing session more things began to click. Seeing how one turn sets up the next and then just working on trying to string as many “good” turns together was more fun than I can articulate. Saturday I was bumped to yellow and was in the process of another incredibly fun day. Last session of the day going into turn 5 I lifted off the throttle too abruptly and promptly spun the car perpendicular to the track and up on the inside curb. At this

point there only six or seven minutes left in the session so after coming into pit lane, we called it a day. I am bummed that the spin is the last thing I experienced going into the off season, especially when I know what I did wrong and how it really should not have happened, but oh well. A big thanks to Michael Canfield and Justin Becker for instructing me!

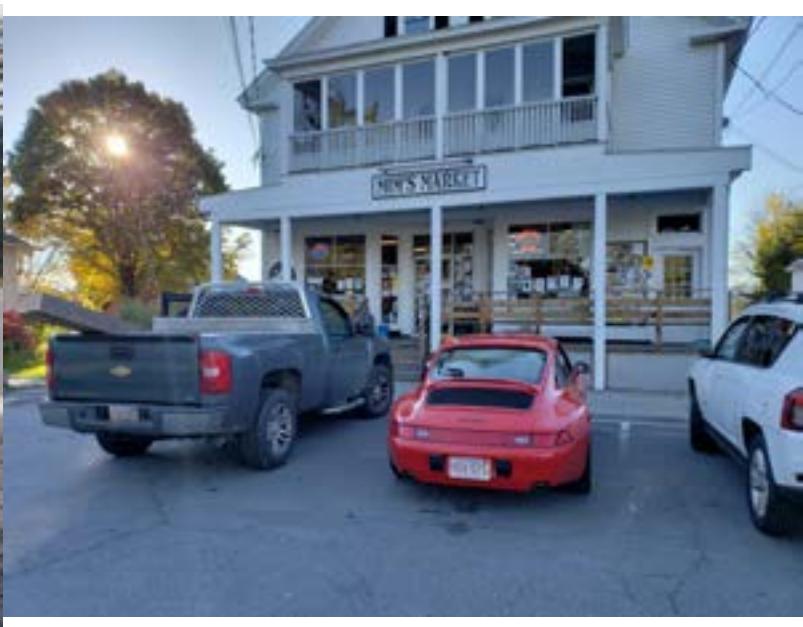
The autocross that did not happen was a short ordeal. My alarm went off at 5AM, it was raining, 2 minutes later I get a call from a tenant at a property I own telling me the oil tank in the basement was leaking, 20 minutes later I get a call that all the smoke detectors are going off in another building I own, and it is still raining.... So, the Miata stayed in the garage and my day consisted of getting an oil tank changed out (which is shockingly expensive) and hushing sixteen smoke detectors.

The next day was the final cars and coffee at Lala Java in Northborough which last year was turned into a food drive to benefit the food pantry at Veterans Inc. in Worcester. This day was the total opposite and dawned with blue skies and no emergency phone calls. We ended up with between 50 and 60 cars and raised a nice amount of food for Veterans Inc. After the food was dropped off, I decided this was the day to make my annual squash and honey trip out to Northfield, MA. Growing up my family spent a lot of time in the Berkshires, but every fall there was one specific trip we would make to Northfield. This trip would result in a haul of squash, apple cider syrup, honey, and apples to make applesauce. Over the years the apple orchard fell prey to neglect and new ownership, so there is no more apple cider syrup, but we still make the trek out for everything else. We drove out route 2 and then up 63. For anyone who has never been out to this part of the state, you are missing out, especially in the fall. We stopped at the farm to get our squash, pumpkins and apples, then we found out the lady who had been selling honey for years decided to retire. We drove around for a bit, got lunch at Mim's (highly recommended, but cash only) and then with squash up to our ears, we made our way home. Again for anyone who has never spent any time out in this part of the state including Shelburne falls, Bridge of Flowers, Deerfield river, Millers falls, Glacial Potholes, etc. you should take the time and go for a drive.

I am going to be signing up for the last autocross of the year on 11/4 and then that will be it for driving activities. The 993 will be receiving a suspension overhaul this winter, the 944 S2 is still a work in progress, but



should be ready by spring. The Miata in its beautifully simple form is getting nothing. I am keeping my eyes open for maybe a good black Friday deal on an Aim Solo camera set up, but that would be it. Relish the waning warmth as soon the snowman cometh.





# BACK TO BASICS

Anker Berg-Sonne,  
Membership Chair

## Fall Fun!

I am writing this report from Maysville, Kentucky, where Kirsten is attending a dollhouse miniature conference. We decided to drive here in FUNBOX, her guards red Boxster, hoping to catch some fall colors on the way.

The fall cover plan didn't work terribly well. As we drove south the colors became mostly brown and dull. Traffic was OK until we hit I78, which had a fair bit of truck traffic, and then got terrible when we merged onto my least favorite highway, I81, with heavy and slow truck traffic that eventually came to a crawl at Hagerstown, MD. There I used my favorite Waze trick and checked alternate routes, and found one that took us off I81 to I70 and then I68. I have never driven this route before and it was a joy. Very light traffic and lots of steep hills and sweeping curves through beautiful country views, highly recommended. With a speed limit of 70 we set the cruise control to 80 and wizzed up and down the hills. I had no idea that Maryland stretched this far west and that there was such a beautiful part of an otherwise pretty uninteresting state. Too bad this can't be part of our annual trek to the Florida Keys every winter. Too far west. I have sworn never to take I81 again down south. I'd rather deal with the I95 corridor through Baltimore and Washington DC.

When we arrived in Maysville it was too early to check in to the hotel, so we went exploring the small roads along the Ohio river. We first tried down river and found that SR8 was closed right outside town, so we turned around and tried upriver and found another fantastic ride along SR10, SR57 and then SR8 to Vanceburg. Twisty, turny, hilly and occasionally straight with

a very generous 55MPH speed limit through charming farm country and woods and barely any traffic. It was as good as, no, I would say better than, the Blue Ridge highway. I suspect there are lots of similar roads all over this place. If your Porsche needs to be exercised, this is a good place.

This afternoon I plan to do a bit more exploring, the sun is out again after a few chilly and wet days and I'll take a few pictures and post them here.

The weekend before we left we had NER AX #4 at Devens. The forecast was for rain in the morning and clearing in the afternoon with cool temperatures. I debated whether to change my tires from my Bridgestone SR-71Rs over to the Sumitomo HTR Z III's that have more tread, but decided to stick with the Bridgestones. I had planned to take 3 of my latest Ankerloggers and have Nick Durham and Chris Ryan use two of them, but inexplicably they all stopped working the day before the AX, more about that later in this column.

What a hoot that AX was. Simply the best ever for me. The morning was a blast in the cool, wet conditions. Every time I stepped on the gas I could feel both rear wheels spinning. I also knew that the morning times were going to be throwaways so I dropped all caution and drove the car all the way to the limit. I have been way too cautious this first season with Bridgestones and this morning finally gave me a good feel for how the tires behaved at and beyond their limit.

In the afternoon I put the morning's experience to the test and pushed the car in the drying, but still not dry,

conditions. I also started doing a much better job at weight shifting, applying gas as soon as the car had started rotating and applying more and more as I unwound the steering. In a couple of runs I overdrove a section or two, but in my last run I was able to put it all together and have a great run. Interesting how a bad looking day can turn out to be great. I heard several others express the same sentiment, so it wasn't just me.

On November 4th we have AX #5. According to the forecast it will be sunny and dry with highs in the 50s, so it looks to be a good day.

I finished the garage for FUNBOX, and when we return it will be time to winterize FUNBOX and put her into hibernation. It will be FUNTOY's turn shortly after the AX. I have a lot of work planned this winter for FUNTOY. There's a lot of slop in the shifter, so I will start with new bushings, and if that isn't enough I have a "new" set of used cables. I'll also put a louder exhaust on her and replace the right front wheel liner that has taken a beating from running over cones. There's also a tinkle I hear from the right rear when driving over bumps. Its so faint that I can only hear it with the top down and when driving along a wall that reflects the sound back at the car. I suspect it is a worn drop link bushing.

This has been a great season. The Summer Party was great and the Vintage Day DEs have been a blast. I hope we can continue with both as long as we are able to be active.

At a very personal level it has been gratifying to discover that I can pick up new skills and have as much fun as I used to before I crossed the 70 year marker.

I threatened to say a bit more about my data loggers. I finished building version 2 with a switch and a button for recording cone positions, and also changed from a plain accelerometer to a 9 degree of motion imu that is much more accurate in recording the motion of the car. After I got it working I built two more and when I loaded my software, they didn't work! Stupidly, I decided to load the same software to the one that worked and blam, it stopped working! After tearing my hair out trying to figure out what the problem was I eventually concluded that it could be a bug in the development software for the arduino and that the only solution would be to remove and reinstall it from scratch, but by then it was too late to get it done before the AX. The day after the AX I did remove everything that related to Arduino's on my

computer and reinstalled everything, and bingo, all three data loggers worked. As a software developer these problems are the most frustrating. You always start out assuming that it is your software or hardware that has been messed up. Only when you have eliminated every other possibility do you realize that it has to be in the development software itself.

## By the Numbers

Primary members: 1912

Affiliate members: 1026

Total members: 2938



## *VIP's - Very Important Porscophiles*

New members as of November 1st, 2018

Tom Armstrong, Walpole, MA, 2009 911 Turbo Cabriolet

Kevin Bolen, Acton, MA, 2011 911 Turbo S

David de Muzio, Newport, RI, 1980 911 SC

Brian Gavin, Sutton, MA, 2001 Boxster S

Samuel Glattstein, Boston, MA, 2015 Panamera 4

Ed Goldfarb, Hingham, MA, 2008 911 Turbo

Jack Haran, Duxbury, MA, 2004 911 Carrera Cabriolet

Matt Jones, Middletown, RI, 1983 911 SC Targa

Robert Kellar, Kingston, MA, 2012 Cayman S

Eric Lachenal, Boston, MA, 2017 Macan

Yulian Lazarov, Arlington, MA, 2004 Boxster S

Jeff Louie, Abington, MA, 2018 Macan GTS

Paul McDonagh, Westborough, MA, 2015 911 Carrera S Cabriolet

Steve McDonald, Taunton, MA, 2004 Boxster

Derek Salema, Wilbraham, MA, 2014 911 Turbo, 2012 Cayenne Turbo

Gary Schiff, Lenox, MA, 2013 Boxster

Alex Sitbon, Boston, MA, 2019 911 Carrera 4S

Muhammad Haris Usmani, Waltham, MA, 2013 Boxster S

Mateo Wiesner, Boston, MA, 2015 911 Carrera 4S

# Anniversaries



<b>45 Years</b> Richard M. Porter Susan Wollison	<b>41 Years</b> Betty Marshall David Marshall
<b>43 Years</b> Eileen Crowley-Sofka Linda Haskell Donald Morrison Richard Sofka	
	<b>25 Years</b> Fred Cowen Jonathan Cowen Greg Durlacher
	<b>10 Years</b> Brian Sinkiewicz
	<b>5 Years</b> Paul Anderson David Barron Grant Barron Tom Brigiotta Leland Cott Louis DeCota Leslie Geraigery John Sachetti
<b>20 Years</b> Clark Chandler Gloria Chandler Peter Mandelson J Bradford Parker	<b>15 Years</b> Dylan Bergen John Bergen Gloria Nykiel Kenneth Nykiel Joseph Stein Mark Stein Elizabeth Traceski Frank Traceski

NOTE: Anniversary dates are from the National PCA database and may not reflect your original anniversary if there have been lapses in your membership.



# Minutes of the Board

On October 10, the board met at Glenn's home and was treated to a delicious dinner by his partner Betty. We don't officially judge our hosts' cuisine, but Betty's secret Polish marinade ingredient escaped no one's notice. In attendance were:

Bill Seymour - President  
Glenn Champagne - VP Admin  
Adam Schwartz - VP Driving Events  
Robert Jacobsen - Treasurer  
Nick Durham - Secretary  
Anker Berg-Sonne - Membership  
Kristin Larson - Past President  
Gary Cooper - VP Communications  
Stan Corbett - DE Registrar Chair  
Sterling Vernon - Communications Team  
Mike Bryan - Zone 1 Representative

It was a full house at the October meeting. Our region was privileged to welcome Mike Bryan who started us off with some larger picture discussions of PCA and our local role in serving the club's members. Volunteer appreciation is a regular meeting theme which Mike emphasized at the top of his list of discussion items. Putting our club's activities in perspective, Mike encouraged the board to consider member retention as well as membership growth. The application of those objectives being to not only focus on our outreach and well-established programs, but to also consider the diversity of our events in reaching all corners of our region's interests. Closing those broad notions to enhance our members' club experience was a discussion on how to pull volunteers from our region's relatively large size to assist the fall 2019 Treffen in neighboring Woodstock, VT.

Our regular monthly board business began with a vote to accept the treasurer's report. Preparing for

next year's sponsor and advertising commitment, a sponsor & ad package is being finalized as Robert invoices for any currently remaining dues. The sponsor & ad package will detail the exposure and recognition opportunities, as well as our pricing system, for NOR'EASTER advertising tiers and event sponsorship. To round out next year's financial planning, Bill has requested target budgets from the activity chairs.

Coming off of a successful Porsche on the Mountain day at Palmer Motorsports on October 7th, Sterling reported that he and Palmer organizers are of the sentiment to turn this large undertaking into a biennial event. Preparations have begun for next year's Summer Party as the board discussed potential venues and requirements. The board approached the topic of our region's 60th in 2019 with alacrity as options for the celebration were reviewed, including potentially using the Summer Party as our key anniversary event. Retaining the successful focus as a day of activities for the entire family, next year's event will be expanded to include a People's Choice Concours (multiple classes, but judged only by fellow attendees). Additionally, Sterling alerted the board to the city of Newport's car week that may provide coordination opportunities to gather additional interest and momentum for our 2019 Concours activities. Looking even further ahead, Robert proposed a location for the 2019/2020 Gala and the board agreed for him to pursue additional information.

The need for a new webmaster and website curator for PorscheNet.com was raised in addition to the continued recruitment efforts to find a NOR'EASTER copy editor. Nearly all of the newsletter tasks have fallen to Anker and the board advocated for articles to be circulated prior to publishing for some editing relief. The board's election nominees have been finalized

(Note that after this meeting the Membership position has become available as Anker embraced a candidacy for VP Communications) and are included in this issue of the NOR'EASTER and on the website. As a last order, the board discussed having the photo archive of longtime member Steve Ross digitized to preserve and share these momentos of NER's past - and maybe slipped into our publications!



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Wayne M. Ushman, CFA - Managing Director      Robert E. Jacobsen - Director/ CCO



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Register now: <https://porschenet.com/audrain>



On Friday November 9th, join us for a very exclusive private reception specifically for our club to celebrate the Audrain Automobile Museum's first marque-specific exhibit:

# “PORSCHE THEN and NOW”

Starting at 6:30pm, running until 8pm, we'll enjoy hors d'oeuvres and beverages as we enjoy a carefully curated selection of Porsches from the 1950's right up to the latest and most potent machines Porsche has to offer – even a tractor! At 7pm, we'll hear about how the vehicles in this exhibit were chosen by the staff at the Audrain. All this is thanks to our sponsor, Porsche of Warwick.

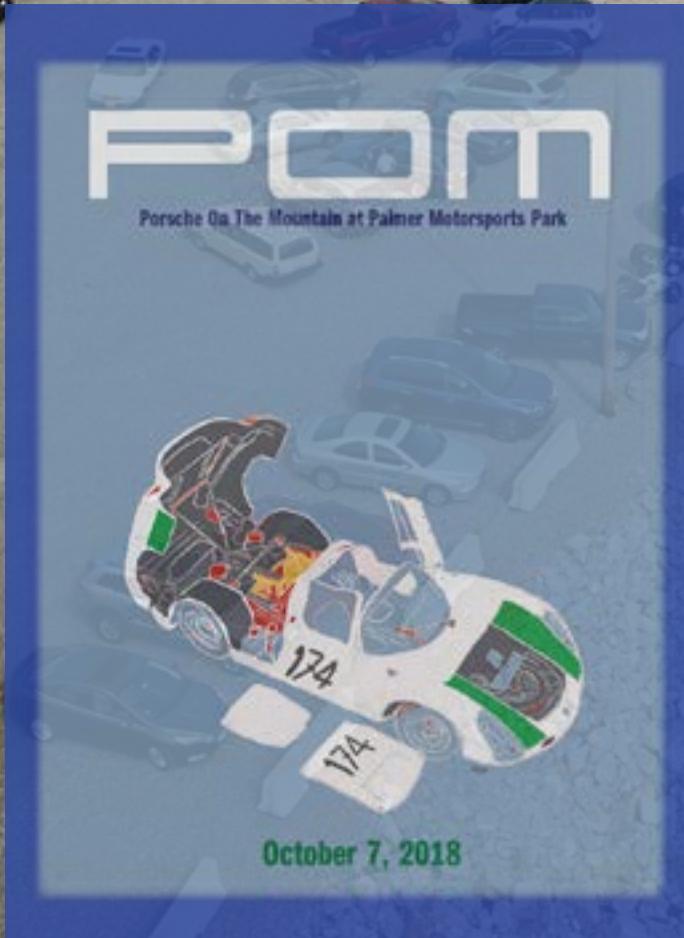
At 8pm, we'll take a short walk down the street to the LaForge Casino restaurant at the International Tennis Hall of Fame for more great conversation, fun food, and additional beverages at their classic Bellevue Avenue lounge.

We are limited by the space at the museum so availability for this event may close if we fill up. Grab your exclusive spot and join the fun. \$25 per person. Your ticket includes the reception at the museum and food, wine, and beer at LaForge after the reception (cocktails and the full bar at LaForge are available but not included in your ticket). Registration is open until 11/8 at noon.



Register now: <https://porschenet.com/audrain>

# 2nd Annual Porsche On The Mountain at Palmer Motorsports Park



Story and photos  
by Sterling Vernon



David Geisinger's surf/safari 912 was a star of the show

October 7th saw the culmination of what really amounts to two years of hard work to create a unique and special event we call "Porsche On The Mountain." Nearly 750 people and close to 250 Porsches, plus a host of other cars, all came together at Palmer Motorsports Park for an experience like no other – a combined car show, swap meet, race car exhibition, and all-day parade lap opportunity. And it looks like people really enjoyed it.

The vision for this event came from Al Sandy, a CVR member who retired from motorcycle restoration work and then saw a race track open in his back yard. He just knew he had to be a part of it and signed on to help market the track. Al wanted people to get to experience this track he loves so he dreamed up an event that would aim to be "the Fall Hershey Swap Meet for the Northeast" and bring Porsche enthusiasts from the whole

of the Northeast and beyond together to enjoy a day that was all about Porsche. He conceived it as a "thank-you" event for all of us in the various regions of the Porsche Club who have supported the track as it becomes part of our beloved track routine each year – and as a special experience especially for the non-DE people in the club, who are the vast majority. As the idea developed, the car show portion and parade lapping was added to broaden the appeal. We worked hard in 2017 to get the inaugural show off the ground. As many of you will recall, it bucketed down rain starting at about 8:30am of the day of the show in 2017. We thought we were in for a washout disaster. Despite the deluge, about 500 people and nearly 120 show cars came out! So many great people had a really great time that we deemed it a relative success, and we thought we'd do it again this year.

After deciding the date for this 2018 show the

day after the prior one, we got right back to work. We developed new posters and ads that would run in a few issues of the national PCA Panorama magazine. I have to say that seeing my artwork in a national magazine is a very cool thing and I'm very grateful. The same printer who did our 2017 posters again did stellar work on the 2018 version - this time featuring the Al Holbert 1974 911 Carrera 3.0 RSR that was on display at our 2017 event - it was also at Rennsport Reunion IV a few years ago! This car was featured in most of our advertising and on our 2018 t-shirt design and is just stunning in person.

This year, we were hoping for a new star car to be on display - a 1967 Porsche 910/6 chassis number 015 #174 - a car that placed second in a Porsche podium sweep of the Targa Florio that year. It's 2.0L flat-six was only beaten by the newly introduced Porsche 910/8 with an air-cooled 2.2L flat-eight. Try as we might, it didn't appear that the owner would be in town to allow our star to grace the show with its presence. But the show had to go on. Not everything can go our way.

Speaking of t-shirts, despite ordering them seven weeks prior to the event, the shirts arrived hand-delivered by the production shop less than 18 hours prior to show open - talk about stressful! We had hoped to advertise and pre-sell the shirts, having labored over their design and printing details but we had to hold off completely, not knowing whether they would, in fact, be ready. The unexpected scramble meant we had no small bills for change, only a paper bag to put the proceeds into...so many issues to overcome! But our volunteers overcame all of these issues and more.

If you've ever tried to organize a large scale event like this, you know that it's one of the most stressful things you can imagine trying to do. So many things can go wrong - namely, everything - and it's nearly impossible for all things to come off without a hitch. Al and I were nervous wrecks for weeks leading up to the day. And it didn't really abate until the event ended that day.

On the morning of the big day, showers were in the forecast so we, once again, gritted our teeth and prayed to the sun gods. Our prayers were answered! Despite early overcast skies, I didn't see a drop of rain all day. The cars started rolling in shortly after 7am in the morning. And they just kept coming. I was working car registration (and bless those who pre-registered as it made life so much easier!) so I got to greet many of you and have a quick chat about the awesome cars you brought to the show. At the same time I gave my son, Marshall, 11 years old, some money to buy himself lunch and sent off to go sell t-shirts all day and to entice kids to play with the Hot Wheels tracks we had set up for entertainment. While selling shirts, he created and ran a bracket-elimination Hot Wheels tournament! I can't even describe the heart-warming comments I received later from many of the adults who were kind enough to also staff the t-shirt sales table with him all that day. Something that I hadn't had time to think through or focus any time on went so well that I was completely blown away when I heard about it later. Our great club really takes care of its own.



For our volunteers, we had a phenomenal crew of people. John Kaufmann might have been our most over-qualified parking coordinator ever. Arlene Castellano signed up, not knowing anyone in the club but taking a chance. She parked most of the show cars and also handed out the trophies at the end of the event. She was a huge help! Davis Pan helped with parking, Mark Shane kept me sane at registration, Lisa Burke was awesome at registration as was Paul Skinner. Lev Tabenken, Chris Ryan, Jeff Johnson,



Feverishly counting ballots: Mark Shane, Abby Parks, Abby's mom, Marshall Vernon

Kia Kim, Michael Orsini, Ginny Young, Nick Durham, Jeremy Mazzariello, Ed and Judy Manning (fresh off a plane from Paris), Jen Mahoney, Scruffy and Susan Kelley, Sandra and Peter Moll, Ed Moschella and Gary Aldrich - all such huge helping hands at the event, doing shirts and sharing the PCA details from our booth, led by Membership Chair Anker Berg-Sonne. Jeff Archambeault, the person behind Race Cars for a Cause, volunteered here too, which is amazing since he already gives so much. These folks all expanding our year-long committee crew that included John Kaufmann, Stan Corbett, Al Sandy, Drew Kenney, Bill Seymour, Adam Schwartz, and myself. Apologies in advance if I missed anyone - so many people jumped in and just helped out, it was truly amazing to see. Thank you, each and every one for all you do!!

Our advertising and promotion certainly didn't pay for itself. For the second year now, Porsche of Norwell, Jay and Michael and Alex, provided

unwavering support for this event. They allowed us to get the ads into Panorama - which is pretty amazing by itself. But on the day of the event they set up a virtual showroom at the track with four new cars that were available to anyone to try out - for free - on a race track! I'm not sure it gets better than that.

In the spirit of teamwork and collaboration, we also got huge support from guys who have been helping our Porsche club regions all year long - Tim at Kachel Motor Company, Justin and crew at South Shore Autoworks, and Chris and Renee at Musante Motorsports. The wonderful folks at Intercity Lines, Inc and Rennline also pitched in to get this event up and running. Ron Savenor kindly ran his GT3 Cup car at lunch for some awesome exhibition laps. And Chris Musante fired up his GT3 Cup so we could all enjoy the music!



1967 Porsche 910/6-015

The amazing comments we received this year like, “this was one of the best run events I’ve been to all year,” go, in large part, to the staff at Palmer Motorsports Park. Chris and Trevor and John and all of the flagging staff - even folks from Lime Rock Park in CT - all tirelessly set up for the event, figured out how to make it run as smoothly as possible, and executed all day long to make sure we all had smiles on our faces. Bruce and his team from Busters offered nearly 20 menu items and busted their humps to get everyone fed all day.

All of these real people came together and pitched in to make this event happen - really amazing! As the gorgeous 910/6 rolled in on a trailer around 10:30am to get dropped off right in the middle of the show, I remember thinking, “Wow. This whole thing just came together.” That car was as much, if not more, spectacular to see in person as the prior 911 RSR. What a treat!

In a growing trend toward the popularity of “People’s Choice” judged events, we had twelve categories. Most were decade-long groupings, making it easy on show-attendees to align to the categories. We also had two race car categories, one for the highest mileage, best front-engine, best rear-engine, (sorry mid-engine folks...we’re human!), and best of show.

The winners were: 1950-1959: Toby Anderson and his 1958 356 Speedster (also winner of Best In Show); 1960-1969: Tom Tate and his 1965 356 SC; 1970-1979: David Geisinger and his Surf/Safari 1976 912; 1980-1989: Jacques Leblanc and his 1987 911; 1990-1999: Robert Anastasi and his 1991 911 C2; 2000-2009: Ron “I never win these things” Savenor and his 2008 GT2 (love you, Ron!); 2010-2019: Clement Napolitano with his 2017 911 Targa 4S; Front-Engine: Bob Britton and his 1979 928; Rear-Engine: Jim Clifford’s 1969 911; Vintage Race Car: Mark Pohl and his 1997 993 RS Replica; Modern Race Car: Todd Parks with his Gulf livery Cayman; Highest Mileage: Tom Thalmann and his 2003 911 Turbo at 570,000+ miles! The real winners were all of us who got to enjoy all of the amazing cars that

came to the show. Thank you to all who entered!!

If you made it this far, you’ll see I’ve saved the best for last. Some of you may recall a photo I posted in our NER facebook group of sixteen-year-old Abby last year and the 944 that she was fixing up for herself despite not yet having a driver’s license. Well, Abby came back to POTM 2018 - now seventeen and licensed and driving that very same 944. She entered it into the show and got to drive her car, maintained with her own two hands, proudly on the track at Palmer. I’m not sure there can be too many sweeter feelings in the world. Abby and her mom even helped me count the people’s choice ballots on top of it all! Abby and her family are an inspiration to us all. Thank you to all who helped create this event, volunteered and ran the event, came to the event, and to you, Abby, for allowing your passion to inspire the event in so many ways. Thank you!



Arlene Castellano delivers Tom Tate’s trophy for his Champagne Yellow 1965 356 SC

# NER Autocross #4 Summary

Chris Ryan



We had another good turnout for NER AX#4 even after 12 people either cancelled or were last-minute no-shows. The event was sponsored by **Mike's Autobody of Malden**. In spite of cool temperatures and a steady light rain, 70 drivers showed up to run the cones on a rather miserable day. We must be a bunch of tough New Englanders ... And once again, we had about 15 or so novices/newcomers show up to give autocross a try – and we're glad to have them.

We had an unusual number of last-minute cancellations and no-shows which caused us to have to reassign a few people out to shag cones and shuffle some things under the tent. I'll take the opportunity to remind everyone (as we do in the driver's meeting and the "Dear Driver's" meeting) of the importance of fulfilling work assignments and communicating with me or Jeff before the event if you're not going to make it. I'm only doing this because we had an unusually high number of unannounced no-shows and even a couple of people who went AWOL halfway through the day without letting us know. I've already communicated with everyone involved so enough said ... just a reminder to all of us.

Slowed up a bit by the weather, we were underway by about 10AM. First runs out had most drivers coming back lamenting the cold wet conditions and how slippery their tires were. The faster drivers were posting times of around 70 seconds with a few breaking into the 60's in their first coupe of runs. In a new first, perennial Class 3S winner Nick Durham was not only leading

his class, but his time of 68.476 was FTD through the morning session - beating out the usual FTD guys like Scruffy, Ed Moschella, Justin Chen, Ollie Lucier, and Rob MacAlpine. Alas – if only the rain hadn't stopped in the afternoon, drying up the course ...

After lunch, the rain let up, and the resulting dry course was yielding times about 8-10 seconds faster. When it was all over, Nick held onto his class win, but was eclipsed by Will Koscielny in his Lotus Elise for FTD overall with a 60.446; Ed Moschella was Porsche FTD in his GT4 with a 60.488. Sorry Nick ...

We ended up only posting 8 runs for the day, and when it was all over, most of the "usual suspects" won their classes – with a few notable exceptions, some of which could possibly impact the current season points standings at the last event on November 4<sup>th</sup>. Nigel Fenwick bested Rachel Baker in class 6S putting him ahead in the season standings to date; If he does it again next event, he takes the season; if Rachel beats him next event, they will be tied for season points, so we'll have to break out the rule book to do the tie-breaker calculations. Jim Fox and Ollie are having a race, with Jim beating Ollie in class 11 they are now within 1 point of each other in the season standings. That means Jim has a shot next event if he can beat Ollie once more. Chris Lindquist won class 9S, beating Aaron Walker, but with Aaron's 3 prior first place finishes this season, he's got the season wrapped up even if Chris beats him again last event. Since returning from his injury rehab, Ed

Moschella has been giving Alan Davis trouble - If Ed takes another first place at the last event, he'll exceed Alan's season points total but because Ed missed a couple of events, he won't be able to qualify. So we'll have a couple of races to watch on the final event of the season, November 4<sup>th</sup>. Full results for this event, as well as the season point standings through AX#4 are posted in this article as well as on the NER website in the 2018 Schedule and Results section of the Autocross tab.

Thanks to all who participated in this event, as well as to our Sponsor **Mike's Autobody** Our next and final Autocross event of the season is on Sunday, Nov 4th. It's also the end of daylight savings time so we'll need to get our runs in before dark! Also, following the Nov 4<sup>th</sup> AX event, we will be holding our annual end-of-season Autocross party at Billiards Café in Ayer. For those who sign up, we will have appetizers and a buffet dinner Separate registration on **motorsportreg.com** is required. Price is \$30 per person. Spouses and significant others are all welcome! Hope to see you there.



Cutting that awfully close, Neil!



Yes, that was too close!

# NER-PCA - AX4 - Sat 10-13-2018

## Summary Results

### Timed Entries: 70

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
1S - '924(all), 914-4, 944' - Total Entries: 2							
1	1S	56	Coonahan, Tim	1975 Porsche 914	84.06	-	-
2	1S	3	Tate, Tom	1976 Porsche 914	DNS		
2S - '944S/S2/Turbo, 968' - Total Entries: 3							
1	2S	69	Rouhart, Georges	1993 Porsche 968	67.568	[ ]2.048	-
2	2S	58	Halbert, Neil	1990 Porsche 944 S2	69.616	2.048	2.048
3	2S	2	Blauer, Adam	1994 Porsche 968	71.426	1.81	3.858
3S - '911 1965-1994, 930, 928' - Total Entries: 5							
1	3S	770	Durham, Nick	1991 Porsche Carrera 4	64.662	[ ]4.576	-
2	3S	437	Small, Adam	1984 Porsche 911	69.238	4.576	4.576
3	3S	12	Bryant, Arthur	1986 Porsche 911	70.818	1.58	6.156
4	3S	12B	Bryant, Spencer	1986 Porsche 911 Cab	77.69	6.872	13.028
5	3S	666	Skaubitis, Christine	1993 Porsche RS America	81.1	3.41	16.438
4S - '986 Boxster and Boxster S up to 2004, 914-6' - Total Entries: 5							
1	4S	373	Peters, Gareth	2004 Porsche Boxster S	66.014	[ ]4.202	-
2	4S	245	Berg-Sonne, Anker	2004 Porsche Boxster S	70.216	4.202	4.202
3	4S	59	Donkin, Alan	2003 Porsche Boxster S	71.864	1.648	5.85
4	4S	23	Sayers, Charles	2001 Porsche Boxster	DNS		
5	4S	622	Parks, Todd	2000 Porsche Boxster	DNS		
5S - '987 Boxster and Cayman (not S or R)' - Total Entries: 1							
1	5S	606	Mullins, Robert	2005 Porsche Boxster	73.224	-	-
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman (not S)' - Total Entries: 11							
1	6S	969	Fenwick, Nigel	2008 Porsche Boxster S	62.396	[ ]0.558	-
2	6S	135	Baker, Rachel	2008 Porsche Cayman S	62.954	0.558	0.558
3	6S	54	Grasso, Ernest	2018 Porsche Cayman	68.83	5.876	6.434
4	6S	16	Miniscalco, Tony	2007 Boxster S	70.32	1.49	7.924
5	6S	696	Fenwick, Susan	2008 Porsche Boxster S	71.53	1.21	9.134
6	6S	47	Kessel, Eric	2009 Porsche Cayman S	71.984	0.454	9.588
7	6S	612	Cracco, Joseph	2013 Porsche 981 Boxter	73.478	1.494	11.082
8	6S	754	Aubin, Eric	2006 Porsche Cayman S	73.776	0.298	11.38
9	6S	47C	Granger, Fitz	2009 Porsche Cayman S	76.842	3.066	14.446
10	6S	126	Tibma, Dan	2009 Porsche Cayman S	77.94	1.098	15.544
11	6S	135B	Sizemore, Donour	2008 Porsche Cayman S	DNS		

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
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7S - 'Boxster Spyder, Cayman R, 981 Boxster S/GTS, Cayman S/GTS' - Total Entries: 11

1	7S	25	Mazzariello, Jeremy	2012 Porsche Cayman R	64.472	[ - ]1.762	-
2	7S	49	Johnson, Jeff	2018 Porsche Cayman GTS	66.234	1.762	1.762
3	7S	75B	Skala, Mark	2014 Porsche Cayman S	67.152	0.918	2.68
4	7S	153B	L'Heureux, Scott	2017 Porsche 718 Boxter S	71.388	4.236	6.916
5	7S	153	Geller, Dave	2017 Porsche 718 Boxster S	72.252	0.864	7.78
6	7S	809	Galejs, Robert	2014 Porsche Cayman S	72.69	0.438	8.218
7	7S	703B	Steinhauser, Chadd	2018 Porsche 718 Boxter S	76.056	3.366	11.584
8	7S	450	Usmani, Haris	2013 Porsche Boxter S	76.624	0.568	12.152
9	7S	703	Steinhauser, Chuck	2018 Porsche 718 Boxter S	79.499	2.875	15.027
10	7S	90	Mann, Ron	2017 Porsche Cayman S	DNS		
11	7S	90B	Mann, Ian	2017 Porsche Cayman S	DNS		

8S - 'Normally Aspirated 993, 996 (not GT3), 991 (not S or GT3)' - Total Entries: 6

1	8S	31	Tabenkin, Lev	1996 Porsche 993	62.204	[ - ]4.018	-
2	8S	156	Ryan, Chris	1996 Porsche 993	66.222	4.018	4.018
3	8S	32	Champagne, Glenn	1999 Porsche 996	69.504	3.282	7.3
4	8S	993	Viard, Richard	1995 Porsche 993	69.612	0.108	7.408
5	8S	951	Bahlke, Matthias	1999 Porsche Carrera 4	72.964	3.352	10.76
6	8S	516	Kiwada, George	2003 Porsche 996	75.858	2.894	13.654

9S - 'Turbocharged 911 (993, 996, 997), 997S/GTS-Speedster, 996GT3, 991 Base, 996GT2' - Total Entries: 11

1	9S	194	Lindquist, Chris	2009 Porsche 997S	62.748	[ - ]0.188	-
2	9S	563	Walker, Aaron	2004 Porsche GT3	62.936	0.188	0.188
3	9S	63B	Chmilarski, John	2017 Porsche 991	63.904	0.968	1.156
4	9S	72B	Weisner, Mateo	2015 Porsche 991 4S	69.784	5.88	7.036
5	9S	72C	Weisner, Thomas	2015 Porsche 991 4S	71.136	1.352	8.388
6	9S	737	Pirnar, Ali	2007 Porsche 997 4S	72.556	1.42	9.808
7	9S	81	Doucot, Charles	2017 Porsche 991.2	74.324	1.768	11.576
8	9S	81B	Doucot, Darelene	2017 Porsche 991.2	79.452	5.128	16.704
9	9S	72	Weisner, Eduardo	2015 Porsche 991 4S	91.498	12.046	28.75
10	9S	63	Chmilarski, Frank	2017 Porsche 991	DNF	91.498	91.498
11	9S	491	Ramamurthy, Arun	2008 Porsche 997 S	DNS		

10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' - Total Entries: 5

1	10S	10	Moschella, Ed	2016 Porsche GT4	60.488	[ - ]1.742	-
2	10S	360	Davis, Alan	2015 Porsche GT3	62.23	1.742	1.742
3	10S	904	Mochimaru, Akira	2017 Porsche 991S	66.078	3.848	5.59
4	10S	707	Stroymeyer, Charles	2010 Porsche GT3 RS	66.764	0.686	6.276
5	10S	769	Doherty, Joseph	2013 Porsche 991S	DNS		

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
10R - 'Class 5-10 on R-compound tires' - Total Entries: 3							
1	10R	887	Lefebvre, Stephen	2016 Porsche GT4	61.42	[-]0.008	-
2	10R	104B	Chen, Justin	2007 Porsche 997	61.428	0.008	0.008
3	10R	104	Kelley, Susan	2007 Porsche 997 C2S	67.076	5.648	5.656
11 - 'Race and Improved (All Porsches not conforming to Free Modifications)' - Total Entries: 2							
1	11	124B	Fox, James	1990 Porsche 993 C2	69.422	[-]0.659	-
2	11	1	Lucier, Ollie	2010 Porsche Boxster S	70.081	0.659	0.659
12 - '356 (all), 912(all), Cayenne, Macan, Panamera' - Total Entries: 4							
1	12	508	Palfrey, Alex	2017 Porsche Macan GTS	71.23	[-]1.328	-
2	12	22B	Canter, Robert	2016 Porsche Macan S	72.558	1.328	1.328
3	12	878	Mee, Shannon	2017 Porsche Macan GTS	77.912	5.354	6.682
4	12	878B	Derosiers, Jenny	2017 Porsche Macan GTS	83.225	5.313	11.995
13 - 'Non-Porsche' - Total Entries: 12							
1	13	404B	Koscielny, William	2005 Lotus Elise	60.446	[-]1.182	-
2	13	404	Quaroni, Daniel	2005 Lotus Elise	61.628	1.182	1.182
3	13	55	MacAlpine, Rob	1999 Mazda Miata	62.722	1.094	2.276
4	13	781	Fleming, Read	2003 BMW M3	63.524	0.802	3.078
5	13	61B	Aubin, Bill	1999 Mazda Miata	66.272	2.748	5.826
6	13	600	Tabatabai, David	1999 Acura NSX	66.55	0.278	6.104
7	13	871	Berger, Joseph	2018 Chevrolet Camaro	67.836	1.286	7.39
8	13	615	Pollard, Sam	2017 Chevrolet Camaro	72.596	4.76	12.15
9	13	757	Burke, Lisa	2000 Honda S2000	74.874	2.278	14.428
10	13	8	Usmani, Ahmad	2018 Subaru STI	83.504	8.63	23.058
11	13	11	StGermain, Justin	2007 Honda S2000	DNS		
12	13	122	Jacobson, Robert	1995 Mazda Miata	DNS		



A very cool and wet start to the day!

# NER-PCA

## Championship Points Through AX#4

Pos.	Driver	Total Points	Points W/Drops	E-1	E-2	E-3	E-4
1S - '924(all), 914-4, 944'							
1T	Tate, Tom	27	27	9	9	9	
2T	Coonahan, Tim	9	9				9
2S - '944S/S2/Turbo, 968'							
1T	Blauer, Adam	28	28	9	6	9	4
2T	Rouhart, Georges	24	24	6	9		9
3	Halbert, Neil	19	19	4	3	6	6
3S - '911 1965-1994, 930, 928'							
1T	Durham, Nick	33	33	6	9	9	9
2T	Small, Adam	27	27	9	6	6	6
4S - '986 Boxster and Boxster S up to 2004, 914-6'							
1T	Peters, Gareth	36	36	9	9	9	9
2T	Sayers, Charles	18	18	6	6	6	
3T	Donkin, Alan	15	15	4	3	4	4
4R - 'Class 1-4 on R-compound tires'							
1T	Aubin, Bill	27	27	9	9	9	
5S - '987 Boxster and Cayman (not S or R)'							
1T	Mullins, Robert	27	27	9	9		9
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman (not S)'							
1T	Fenwick, Nigel	24	24	9	6		9
2T	Baker, Rachel	21	21	6	9		6
3T	Grasso, Ernest	18	18	2	3	9	4
7S - 'Boxster Spyder, Cayman R, 981 Boxster S/GTS, Cayman S/GTS'							
1T	Mazzariello, Jeremy	27	27	9	9		9
2T	Johnson, Jeff	21	21	6	6	3	6
8S - 'Normally Aspirated 993, 996 (not GT3), 991 (not S or GT3)'							
1T	Tabenkin, Lev	36	36	9	9	9	9
9S - 'Turbocharged 911 (993, 996, 997), 997S/GTS/Speedster, 996GT3, 991 Base, 996GT2'							
1T	Walker, Aaron	33	33	9	9	9	6
2T	Lindquist, Chris	27	27	6	6	6	9

Pos.	Driver	Total Points	Points W/Drops	E-1	E-2	E-3	E-4
10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4'							
1T	Davis, Alan	22	22	6	4	6	6
2T	Moschella, Ed	18	18			9	9
10R - 'Class 5-10 on R-compound tires'							
1T	Lefebvre, Stephen	36	36	9	9	9	9
11 - 'Race and Improved (All Porsches not conforming to Free Modifications)'							
1T	Lucier, Ollie	24	24	9	9		6
2T	Fox, James	23	23	2	6	6	9
12 - '356 (all), 912(all), Cayenne, Macan, Panamera'							
1T	Palfrey, Alex	33	33	9	9	6	9
13 - 'Non-Porsche'							
1T	MacAlpine, Rob	31	31	9	9	9	4



# NER Annual Winter Gala



The NER Annual Winter Gala is headed to Newport – well, actually Portsmouth Rhode Island – at the spectacular Newport Car Museum on SATURDAY JANUARY 5<sup>TH</sup>.

The private collection of some 70 automobiles at the Newport Car Museum focuses on seven decades of modern industrial automotive design and celebrates cars as works of art. They reflect a time when artists who likely would have been the great sculptors in the Renaissance Age became stylists, designers and industrial engineers for the Big Three American auto manufacturers and leading European companies such as Jaguar, Porsche, Mercedes Benz and BMW, perhaps enjoying more creative freedom than will ever be experienced by their counterparts today.

But it's not just about the cars on display – it's a PARTY! This is our Annual Gala, a chance to dress up and catch up with your PCA friends. Plan ahead and maybe make a weekend of it in Newport. Go here to sign up... <https://porschenet.com/events/2018-annual-gala-in-january-2019/>

While the event is not until January, there is a deadline soon. We have reserved a block of rooms at the Bristol Harbor Inn, which would be perfect for a pre-party with your friends, and is “on the way home” for most of those that will be staying overnight. Nestled against the tranquil waters of Bristol Harbor, in the heart of historic downtown Bristol, this contemporary hotel blends coastal charm with boutique elegance. Rates are as low as \$79 and only slightly more for a fireplace or a suite. And discounts if you stay two nights! IMPORTANT: YOU MUST BOOK BY NOVEMBER 20, 2018. Call 866.254.1444 and tell them “Porsche Club.”



# 14 August 2018 South of Boston (SoBo) Porsches and Coffee

## Rog Slocum

We parked the Carrera4 on Sweet Berry's wet grass around 9:30 AM; no other Porsches present. Although it had been heavy rains the day before, the turf was not soggy. After setting up the table for the log in clipboards I went for my customary coffee. By the time I returned to the lawn Porsches began to arrive. By 11 AM we had 30 Porsches, many were new comers, Porsches I had not seen before.

Mike and Bonnie Foley arrived in their 87 silver Turbo (a very desirable model). They are the second owners and have owned the car for about 13 years. Well maintained, it shows only 30k miles. This Turbo is their sixth Porsche; their first was a Boxster in 2000. Mike said that he always wanted a 930 Turbo saying, "just like the way it looks".



Mike & Bonniie Foley's 87 Turbo

James Bailey drove onto the grass and parked his midnight blue 2013 Boxster. The Boxster is James's first Porsche; he never had any kind of sports car before. James purchased the car from Bourne Motors; the Porsche had about 60k showing on the odometer. Asked about his first impressions, James replied, "Love it".



James Bailey's 2013 Boxster

Don Norris parked his exceptionally well-kept 2004 black 996 on the lawn. Don is the fifth owner, recently purchasing it from a private party in Lincoln, RI. When purchased, the Porsche had only about 20k miles. Looking the car over I saw no exterior chips or dings, and the interior shows no wear. Asking what he liked about his first Porsche, Don replied, "the driving experience".



Dan Norris's 2004 Carrera

Will Hart entered Sweet Berry driving his agate grey 2017 911 C4. Will bought the Porsche this past August with just 16k miles showing on the odometer. The previous owner was a Porsche executive in Ann Arbor MI. This is his first Porsche, and Will was so excited that he

slept in the Porsche on the way back from Ann Arbor. What he likes about the car is how connected you are to the road.



Will Hart's 2017 Carrera4

Allan Peacock arrived in his red 2016 Boxster. This is Allan's first Porsche and he got it in December of 2017. The Boxster had one previous owner (was a vendor selling car lifts) and had just 2400 miles. Allan stated that, for the money, the manual transmission, and low mileage, along with the impressive performance of a base model made the car buy.



Allan Peacock's 2016 Boxster

Mark Meachen parked his red 76 912E (with sun roof). This is Mark's first Porsche, saying, "It's the sports car of my dreams". Mark also owns another rear engine car, a 63 Corvair. Mark bought the Porsche in June from a dealer in Georgia with the odometer showing 141k miles. Mark said that he is the second owner. I

advised Mark to obtain Porsche service, suggesting a mechanic because of apparent issues.



Mark Meachen's 76 912E

Tom Fernandes showed up with his olive green 72 911T. This is Tom's fourth Porsche; he also currently has a 62 356B. Two years ago Tom sold a couple of 71 Targa's that needed body repair and purchased his current Targa (shows no rust) that came from South Carolina. The engine was rebuilt in 1980 and the odometer reads 120K. Tom is the third owner of this very classic Porsche. Tom went on to say that he would bring his 356 B to our Porsches and Coffee next year



Tom Fernandes's 72 911T

Hope to see you all next spring.  
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# **Event Calendar**

## **Signature**

January 5

2018 Annual Gala at Newport Car Museum

## **Autocross**

November 4

NER - Autocross Event #5 and Party

## **Social**

November 9

PCA Exclusive Audrain “PORSCHE THEN And NOW”  
Reception

## **Tech**

November 3

Auto Detailing at Q Car Care

