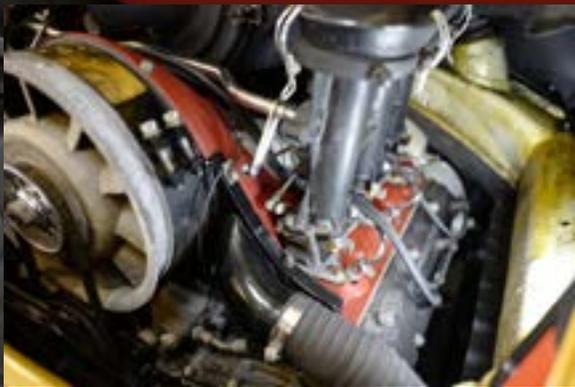
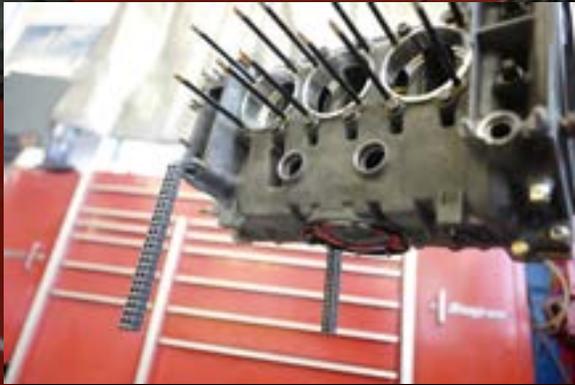




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Articles

- 5 2018 Photo Contest Winners
- 13 2019 NER Ramble
- 14 Treffen Vermont September 2019
- 17 NER's Annual Gala

Columns

- 16 Editor's Corner
- 20 The Long and Winding Road
- 22 Shared Passion
- 26 Four Speeds and Drum Brakes
- 28 The Slippery Slope
- 30 Back to Basics
- 34 Minutes of the Board

Departments

- 31 By the Numbers
- 32 New Members
- 33 Anniversaries
- 50 Board of Directors
- 50 Committee Chairs

Cover



Front and rear cover photos by Ricard Viard.

Featured Photo



Artist at Work
by Richard Viard

Advertisers

- 2 EPE
- 4 KMC
- 15 Mike's Autobody
- 18 South Shore Autoworks
- 19 VR Motion Labs
- 21 Musante Motorsports
- 25 ICON Aircraft
- 35 Assabet Advisors
- 41 OTS
- 41 Stuttgart Northeast
- 41 Sound In Motion
- 50 Autobahn Performance
- 51 Auto Engineering

Event Reports

- 36 Night at the Museum
- 42 Autocross #5

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2018 Photo Contest

On the following pages are the winning photos from the 2018 photo contest. The 12 winners, 6 from the judged contest and 6 from the people's choice, will be featured in the 2019 calendar. The awards will be presented and featured in the slide show at the 2018 Annual Gala on January 5th.

A selection of photos entered in the contest will be featured in the NOR'EASTER, on our web site, and on our FaceBook page in the following months for your enjoyment. A big thanks to the photographers, the judging committee chaired by Richard Viard and to the members who voted in the people's choice category.

People's Choice Winners

First Place: "Big Toy" by Richard Viard



Second Place, "Carrera 4 in Winter" by Dave Kynor



People's Choice Winners

Third Place, "Classic Interior" by Davis Pan



Fourth Place, "Cape Cod 356 A" by Wayne Kunkle



People's Choice Winners

Fifth Place, "Father and son" by Wayne Kunkle



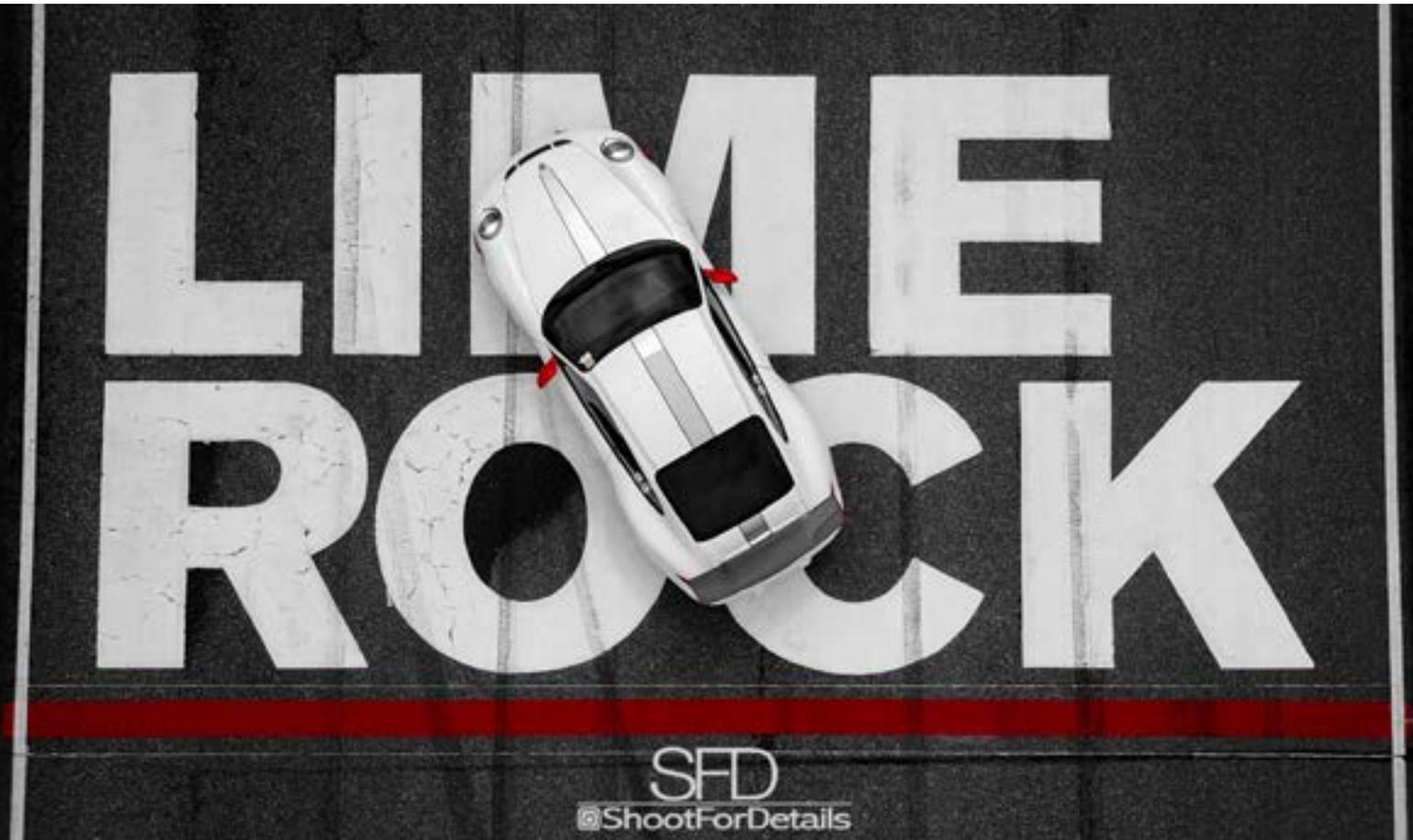
People's Choice Winners

Sixth Place, "The classics" by Larry Levin



Judged Competition Winners

First Place: "Lime Rock Finish" by Joshua Sweeney



Second Place: "Snow Carrera" by Jeff Joseph

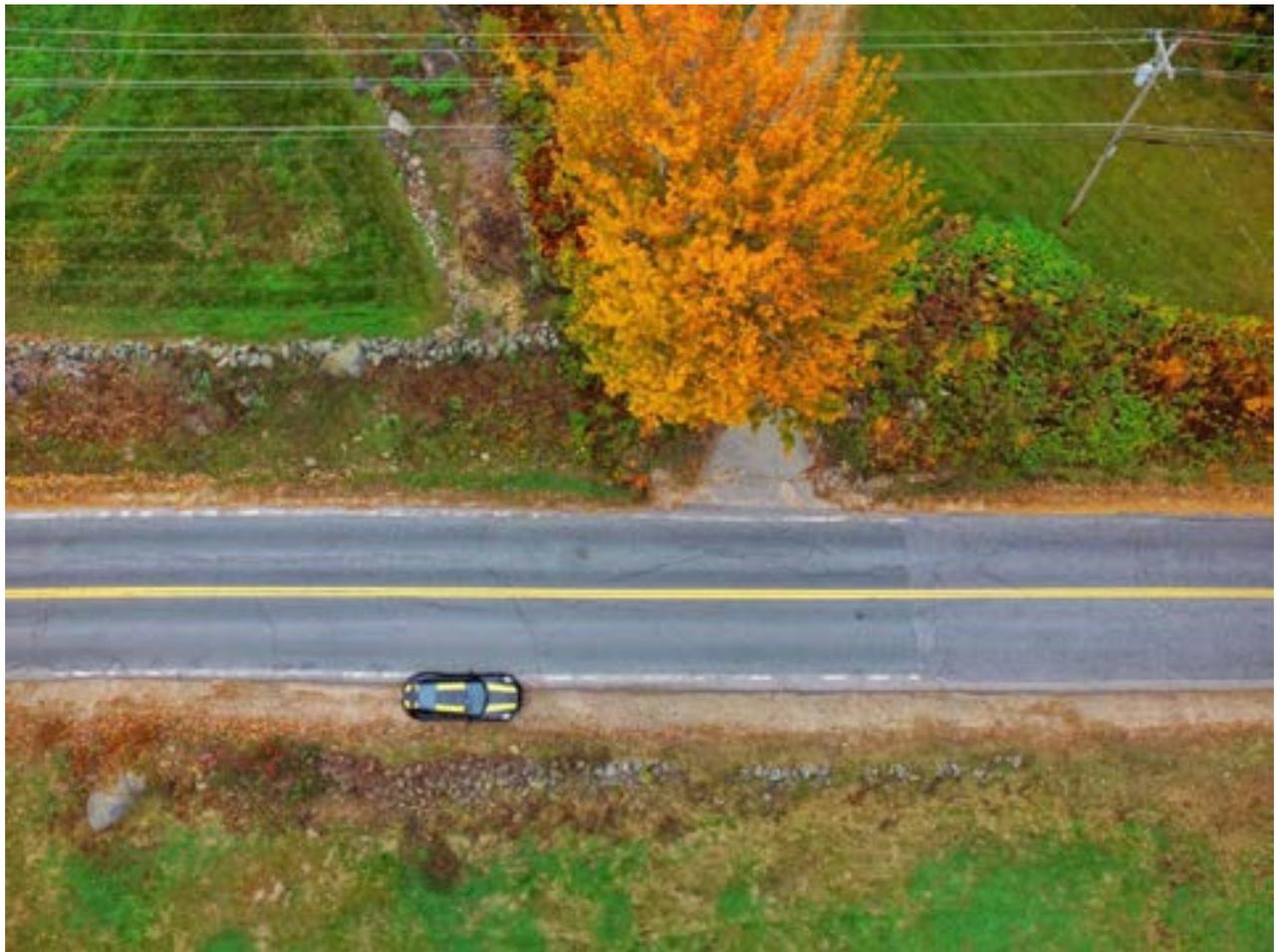


Judged Competition Winners

Third Place: "Fall Color Match" by Davis Pan



Fourth Place: "Looking Down" by Amit Jagdale



Judged Competition Winners

Fifth Place: "Air Cooled" by Paul Manos



Sixth Place: "Colors 'n Reflections" by Amit Jagdale



2019 NER Ramble

Dennis Friedman

Registration on clubregistration.net will open for the 2019 New England Ramble at the Chatham Bars Inn on Wednesday January 23, 2019. Join us by the seashore as we make our way along the length and breadth of Cape Cod – from Provincetown to Woods Hole.



TREFFEN VERMONT SEPTEMBER 2019

Bill Seymour

“Treffen” is German for “meeting” (it also can mean “to hit” but I don’t think that is their intent). One of the lesser known programs done by PCA National is the biennial Treffen. What is it? For us NER folk it is easy to explain: it’s a four day version of our Ramble. The next Treffen is in Santa Barbara CA on April 3-6. Have a [look](#).

But the next Treffen after that is in Woodstock VT on September 4-7, 2019. A few facts...

- PCA will be completely taking over the 140 rooms of the famous Woodstock Inn.
- You arrive Wednesday night to a reception. On Thursday you pick from one of 6 possible tours. On Friday you pick a different one. On Saturday you create your own tour or play golf or go to the spa or whatever.
- The tours are similar to our Ramble: a fantastic drive over a designated course to a cool lunch spot, then a self-guided ride back to the hotel.
- Really fancy dinners every night.
- And the last Treffen (to Ashville NC) sold out in 52 minutes!

So why are we telling you this now? Well, maybe you want to do it! Or, maybe you would like to volunteer to help. Here’s the deal: usually a Treffen is run by the host PCA region. However, Green Mountain region is only a tenth the size of our region and can’t do it alone. So Zone 1 Rep Mike Bryan is taking on the chairmanship and is looking for help from the 17 regions in Zone 1. We have agreed to chip in and our two tourmeisters Dennis Friedman (Ramble) and Tony Miniscalco (Charlie and Martha Dow Fall Tour) are on board. What would volunteers do? Well the most likely role is to act as Lead, Mid-Pack or Sweeper on one of the Tours. For this you get free entry to that tour (including the lunch and any venue fees that might apply) and possibly some consideration for mileage. No, it is not a killer deal: you won’t get to stay at the hotel and get dinner (OK, wait – yes, you could just sign up for the Treffen and then volunteer to be a tour guide!) but you will have a fun day in VT and help your club. If you are interested, please email to President@Porschenet.com. Thanks!





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Editor's Corner

Fall is feeling a lot like winter, and by now the majority of our pride and joys are in winter hibernation. Another driving season has passed and hopefully all of our readers have had a terrific season driving, showing and enjoying their Porsches.

2019 is NER's 60th anniversary year. This will be celebrated in our communications in a number of ways.

This is the last issue of the NOR'EASTER in 2018. For 2019 we will be making some changes. We will publish 8 or 9 digital issues and one print issue. We will prioritize the months for putting out our issues when there is good content, which means we will likely omit some of the winter months. The print issue will be published when we have a full driving schedule and all major social events nailed down.

Our hope and plan is that the print issue will be worthy of a place on your coffee table as a handy place to check for major events in 2019. Some of this will be up to you, dear readers. We are looking for fun and interesting stories and pictures. The communications team will be out there twisting elbows, but it would be fantastic if you could think up a story, short or long, that it would be fun to share with your fellow club members. How about your first Porsche? How did it happen? Why did you buy it? Or was it given to you? How

did it work out? Do you still have it? If not, why not? What have you done with it? Is your whole family as excited about it as you are? We know there are a ton of yarns to be told, so use those long winter nights to pen them. The print edition will very likely go to print in March, so you need to get your tales to us while it is still winter.

We will not be idle the months that you won't see a NOR'EASTER. We plan to freshen the look and content. If you would like be involved in this effort, or have some suggestions on what you would like to see, send an email to communications@porschenet.com.

The photo contest was a great success. A total of 124 photos were submitted to the contest and on both the judged and people's choice contests the winners really stood out. This month we will be designing and printing calendars featuring the winners and with a 60th anniversary theme.

I heard from our friends at NCR that there's a group in Massachusetts working on a really cool series of videos on classic cars. For a preview of what they are up to, check out [Classic Drive Television](#) on the Web.

Happy Holidays from the communications team,

Gary, Sterling and Anker

NER's Annual Gala

Bill Seymour

Our once a year annual dinner, as you all know by now, will be on Saturday January 5th at the Newport Car Museum (which is actually in Portsmouth RI). I stopped by there on a planning run and I am here to tell you it's going to way cool! They have a lovely selection of cars (some Porsches but also some real beauties from a variety of eras – the white 50's Cadillac convertible is to die for) in a very dramatic setting. This year, due to popular demand, we are back to a sit-down dinner. In addition to the usual awards and silent auction we will have a live auction for some special items and free run

of the driving simulator room which has 8, count 'em 8, simulators. Drinking and driving permitted. Rosemary advises that the décor is very modern and that the Ladies should plan outfits accordingly. The good/bad news is that we booked a block of 20 rooms at the Bristol Harbor Inn and not only is our block of rooms filled, we have spilled out into the rest of the hotel which now has no vacancies on the night of the Gala. Another pod of people seem to be making reservations at the Hotel Viking in Newport so you might try there.





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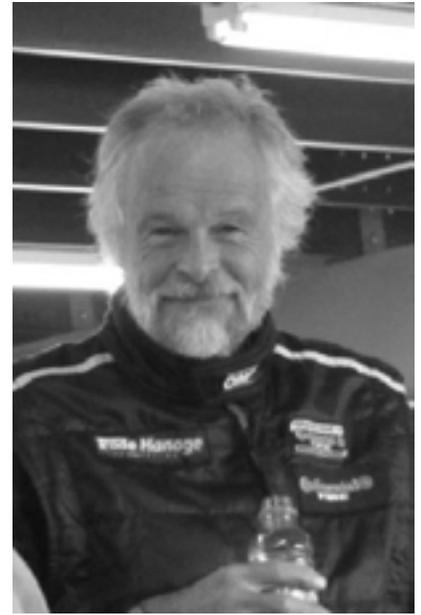
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The Long & Winding Road

- Bill Seymour, NER President



So unless I try to make myself throw up on a simulator, my driving season is over. The last event was NER's last autocross and was, somewhat embarrassingly, my only AX of the year. On my first run I was totally amazed at how fast those damn cones came at me – things happen a lot more slowly at the track. Needless to say I sucked. But we had great weather and there was a nice party afterwards at the Billiards Café. Noteworthy participants were a couple of people usually seen only at DE: Justin Becker (first AX ever) and John Dunkle (who admitted to one previous AX before any of you were born). We'll see if they return. I'm happy to report that our current Autocross Chair Chris Ryan and his team of Jeff Johnson, Nick Durham and Alan Donkin have made it much better than when it was run by some doofus who will remain nameless. In particular they now have a civilized lunch hour rather than trying to cram as many runs as possible into the day. I was also impressed by how many good new drivers there are. The only sad note is that participation in the classes for the older cars is dwindling – I'm sure we'll be adding a class for e-Porsches pretty soon (and they'll be faster).

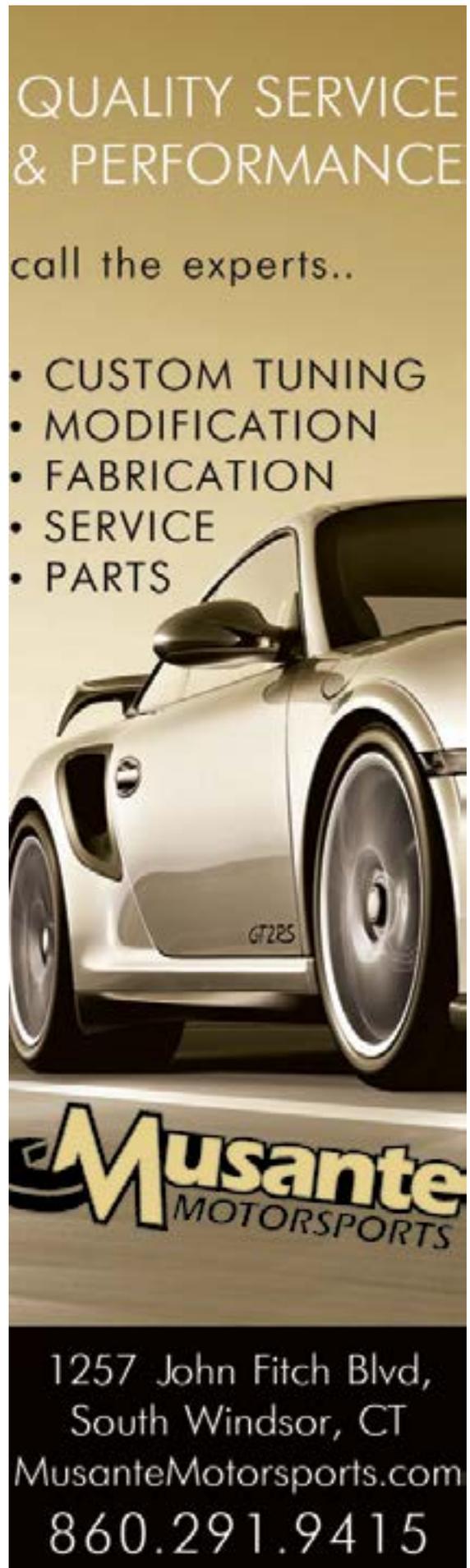
The last racing event was an American Endurance Race at Mid-Ohio. These things continue to get faster and fancier. The winner of the Saturday race was a 2014 Ferrari 458 Challenge with a pro driver (we beat them on Sunday because they crashed). Randy Pobst was there, as usual (click [here](#) to watch his 3 hour shift in which I graciously let him by without a whimper). The format of these races is to assign the cars to one of five classes based on Friday qualifying times. Then you compete each weekend day in an 8 ½ hour race. The classes are labelled 1 through 5 but I prefer to use our own labels which are (in decreasing order of speed): Cheetah, Hare, Dog, Armadillo and Turtle. When we first started this we made it into the Dog class. Lately



we have been Turtles. For this event we were the slowest Armadillo which means everyone in our class had a faster qualifying time (Chip didn't get the email about sandbagging). However, as is usually the case, these races go not to the swift but to the steady and, despite running out of gas once, we were 3rd of 8 for the combined weekend results. The car (Nick's Miata MX-5 Cup Car) never missed a beat (but there were three cars that we failed to miss) and we all had a fine time other than freezing our tushies off (high of 34 degrees on Sunday – thank god the pit wall had electricity for a space heater).

The more club related news is that I just returned from the Zone 1 President's meeting in Albany. This started with a separate meeting about the 2019 Fall Treffen which will be at the Woodstock Inn in VT (please see separate article) which looks like it will be quite the thing. The regular meeting included...

- National Insurance and Risk Management Chair Ken Laborde explaining his job. This was way more interesting and nicely presented than you would expect!
- A break-out session on how to get Driver Education programs to be better attended and profitable. You may be surprised to learn that fewer than half of the Zone 1 Regions have a DE program. We are blessed to have a great staff and lots of local tracks so everyone was eager to learn what we do. And I think we may find a few more out-of-region attendees at our Vintage Days!
- Plans for Zone 1 events. They have a Concours (we hosted in 2017), a two day AX (at Devens), a Club Race and a 3-day DE both at Watkins Glen and a “mini-Ramble” getaway. These will be promoted and on our website as dates are available.
- A presentation on what our bylaws are supposed to look like. Oops. More on this later.



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 **Shared
Passion**
Gary Cooper, VP Communications

A New Ride (and a ride into the sunset, Gary Cooper style)

I've done a lot of writing and talking about our 2003 986 Boxster over the past few years. I'm sure many readers have thought "oh, great - another Boxster article" when they view a new NOR'EASTER and come to the Shared Passion column. I've thought it myself. However, I truly hope some of you have enjoyed my stories about our travels, adventures, repairs and overall enjoyment of this truly wonderful car.

I can think of no better "bang for the buck" than one gets when they purchase one of these 14-21 year old, entry-level beauties. Where else can you get mid-engine balance, naturally aspirated flat-six sound and power, and timeless styling (yes - including the infamous fried egg headlights!), and the prestige of the Stuttgart badge - all for far less money than you'd spend on many vehicles that fall well short of the Boxster. We love the car and intend to keep it in the garage for a very long time. However, there's been a new addition to our automobile family and - heaven forbid - it is not a Porsche.

I've had a "daily driver" for the past twelve and half years - a 2006 Honda Civic EX Coupe (manual, of course) that I bought new. It has served me very well for the last 157,000 miles and - as is common for Hondas - has been incredibly reliable and fuel efficient. It's never left me stranded on a dark roadside, and has needed practically no service other than at scheduled intervals and when normal wear and tear items need replacement. I took care of it, and it certainly took care of me.

Why then, would I want to replace this trusty workhorse you may ask? Well, there are a few reasons. Number one is I've recently entered the "semi-retired" phase

of my life. After 30 years of the Monday-Friday daily grind I no longer needed a commuter car. Number two was my wife, Ellen, and I rescued a wonderful little dog - our miniature poodle, Gus. He's a lot of fun and a great companion for us. We want to be able to take him along on our "fun" drives, but there is just no room for him in our two-seat roadster. The Civic does have room for him, but "fun car" is no one's idea of what a Honda Civic is. Thirdly, we've been spoiled by driving the 986. It truly is depressing to take the wheel of lesser cars after driving the Porsche. Whatever we got would have to be fun with a capital "F."

So, for the past several months I've been on the lookout for a 2+2 style sports car that could make us happy, while bringing Gus along on our adventures. Of course, when you think of 2+2 sports cars the one that comes to mind the most is the 911, whose back seats are perfect for small children and dogs (only).

SIDE NOTE: I recently saw something shared on Facebook that had a picture of an angry woman looking over the shoulder of her husband while he was on the computer with a caption saying something to the effect of "why can't you look at pictures of scantily clad women like normal husbands, instead of always looking at Porsches?" (insert throat clearing noise here).

So I started scanning the PCA Classifieds and other boards for 986.2 and 987.1 era 911's. Nice examples 10-15 year old cars were in the \$20,000 to \$35,000 range - still a great "bang for buck" proposition in my view. However, my beautiful and sensible C.F.O. (Ellen) reigned me in and said she'd be much more comfortable with a budget of half those amounts. She also pointed out that Porsches, while being the some of the most practical and reliable sports cars around - if well cared for - can be expensive to maintain. Trying my best to hide my clear sense of disappointment, I began

to adjust my search criteria. We were in no hurry, I said, and could certainly continue along with the Civic. I'd always been curious about the newer retro-look Mini-Coopers that pay homage to the original Austin Mini of the 1950's and '60s. They were known to have "go kart-like" handling, and many of the quirks and charms of the original. However, I knew next to nothing about them. Much like with my original search for the Boxster, I began my research. And a lot of information is out there on car sites and Mini enthusiast forums. And again, like the 986, there were horror stories about catastrophic engine failure and parts costs (the Mini is assembled in the U.K., but with BMW engines built in Germany - BMW is the corporate owner). But still, I was intrigued. Ellen's cousin out in Oregon had one and raved about it.

In my search I used the same philosophy that you often hear when asking for advice about buying a pre-owned Porsche - buy the newest car that you can afford. This lead me to look at the models known internally by Mini as the R56 (yes, there's a similarity with Stuttgart - a dizzying array of codes used for different iterations of the same basic car). The R56 models ran from 2007-2014, but within this run changed from the N14 to the N18 engine. The N18 has proven to much less problematic than the N14, so I focused on 2012-2014 models. I also looked only at hardtop/hatchback models as the car would be a year 'rounder, and we didn't want to dilute the top-down magic of the 986.

After many months of what I'd call casual browsing for a Mini that met our requirements, I stumbled on one that proved just too good to pass up - a 2013 R56 2-Door Hardtop "S" model in a not common color - Ice Blue. The kicker was the car had just been traded-in (for a

new Mini) the day before, and had only 20,000 miles on the clock! I booked us a test drive appointment right away. It was love at first drive from that point. The S has a turbocharged 1.6 liter motor pushing out 181HP and 191 foot pounds of maximum twist - in a platform that is under 2,700 lbs. To say it scoots rather nicely is an understatement, but it is a very different kind of thrill than the 986. The Mini is a very short wheelbase, front wheel drive car - it truly is go-kart - but takes some getting used to.

However, in a late breaking development, Ellen asked if we could get the car in an automatic so she could drive it too. My three-pedal heart sank, but - I had to admit - I wanted her to be able to share the joy of driving this little beauty. They had no suitable automatics on the dealer lot, but said they ought to be able to locate one fairly quickly. We decided to go to lunch to talk it over. I stated my selfish desire for a stick car, but I was willing to compromise if it made her happy. I also stated I'm very good at teaching stick, and went about finishing my sandwich. After a short pause, she looked over at me and said let's just do it and she would try to her best to learn stick. It was yet another reminder that I choose my wife very wisely - she is truly the best! Thanks, Honey! We drove back to the dealer that day and sealed the deal. We also chose to purchase the security of some additional warranty protection.

Don't worry, Gus - you don't have to learn to drive a stick shift. Ellen, by the way, is doing fine learning the manual arts.

On a final note, you may know I am relinquishing my position of V.P. Communications on the NER Board at





never be where we are without them, and we all owe them our sincere thanks.

I still plan on helping to run the Fall Dow Tour with Tony Miniscalco, volunteering from time to time, and yes - perhaps even contributing a article here and there. So you may not have heard the last of me and our Boxster. For this, I sincerely apologize! But I do wish all of you a healthy and happy holiday season, and look forward to seeing you at future events in 2019 and beyond. Remember, "it's not just the cars, it's the people," people!

the end of the year. I'm doing this for no other reasons than to spend more time with Ellen, Gus and to drive our two wonderful sports cars as much as possible. I've had the pleasure of serving with my fellow Board members over the past year, and truly had my eyes opened to how much time and effort they put into making the club the best it can be for all members. It's been no easy task, but still is a lot of fun! Like them, I chose to become involved as a way to give back to the club for all of the enjoyment I've gotten out of it. I urge all of you to become more involved in YOUR club too - volunteer, contribute content to the NOREASTER, website or Facebook pages, etc. - anything, really. It's a great way to meet like-minded people.

I'd also like to send a special thank my fellow Communication Team members - Anker Berg-Sonne and Sterling Vernon. I may have been the figurehead with the "V.P." title, but we truly were a team with each taking on part of the role's responsibilities. The work they've done in producing your NOR'EASTER, the club website and it's social media pages is phenomenal. We'd

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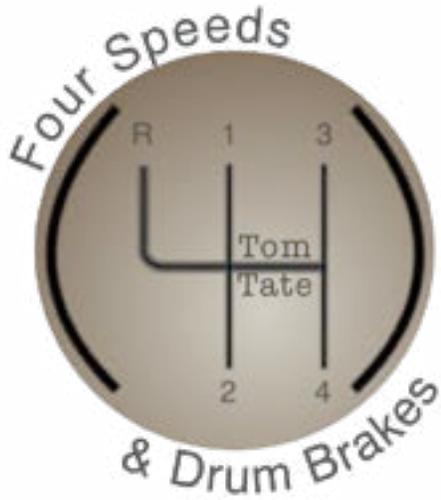
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Noise

I have written before about my long attraction to automotive noise. From my very first ride, a Lambretta scooter that had plumbers plugs welded into the side of the muffler, to my current daily driver, an Audi with an electric exhaust cutoff, the noise has always enhanced the experience for me.

I don't think there has ever been a car in my garage that stayed for more than a month that didn't find its exhaust system modified. Even my first car, a '58 VW, had the packing material pulled out of the tailpipes to give it a better sound. Extractor exhausts were always installed on the 356's that I drove and Bursch systems found a home on every 914 I owned. The Speedster even sports a Sebring (Pea shooter) exhaust and has a sticker on the roll bar from a Harley website that says "Loud Pipes Save lives". No kids or dogs step off the curb when Blackie is approaching. It's a safety issue, right?

There was just something about the way the car sounded once the stock mufflers were removed that always made my day. With small engines putting out only double digit horsepower numbers, a deep sound seemed to raise the power the minute the key was turned. Part of the procedure was to start up the engine after the muffler was removed before the new unit was installed. They were always really loud, painfully loud. One time when changing the muffler on a VW, such a test produced flames out of the lower pipes that could be seen for blocks. I loved it.

Maybe I am a product of the times that I grew up in. Most of the American cars being driven in high school

ran big V8's with side pipes (they were called Lake Pipes) or Cherry Bomb mufflers. Everyone stopped to watch those cars drive past the school and I wanted to drive a car that everyone watched. That fact that my VW only produced 36 hp didn't prevent it from making a 100 hp noise with empty tailpipes.

Cars at the racetracks were always loud and it wasn't long before I could tell the difference between a Triumph and a Porsche before they could be seen coming around a turn. Seldom seen cars like Ferrari's and Maserati's had very distinct sounds and I even bought a LP record called "The Sounds of Sebring" just to listen to the sound of engines at full song.

There are other automotive sounds that come to mind that nearly any enthusiasts would recognize. Like the noise that a 12 cylinder Ferrari starter makes as it spins the engine to life. Sort of like the sound that a Ford Trimotor aircraft makes as the engines try to fire, but softer.

The spit and cough that a cold Porsche race engine makes just reminds me of the sounds they produce as that needle swings up to the red area on the tach.

In college, a friend replaced the rear muffler on his Volvo 544 with a straight pipe. When he lifted off the gas it made a bap bap bap sound just like a '49 Ford V8 with open side pipes. He had gone from 85 hp to 150 hp with a \$2 piece of pipe and it made him look like James Dean in Rebel.

We were all looking for something that would set our cars apart from all the others and maybe make us feel like movie stars. Still, it was all about the sound that an engine made that made me stop what I was doing and



look up. To this day it still works.

That brings me to the reason that I have written about noise this month. I have a group of friends that get an early copy of this column. Like a peanut gallery, it is helpful in keeping me honest and accurate. Some are car people and some are not, some are PCA members and some are not. Last Feb I mentioned on these pages that I had installed an exhaust cutoff on the Audi that I drive to the train station, similar to the Sport Exhaust switch system that Porsche now offers. From a car guy who is not a PCA member I received the following message:

Please take me off your list. I am a car guy with hearing aides and am buying a Tesla. Am on opposite sides of the world with the “let’s see how much noise we can make 8 year old mentality “. Thank you

I really didn’t know him well so I promptly removed his name from the list with my thanks but it did make me reconsider my position about noise. After all, the industry has progressed to the point that with a few exceptions, cars really don’t make any noise these days, at least any noise that can be identified with a particular manufacturer. The EV discussions have even embraced silent running as a benefit of ownership. Buy a Tesla, hear nothing.

Since my column is in (on) a car club publication (site) I am asking for some feel back about this issue. Am I the only one that enjoys hearing the rasp of an engine

run hard ? Are there others with long memories that can recall with a smile, a car with open pipes pulling out of the high school parking lot with wheels spinning and dirt flying.

Or maybe it’s the sound of a motorcycle with a Kerker exhaust that made you look up all those years ago. Does a distant Jake Brake make you look for the Semi? Let me know, I’m waiting to hear if I’m writing for the right crowd here.

KTF



THE SLIPPERY SLOPE

By Robert Jacobsen, Treasurer

So, this story starts off the same way a lot of interesting car stories do for me. Late night scrolling through Craigslist has resulted in some interesting purchases, missed purchases, the occasional possible serial-killer seller and the inevitable too-good-to-be-true deal which results in someone telling me they are selling the vehicle for their sister scam. This time though I fell prey to Craigslist while visiting friends in New Mexico. Our friends and their family have a collection of 60's Mustangs, a late 70's Corvette, and a 1948 Willys Jeep. We visit these friends every year and at times in the past I have joked about looking for an old Jeep out there as rust is not the issue it is here in the northeast. This time my self-restraint failed me. We were up late the night the Red Sox and Dodgers decided to give a 2 for 1 deal and play 18 innings. So, I was scrolling through Craigslist during 18 innings worth of TV advertisements seeing the typical "looks great, runs great, needs motor" stuff and stumbled on a guy a few minutes down the road selling a 1957 CJ-5 Willys with the original F4-134 Hurricane inline 4 cylinder motor which makes around 115hp. A few emails later and we had set a time the next day to look at it. After seeing it and taking a 15 minute test drive in the desert, I became the proud owner of a Willys Jeep.... A Willys that is 2,400+ miles from my house. Shipping is an option, but where is the fun in that? There is now a plan in the works to look for another Willys and something else interesting to convoy to MA in the spring. We will not be able to take interstates as the Willys tops out at about 55mph. I am creating the actual itinerary now for what is most likely going to be a week-long adventure and a list of the spare parts we should have with us to be safe. In the meantime my friend is going to put some around-town miles on it to hopefully shake out any issues as opposed to discovering them in the middle of Texas.

In 1908 the Overland Automotive division of the Stan-

dard Wheel Company was bought by John North Willys. The new company was named the Willys-Overland Motor Company until 1936 when the Great Depression caused the company to go through a reorganization from which it emerged with the new name of Willys-Overland Motors, Inc. As World War II began to spread, the U.S. military put out a bid for a new lightweight reconnaissance vehicle. Three manufacturers responded: Bantam, Ford and Willys.

Bantam had the lead at first to land the contract, but there were concerns about their ability to mass produce enough vehicles. So, an initial order was placed for 1,500 vehicles from each of the three manufacturers. The biggest advantage Willys had from the beginning was their durable "Go Devil" motor which, rated at 61hp, far surpassed the motors in the other two which were rated at only 45hp. However, there was an Army mandated weight limit of 2,160lbs outlined in the contract and the Willys tipped the scales at 2,450. It was only a decision by the Under-Secretary of War Patterson that broke the impasse which allowed Willys to build those initial 1,500 models. If they wanted any hope of building more beyond those 1,500 they had to figure out a way to shed 12% off the vehicle weight. Every bolt and screw was shortened, brackets were trimmed of all excessive material, the carbon steel frame was replaced with a lighter alloy and finally the paint was weighed to see if two coats could be applied. In the end only one coat of paint was applied and the Willys made it under the contract limit by 7 ounces.

After testing those first 4,500 models the Bantams were found to overheat and also had extensive transmission issues, the Fords had even more issues and were considered the third place option, meanwhile the now svelt Willys had won a lot of fans. The resulting contract for Willys-Overland was for 16,000 units, but came with the stipulation that some of the better features from the other two manufacturers had to be incorporated. Willys ended up making 360,000 of these for the U.S. military from 1941-1945 and they proved to be incredibly tough and dependable. After WWII ended Willys applied for the trademark registration of "Jeep" and started to produce the vehicle for civilians starting with the CJ-2A (CJ stands for Civilian Jeep). Over the years the "Jeeps" were produced by AMC, Kaiser and Daimler-Chrysler, but the DNA has stayed more or less true to the original. Similar to our beloved 911, the Jeep has grown in size and weight and now comes with more bells and

whistles, but it still does what it was designed to do and does it as good or better than anything out there.

So, that is what we will be driving back across the country in April-ish depending on weather. I just have to find a couple other vehicle compatriots on Craigslist to join the convoy now. I guess some late-night perusing of Craigslist is in my future.

In the meantime, I am making a list of the few minor changes I want to make to the Miata before the 2019 DE season rolls around and getting my snowboard tuned up for the winter.



Hope to see a lot of you next month for NER's annual gala at the Newport Car Museum!



BACK TO BASICS

Anker Berg-Sonne,
Membership Chair

Oh no!

I get caught out every fall. The weather will be perfect and then suddenly, one day, the temperature plummets, winds howl and rain pours. After that an endless succession of storms dumping water, snow and ice.

This year, at least, I managed to complete the garage for FUNBOX and get her inside before it happened. But my maintenance and upgrade plan is in shambles. I was in the process of replacing shifter bushings on FUNTOY and was about to assemble the center console when something went wrong with my knee. It looks like I have a torn meniscus and a MRI last night may confirm it.

The really critical things I need to get done are to change the oil in both Boxsters, get them mouse-proofed, stabilize the gas and put them on battery maintainers. Once that is done I can tackle the rest as the weather and my health cooperate.

The FUNTOY list is long: Reinstall the center console, check the other end of the transmission cables for excessive slop, replace the right front wheel liner that was torn loose by running over a cone, check the power steering fluid, install the louder exhaust and secondary cat delete, flush the brake fluid, replace the clutch assist spring, and find and fix the leak in the oil fill tube that I spotted when I modified the air intake tube earlier this year. On the “if I get around to it” list is: replace driver’s side exhaust manifold and cat, fix the spring on the driver’s side door compartment lid, figure out why there’s a tinkle from the right rear suspension, install a technoBrace over the center rear brace plate and install a blink relay on the third brake light. The good news

is that I have all the parts and tools to do these jobs, the bad is that I know I won’t clear both lists. Oh yes, I forgot that I have a Chipex kit to fix the rock chips and scratches, but that will have to wait until se se 70+ degree temperatures again.

The FUNBOX list is fortunately a lot shorter because we had a new glass window top put on it this fall. The top is gorgeous and works perfectly. The list is primarily “when I get around to it” items like: replace the rear control arms, flush the brake fluid, check the power steering fluid and install a blink relay on the third brake light. I just found a driver’s side mesh wind break and will install that when it arrives, but that’s a two minute task, so not worthy of being on the list.

What isn’t on the list are some “if it breaks I’ll be ready for it” items like a spare AOS, an ignition switch, ignition coils, and a complete set of Special Edition silver calipers that I was able to snag for a song.

You might not think so from the above, but my philosophy is that everything must work, so even small things like broken sun visor mirror covers need to be fixed.

When the weather is too cold to work on the cars, or my body is too broken, I have the data logger project to keep me busy. At the last autocross of the season I had two extra loggers working that Jeff Johnson was kind enough to install in his Cayman 718 S and Nick Durham in his Carrera 4. We got data on all three and had a get together where we looked through the data, great stuff. After the AX I discovered that the GPS supports differential WAAS, which does wonders for repeatable accuracy. I just worked out how to collect

multiple G force readings and average them to eliminate the effect of vibrations, and now I will switch to finishing the Windows app for analyzing and comparing runs. By mid-winter I should be ready to build a limited run of loggers for interested club members. I already have three on the list.

We also have other plans for the winter. We will be spending a month in Islamorada, Florida, in a rented house on a canal and at the end of March we will be celebrating our 50 year wedding anniversary with a party for friends and family. Quite a few family members from Denmark will be coming over, so a couple of weeks will be spent enjoying their company.

On the club front I will be switching from membership secretary to VP of communications. My first goal is to assemble a complete team that has enough members to ensure that no team member is overloaded and that there will be backup for everybody. I am going to need a lot of help accomplishing this and ask for your support in finding volunteers with experience in using Adobe InDesign, WordPress and HTML.

I will also be working on recruiting a replacement for my current position, Membership Chair, which currently has no candidate. Until we have a replacement I will be performing double duty as Communications VP and Membership Chair.

Breaking news:

Since I originally wrote the above, there have been two major developments, one good, and one bad.

The good one is that I was able to finish the software for the data logger and am now producing production version 1. I'll be building several of them over the winter.

The bad news is that the knee pain got worse and persisted, so I saw my doctor after it had been going on for a week. He referred me to an orthopaedic surgeon, who then prescribed a MRI. Last week I got the verdict: a complex meniscus tear that probably will require surgery. Until that is done, car repair and maintenance is on hold, so the two Boxters have been put into winter hibernation. Hopefully I will be able to work on them early spring and at least perform the important tasks on my list.

For those of you interested in airplanes, seaplanes especially, ICON Aircraft is inviting our members to a

reception at the Audrain Museum on December 13th. Their light sport seaplane will be exhibited together with the gorgeous Porsches some of us saw at their November reception. For those of you interested see their ad in this issue and RSVP to Gary.Knight@ICONAircraft.com. ICON Aircraft has also donated a long demo flight experience to our silent auction at the 2018 Gala.

By the Numbers

Primary members: 1911

Affiliate members: 1031

Total members: 2942



VIP's - Very Important Porschephiles

New members as of 1, 2018

Samuel Axelrod, Boston, MA, 2010 Cayman S

Jim Burgarella, Marlborough, MA, 2019 911 Carrera 4 GTS, 2017 Macan GTS

Sean Gill, Kingston, MA, 2009 Cayman S

Peter Leon, Narragansett, RI, 2014 Panamera 4, 2007 911 Turbo

Gabriele Loebbert and Steven Will, Hingham, MA, 2017 Macan S

Pat Mansfield, Topsfield, MA, 1979 911 SC

Bradley Peterson, Cranston, RI, 2006 911 Carrera Cabriolet

Robert Siegel, Worcester, MA, 356 Convertible D

Joe Sousa and Kerry Reid, Smithfield, RI, 2018 911 Targa 4 GTS

Duncan Warden, Weston, MA, 1986 911 Carrera Targa

Transfers in

Jim and Bettie Hamilton, Centerville, MA, 1992 911 Carrera 2 Cabriolet, 1985 944

Anniversaries



60 Years!!!

Edgar Broadhead
Nancy Broadhead
Murray Patkin
Eileen Patkin

41 Years

Philip B. Gaudet
Philip Gaudet
Kenneth Hull
Valerie Martin

46 Years

Michael Caldwell
Paige Caldwell

35 Years

Russel Martorana
Carl Martorana

30 Years

Donato DeNovellis
Roseanne DeNovellis
Ronald Margolis
Lynn Margolis

25 Years

Frederick Bieber
Jane Bieber
Charles Ho
Chih-huei Huang

20 Years

Timothy Harris
Lori Harris
Robert Spagnolo
Robyn Spagnolo
Robert Wareham
Darice Wareham

15 Years

Sophia Beaumariage
James Beaumariage
Timothy Brady
Zachary Canter
Robert Canter
Sarah Marletta
Daniel Salvetti
Mark Salvetti

10 Years

John Konopka

5 Years

David Desjardins
Elizabeth Heald
Nathaniel Heald
John Johnson
Samuel Lin
Richard Semerjian
Anne Witkowski

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

The November board meeting took place at your faithful secretary's home in Watertown. My wife, Natalie, satisfied our appetites with a generously portioned Italian meal. After our sheepdog, Martha, approved of the guests, the meeting came to order. In attendance were:

Bill Seymour - President
Glenn Champagne - VP Admin
Robert Jacobsen - Treasurer
Nick Durham - Secretary
Kristin Larson - Past President
Stan Corbett - DE Registrar Chair
Sterling Vernon - Communications Team

The agenda items began with the approval of Robert's Treasurer report and an announcement that our 2018 charity donations exceeded \$20,000. Activity chairs submitted operating budgets to Bill which were all within expectations. With strong event attendance this year and careful planning, the club's financial outlook is more robust than the initial forecast. This good fortune will allow for some special additions to next year's 60th anniversary celebrations. Stan reported that the board election was coming to a close with 231 votes recorded from our primary members. As a refreshing contrast to governmental elections, no recounts were needed and the newly elected board members will be welcomed at the December meeting. Sterling has taken upon the task of auditing our activity chairs' document storage and organization. He will be compiling a list of recommendations for board discussion next month.

The podium at the upcoming winter Gala will be animated with the addition of a live auction for select items. Our resident auctioneer, Tom Tate, will be provoking bids for this charity portion of the dinner event.

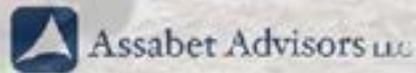
The board spent some time debating a very worthy list of candidates for the Enthusiast of the Year award to be presented at the Gala. Attendees will also be the first to discover the winner of this year's tremendously popular photo contest.

Warm temperatures seem a long time away, but Steven and Laurie James have been relaying their extensive planning for next year's Summer Party. Early spring will see the inauguration of a new print version of the NOR'EASTER newsletter. This edition will serve as a guide book explaining our club's activities, event schedules, and features from our members. Finally, a reminder to put some polish on your holiday gift list as next year's Concours planning is under way.



In gratitude of our clients and in the spirit of the season, while being mindful that much of the world still lives in poverty, Assabet has donated four goats, two heifers, a breeding pair of cattle, two water buffalo, one llama, one alpaca, one sheep, one Angora rabbit and a flock of chicks through Heifer International. For many families, these gifts will provide wool for blankets and clothing, fertilizer to assist in the growing of crops and physical sustenance in the form of milk and food. This gift also provides a source of income which leads to the ability to afford medical care and education for the recipients.

Thank you and best wishes in this holiday season and for a successful new year.



Heifer International works with communities to increase income, improve child nutrition, care for the Earth, and ultimately end world hunger and poverty.

TOGETHER WE CAN CHANGE THE WORLD

FOR MORE THAN

70

YEARS

we have partnered with and helped communities.

[OUR THEORY OF CHANGE >](#)

WE WORK IN

25

COUNTRIES

to attain sustainable livelihoods through community-owned interventions.

[WHAT WE DO >](#)

WE'VE PROVIDED MORE THAN

32

MILLION

families the tools and training to lift themselves from poverty.

[OUR ACCOMPLISHMENTS >](#)

NEARLY

1

BILLION

people around the world still live in poverty.

[OUR ROADMAP >](#)

Night at the Museum

Story: Bill Seymour. Photos: Bill Symour, Sterling Vernon and Anker Berg-Sonne

Northeast Region PCA members got a special treat on Friday evening, November 11th. The Audrain Automobile Museum in Newport RI has an exhibit called “Porsche Then and Now” that features 19 of the nicest examples of our marque that you could ever aspire to own. Thanks to the generosity of the Museum and Porsche of Warwick, we were invited to an after-hours reception that included fancy passed hor d’oeuvres, better wine than I drink at home and an up close look at the gorgeous cars. It even included a buffet dinner at the La Forge Casino Restaurant (owned by the same folks that own the Museum and right up the street). What a deal! The event was organized by Sterling Vernon, Museum Director David de Muzeo (one of our newest members!) and David Melchar – the latter an NER member who lives nearby and is a guide at the Museum. David gave me a history of the building and the Museum. The building is in the center of fancy Newport at the

foot of Bellevue Avenue – a street where 20,000 square foot houses are dwarfs – and was built in 1903 but had fallen on hard times until purchased five years ago by Nicholas Schorsch and his two partners who were very successful pioneers in the REIT business (another opportunity that sailed past me). Mr. Schorsch owns 200+ cars (any one of which I couldn’t afford) and wanted a place to display them and to promote the history of the automobile in Newport (the Vanderbilt Cup was in Long Island but Cornelius surely had some nice ones in Newport). A lovely restoration was done and David de Muzeo was lured away from the Philadelphia Museum of Art to be the Director. Since the Museum will only hold about 20 cars rotating exhibits are planned which will include cars and motorcycles from all eras. The current Porsche exhibit ends February 3rd so don’t miss it!











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NER Autocross #5 Summary

Story: Chris Ryan. Photos: Anker Berg-Sonne



Our last event of the season was held Nov 4th (who knew the Autocross Season went on so long?). We had 69 drivers come out to enjoy the end of the season on a sunny, dry day. The event was sponsored by **Herb Chambers of Boston**.

We had a number of newcomers to the event, including track guys John Dunkle and Justin Becker who, after numerous ribbings by a few autocrossers attending DE events at Thompson and Palmer this season finally decided to come give Autocross a try. We were also happy to see several visiting NER dignitaries participating, including former AX Chair and current Club President Bill Seymour, former AX Registrar Dave Berman, and past President Kristin Larson.

We were extremely fortunate to enjoy good weather after our friends in the BMW club, many of whom attended our event, had endured a combination of morning monsoons followed by gale force winds strong enough to blow cones off the course just the day before. Our only real concession to mother nature was the fact that daylight saving time had just ended, and we had to hurry up to get finished up before dark. By the end of the day, nine runs were posted and we even saw a couple of class races decided on the final day which is always fun to see.

Classes 1,3,6,7,8, and 9 were all won by the usual suspects – Tom Tate, Nick Durham, Nigel Fenwick, Jeremy Mazzariello, Lev Tabenkin, and Aaron Walker – all securing season championships. In the other classes, we

had some season-end mixing and matching of cars and drivers that yielded some noteworthy results. In Class 4, Bill Aubin co-drove Alan Donkin's Boxster S and posted a win over perennial winner Gareth Peters, who nevertheless had secured his season win so no harm done. Class 10S saw Rachel Baker piloting Walter Lunsman's GT3 to a win over both Walter and Alan Davis, but the season goes to Alan. Class 10R had Justin Chen co-driving with Suzy Kelley's 997 where he not only beat both Suzy and Scruffy, but posted FTD to boot! In Class 11, Jim Fox held off Akira Mochimaru – back with his 904 Replicar after its summer repairs – to win his first season championship. Congratulations Jim! And in the non-Porsche Class, Will Koscielny narrowly missed FTD, but did manage a rare win over Rob MacAlpine, who still wins the season trophy for Class 13. And in perhaps the biggest upset of the day, Georges Rouhart managed to best both Neil Halbert and Adam Blauer (who had been well positioned to take the season) to take the class win and overcome Adam for the season trophy. Congratulations, Georges!

And as for our two famous rookies, John Dunkle and Justin Becker, based on the smiles on their faces, it seemed they had a good time at their first autocross, which was good to see. And not only that, Justin even managed to post a very competitive time of 67.084 in his 911 Turbo – pretty darn good for his first try. If he decides to come back again next season, Aaron Walker and Chris Lindquist had better keep an eye on him ...

Following the event, about half the group gathered at

Billiards Café in Ayer where we held the annual end-of-season buffet. It was a nice chance to hang with friends and enjoy some food before heading home for the long dark winter. Thanks again to our sponsor, **Herb Chambers of Boston**, and everyone who enjoyed our events

this season. Autocross participation was up this year with over 18% more registrations overall helped in large part by a 43% uptick in season registrants. Hope to see everyone back next year – and bring your friends too!



NER-PCA - #5 Summary Results

Timed Entries: 69

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st.
1S - '924(all), 914-4, 944' - Total Entries: 2							
1	1S	3	Tom Tate	1976 Porsche 914	69.845	[-]14.869	-
2	1S	56	Tim Coonahan	1975 Porsche 914	84.714	14.869	14.869
2S - '944S/S2/Turbo, 968' - Total Entries: 3							
1	2S	69	Georges Rouhart	1993 Porsche 968	66.458	[-]0.133	-
2	2S	58	Neil Halbert	1990 Porsche 944 S2	66.591	0.133	0.133
3	2S	2	Adam Blauer	1994 Porsche 968	66.623	0.032	0.165
3S - '911 1965-1994, 930, 928' - Total Entries: 3							
1	3S	770	Nick Durham	1991 Porsche Carrera 4	64.744	[-]2.585	-
2	3S	437	Adam Small	1984 Porsche 911	67.329	2.585	2.585
3	3S	770B	Natalie Nguyen	1991 Porsche 964 C4 Cab	71.118	3.789	6.374
4S - '986 Boxster and Boxster S up to 2004, 914-6' - Total Entries: 7							
1	4S	59B	Bill Aubin	2003 Porsche Boxter S	65.412	[-]0.298	-
2	4S	373	Gareth Peters	2004 Porsche Boxster S	65.71	0.298	0.298
3	4S	23	Charles Sayers	2001 Porsche Boxster	67.806	2.096	2.394
4	4S	59	Alan Donkin	2003 Porsche Boxster S	67.9	0.094	2.488
5	4S	41B	Kristin Larson	2004 Porsche Boxster S	68.676	0.776	3.264
6	4S	245	Anker Berg-Sonne	2004 Porsche Boxster S	69.724	1.048	4.312
7	4S	41	David Berman	2004 Porsche Boxster S	69.856	0.132	4.444
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman (not S)' - Total Entries: 11							
1	6S	969	Nigel Fenwick	2008 Porsche Boxster S	63.55	[-]2.499	-
2	6S	696	Susan Fenwick	2008 Porsche Boxster S	66.049	2.499	2.499
3	6S	54	Ernest Grasso	2018 Porsche Cayman	66.613	0.564	3.063
4	6S	47	Eric Kessel	2009 Porsche Cayman S	69.182	2.569	5.632
5	6S	16	Tony Miniscalco	2007 Boxster S	69.411	0.229	5.861
6	6S	754	Eric Aubin	2006 Porsche Cayman S	70.049	0.638	6.499
7	6S	612	Joseph Cracco	2013 Porsche 981 Boxter	70.505	0.456	6.955
8	6S	722	Eddie Galvez	2013 Porsche Boxter	72.4	1.895	8.85
9	6S	47D	Dan Tibma	2009 Porsche Cayman S	72.812	0.412	9.262
10	6S	715	Aaron Johnson	2006 Porsche Cayman S	DNS	x	
11	6S	126	Dan Tibma	2009 Porsche Cayman S	DNS	x	
7S - 'Boxster Spyder, Cayman R, 981 Boxster S/GTS, Cayman S/GTS' - Total Entries: 6							
1	7S	25	Jeremy Mazzariello	2012 Porsche Cayman R	62.365	[-]0.692	-
2	7S	404	Daniel Quaroni	2011 Porsche Boxter Spyder	63.057	0.692	0.692

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st.
3	7S	75B	Mark Skala	2014 Porsche Cayman S	63.204	0.147	0.839
4	7S	49	Jeff Johnson	2018 Porsche Cayman GTS	65.669	2.465	3.304
5	7S	153B	Scott L'Heureux	2017 Porsche 718 Boxster S	66.113	0.444	3.748
6	7S	153	Dave Geller	2017 Porsche 718 Boxster S	67.932	1.819	5.567

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

1	8S	31	Lev Tabenkin	1996 Porsche 993	65.53	[-]1.049	-
2	8S	741	Marcos March	2003 Porsche 996 C4S	66.579	1.049	1.049
3	8S	993	Richard Viard	1995 Porsche 993	67.035	0.456	1.505
4	8S	156	Chris Ryan	1996 Porsche 993	67.483	0.448	1.953
5	8S	32	Glenn Champagne	1999 Porsche 996	68.629	1.146	3.099
6	8S	440B	David Polson	2004 Porsche 996	81.43	12.801	15.9

9S - 'Turbocharged 911 (993, 996, 997), 997S/GTS/Speedster, 996GT3, 991 Base, 996GT2' - Total Entries: 6

1	9S	563	Aaron Walker	2004 Porsche GT3	63.924	[-]0.673	-
2	9S	194	Chris Lindquist	2009 Porsche 997S	64.597	0.673	0.673
3	9S	585	Justin Becker	2001 VW gti	67.084	2.487	3.16
4	9S	81	Charles Doucot	2017 Porsche 991.2	71.74	4.656	7.816
5	9S	81B	Darelene Doucot	2017 Porsche 991.2	74.713	2.973	10.789
6	9S	491	Arun Ramamurthy	2008 Porsche 997 S	DNS		x

10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4' - Total Entries: 11

1	10S	880B	Rachel Baker	2015 Porsche GT3	61.995	[-]0.470	-
2	10S	360	Alan Davis	2015 Porsche GT3	62.465	0.47	0.47
3	10S	880	Walter Lunsmann	2015 Porsche GT3	62.508	0.043	0.513
4	10S	10	Ed Moschella	2016 Porsche GT4	62.834	0.326	0.839
5	10S	435	Mike Cleary	2016 Porsche GT4	64.681	1.847	2.686
6	10S	808	Samual Lin	2015 Porsche 991 GTS	65.776	1.095	3.781
7	10S	508B	Alex Palfrey	2015 Porsche 991 GTS Targa	65.864	0.088	3.869
8	10S	435B	John Wilson	2016 Porsche GT4	66.186	0.322	4.191
9	10S	707	Charles Stroymeyer	2010 Porsche GT3 RS	69.151	2.965	7.156
10	10S	358B	John Toomey	2016 Porsche GT4	69.696	0.545	7.701
11	10S	358	Dennis Burke	2016 Porsche GT4	72.868	3.172	10.873

10R - 'Class 5-10 on R-compound tires' - Total Entries: 3

1	10R	104B	Justin Chen	2007 Porsche 997	60.727	[-]1.615	-
2	10R	887	Stephen Lefebvre	2016 Porsche GT4	62.342	1.615	1.615
3	10R	104	Susan Kelley	2007 Porsche 997 C2S	67.664	5.322	6.937

11 - 'Race and Improved (All Porsches not conforming to Free Modifications)' - Total Entries: 2

1	11	124B	James Fox	1990 Porsche 964 C2	67.03	[-]3.354	-
2	11	904B	Akira Mochimaru	Porsche 904 Replica	70.384	3.354	3.354

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st.
13 - 'Non-Porsche' - Total Entries: 13							
1	13	198	William Koscielny	2017 Mazda Miata MX5	61.893	[-]0.603	-
2	13	55	Rob MacAlpine	1999 Mazda Miata	62.496	0.603	0.603
3	13	902B	Jeff Bakken	2009 Mazda Miata	63.667	1.171	1.774
4	13	902C	Steve Belliveau	2009 Mazda Miata	65.369	1.702	3.476
5	13	781	Read Fleming	2003 BMW M3	65.896	0.527	4.003
6	13	20	William Seymour	1988 Caterham 7	66.684	0.788	4.791
7	13	103C	Karl Ng	2018 Honda Civic	69.454	2.77	7.561
8	13	757	Lisa Burke	2000 Honda S2000	73.74	4.286	11.847
9	13	57	Marc Lapin	2000 Audi TT	74.045	0.305	12.152
10	13	343	Yulian Lazarov	1999 Mazda Miata	74.097	0.052	12.204
11	13	714	John Dunkle	2007 Lotus Exige S	74.5	0.403	12.607
12	13	343B	Stanko Dimitrov	1999 Mazda Miata	76.432	1.932	14.539
13	13	11	Justin StGermain	2007 Honda S2000	DNS		x





NER-PCA Qualifying Championship Points - 2018

Pos.	Driver	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5
1S - '924(all), 914-4, 944'								
1	Tate, Tom	36	36	9	9	9		9
2S - '944S/S2/Turbo, 968'								
1	Rouhart, Georges	33	33	6	9	9		9
2	Blauer, Adam	32	28	9	6	9	4	4
3	Halbert, Neil	25	22	4	3	6	6	6
3S - '911 1965-1994, 930, 928'								
1	Durham, Nick	42	36	6	9	9	9	9
2	Small, Adam	33	27	9	6	6	6	6
3	Bryant, Arthur	15	15	3	4	4	4	
4S - '986 Boxster and Boxster S up to 2004, 914-6'								
1	Peters, Gareth	42	36	9	9	9	9	6
2	Sayers, Charles	22	22	6	6	6		4
3	Donkin, Alan	18	15	4	3	4	4	3
6S - '987 Boxster S, Cayman S, 981 Boxster (not S) and Cayman (not S)'								
1	Fenwick, Nigel	33	33	9	6	9		9
2	Baker, Rachel	21	21	6	9	6		
3	Grasso, Ernest	22	20	2	3	9	4	4
4	Fenwick, Susan	15	15	3	4	2		6
5	Kessel, Eric	10	9	1	1	4	1	3
7S - 'Boxster Spyder, Cayman R, 981 Boxster S/GTS, Cayman S/GTS'								
1	Mazzariello, Jeremy	36	36	9	9	9		9
2	Johnson, Jeff	24	21	6	6	3	6	3
3	L'Heureux, Scott	16	16	9	2	3		2
8S - 'Normally Aspirated 993, 996 (not GT3), 991 (not S or GT3)'								
1	Tabenkin, Lev	45	36	9	9	9	9	9
2	Ryan, Chris	25	22	6	4	6	6	3
3	Viard, Richard	21	18	4	6	4	3	4
4	March, Marcos	12	12	2	1	3		6
5	Champagne, Glenn	11	11	3	2	4		2
9S - 'Turbocharged 911 (993, 996, 997), 997S/GTS/Speedster, 996GT3, 991 Base, 996GT2'								
1	Walker, Aaron	42	36	9	9	9	6	9
2	Lindquist, Chris	33	27	6	6	6	9	6

Pos.	Driver	Total Points	Points W/Drops	E-1	E-2	E-3	E-4	E-5
10S - '997GT3, 991S/GT3/Turbo, Carrera GT, 997 GT2, Cayman GT4'								
1	Davis, Alan	28	24	6	4	6	6	6
2	Mochimaru, Akira	14	14	4	2	4	4	
10R - 'Class 5-10 on R-compound tires'								
1	Lefebvre, Stephen	42	36	9	9	9	9	6
2	Kelley, Susan	26	22	6	6	6	4	4
11 - 'Race and Improved (All Porsches not conforming to Free Modifications)'								
1	Fox, James	32	30	2	6	6	9	9
12 - '356 (all), 912(all), Cayenne, Macan, Panamera'								
1	Palfrey, Alex	33	33	9	9	6	9	
13 - 'Non-Porsche'								
1	MacAlpine, Rob	37	33	9	9	9	4	6
2	Tabatabai, David	15	15	6	4	4	1	
3	Fleming, Read	13	11	2	3	3	3	2
4	Burke, Lisa	5	4	1	1	1	1	1

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276