



THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

FEBRUARY 2019

2018 Annual Dinner

P.8



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by Bill Seymour

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Front and Back Covers



Image by Anker Berg-Sonne

Tom Tate as the live auctioneer was one of the highlights of the 2018 Annual Dinner. Both highly entertaining and profitable. The live auction raised \$2,640 for Homes For Our Troops!



Image by Richard Viard

The venue for the 2018 Annual Dinner was the Newport Car Museum. Highly recommended for a visit. One opportunity is the 24 Hours of LeMans Cars and Coffee event on June 15.

— 2018 —

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Event Calendar

Signature

April 26 NER Ramble sponsored by EPE

Driver Education

March 9 NER DE Ground School at HMS Motorsports

June 7-9 NER DE at Palmer - Clockwise

July 5-7 NER DE at Le Circuit Mont-Tremblant

July 22-23 NCR DE Event at Limerock Park

August 1 NCR DE at NHMS

August 9-11 NER DE at Watkins Glen

August 13-15 NER DE at Calabogie Motorsports Park

September 6-8 NCR DE at Tamworth Club Motorsports

September 20-22 NER DE Season Finale at Palmer Motorsports Park

October 19-20 NCR October DE at Tamworth Club Motorsports

Autocross

April 27 NCR Autocross #1

May 5 NER Learn Car Control thru Autocross sponsored by Conway Autoworks

May 19 NCR Autocross #2

June 15 NCR Autocross #3

June 29 NER Autocross #1 sponsored by Porsche Norwell

July 27 NER Autocross #2 sponsored by Autobahn Performance

August 3 NCR Autocross #4

August 31 NER Autocross #3 sponsored by Auto Engineering

September 14-15 (Tentative) Zone 1 Autocross aka NCR Autocross #5

September 28 NCR Autocross #6

October 12 NER Autocross #4 sponsored by Skinner Auctions

October 27 NER Autocross #5 and Party sponsored by Herb Chambers Porsche

Social

February 24 Winter Warmer, sponsored by Herb Chambers Porsche in Boston

March 24 Newcomers Meeting at Porsche Norwell

June 15 24 Hours of LeMans Kick-off Cars and Coffee at the Newport Car Museum

June 16 24 Hours of LeMans end of race Cars and Coffee at Lala Java



2018 Annual Dinner

By Bill Seymour. Photos by Richard Viard, Peter Mozzone and Anker Berg-Sonne

“WOW! That’s all I can say. What an amazing night - fantastic venue, incredible food, and fun crowd.”

“You guys hit it out of the ball park with the Gala last night.”

Just two of the many comments we received after our January 5th event. It really did go well and we had a record attendance of 190 club members. We took over the Newport Car Museum (actually in Portsmouth RI) and filled the “Thunderbird Room” with dining tables and the “Wheel Room” with Silent Auction items. Both rooms had screens showing a slide show recapping the highlights of the year and both rooms – yes, we pay attention to feedback – had a bar and enough bartenders so there never was a long line for drinks. (Also, note that a carefully curated selection of fine Rhode Island craft beers was on offer.)

After the guests arrived and were fitted with a name tag they had an hour and half to socialize and examine the 50 cars on display. Yes, some Porsches but also other marques including some lovely examples of Detroit’s finest from the fifties. The evening’s program began with the introduction of the new Board and presentation of the Bob and Linda Cornell Award (aka “Enthusiast of the Year”) to Anker Berg-Sonne. There was then a very special presentation of a lifetime achievement award to Steve Ross. Kristin Larson next presented Monica Sweeney of Homes For Our Troops – our Club Charity – with a check for \$7,500.

While guests were polishing off their salads Richard Viard

and Anker showed a slide show of the 12 winners from the annual Photo Contest. Dinner was then served. (The food overall was great and we didn’t run out of hors d’oeuvres – hey, we listen!) There was a short hiatus to allow people to put in their final bids on the Silent Auction items. Then over dessert Tom Tate raised some more money for HFOT with a highly entertaining live auction of items. He took a couple of breaks to allow John Dunkle to give out the DE awards (Kristin Larson as Instructor of the Year and Chris de Grace as Most Improved Driver) and Chris Ryan and Jeff Johnson to present the Autocross awards (Lisa Burke/ Erick Aubin as Rookies of the Year and Jeff Johnson as Worker of the Year) and acknowledge the Class Winners.

Between the check presentation and live and silent auctions, we raised over \$12,000 for Homes For Our Troops! Note also that our Autocross activities also raised \$6,000 for the local Devens charity Loaves and Fishes. So we did some good while having fun in 2018.

The evening didn’t end at the museum for some of our members. There was a sizable contingent who had booked rooms at the Bristol Harbor Inn and they walked over to the Thames Waterside Bar for one more libation. Most were also able to make it out the following morning for a nice breakfast at the Le Central restaurant (tip o’ the cap to Jeff Johnson for his Bristol knowledge). Nice hotel, nice town, nice weekend.

Big thanks to Glenn Champagne (retiring VP Admin) and Robert Jacobsen (new VP Admin) for their hard work on pulling off a great Gala.









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

Editor's Corner

This edition of the NOR'EASTER is focused on the 2018 Gala. In addition to our regular columns, our president, Bill Seymour, has written a report on the Gala and we have included a large number of pictures from the event. Enjoy!

The calendar is filling up quickly. Make sure you block off your personal calendars for the events you plan to attend in the coming year.

2019 is the 60th anniversary year of the NER. It will be celebrated with several articles in the March edition of the NOR'EASTER, which will be printed and mailed to our 2000+ primary members. It will also have a calendar of events for 2019, which is almost complete, and it will have articles promoting the activities planned for the season. We hope it will be worthy of a place on your coffee table.

As you have undoubtedly noticed, the NOR'EASTER has a new look this month that we hope will please you. In addition to the visible changes, we have used the services of an InDesign expert to make it easier to manage and format content, which reduces the time and effort to create for the benefit of current and future editors. If you have any thoughts or comments to share, please send them to communications@porschenet.com.

The 2019 NER calendar featuring the winners of the 2018 photo contest is

available for sale for \$20 each. A perfect place to mark all of your planned events so you and your family have them right at hand. All proceeds will go to Homes For Our Troops. We will bring calendars to events until they are sold out. If you are coming to the Winter Warmer, bring an extra \$20 bill and take a calendar home. If you really would like a calendar soon, send a check for \$20, made out to PCA Northeast Region to

Anker Berg-Sonne
8 Middlemost Way
Stow, MA 01775

and I will send it to you in early March when I return from the sunny Florida Keys.

From the entire communications team,
have a fun and safe driving season,

Gary, Jerome, Sterling and Anker



Letters to the Editor

Starting with the March issue, we will include a new “letters to the Editor” section.

If you have any comments on the NOR’EASTER, things you would like to see in it, comments on any article or column, errors that you have noticed, anything - send an email to communications@porschenet.com and you will receive a response. Letters that are of a general interest will be published in the next issue of the NOR’EASTER.

The Long & Winding Road

- Bill Seymour, NER President



So what do you do on a rainy, chilly January day? You sign up for the Watkins Glen and Palmer American Endurance Races, that's what! And by signing up before a January 19th price increase, the Jamaican Bakin' Team saves \$200 (a microscopic portion of the money we waste on this foolishness). OK, that's done, what now? Well, I will admit that some of my off-season thinking turns to just how much things have changed in the automobile world since I first turned key in ignition. Hey! Right there I just proved it – we don't put keys in ignitions anymore, we

push a button while the fob is in our pocket. Sort of like "If this is an emergency, hang up and dial 911!" Really?

Of course, almost all of the changes are for the better. When I was in college one of my friends had a hot Pontiac Tempest V8 with exhaust cutouts that would hit 90 in the quarter. Nowadays he'd be looking at a Camry's taillights. Let's not even ask how my 356 would fare in that regard. And for those of you who say "yeh, but the 356 can really handle" I invite you to follow this link to read about a

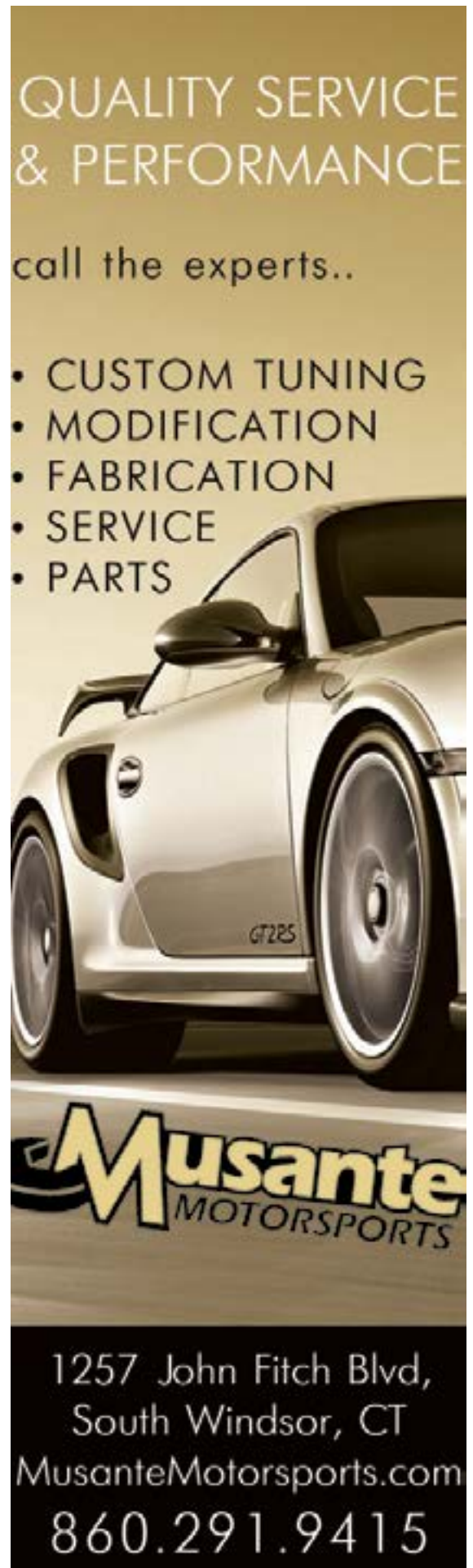


356 getting dusted at autocross by a Honda Odyssey <https://grassrootsmotorsports.com/articles/soccer-moms-revenge/> (I miss my Odyssey, hate the damn Pilot). I tried to come up with a list of things that I think are worse on new cars and didn't get far. No actual mechanical handbrake may be a fair complaint. I dislike the radio – oops, strike that – infotainment controls on my newest car but that just may be me not having a sufficiently plastic brain. Really, cars are better in almost every way. So all us old farts who pine for the good old days should realize that, just like the PCA motto, it's not just the cars – it's the people. As in, there are too many of them! And they are all on the road at exactly at the same time as me, getting in my way. And the roads are terrible too, that's the other regression.

So having gotten the grumpy old man rant out of the way, let's just celebrate the passage of time and not lament it. Why? Because 2019 marks NER's 60th anniversary! There will be some special events throughout the year in recognition thereof (stay tuned for details) and one new feature in the Nor'easter: interviews with some of our earliest members. We'll be asking...

- What Porsche did you have when you joined and what have you owned since?
- What activities did you do in the early days?
- What board or committee positions did you hold?
- And, of course, tell us some great stories.

We have our sights set on a few of you (including three who were founding members – and we'll also have to talk to fellow columnist Tom Tate) but we'd love to get some volunteers (and maybe there are people for whom we have the wrong anniversary date so we might miss you). So if you are an early member with entertaining stories, pictures or old Nor'easters, please email me at president@porschenet.com and we can set up a time. And we promise not to embarrass you any worse than this picture from September 1957 (me in the middle).



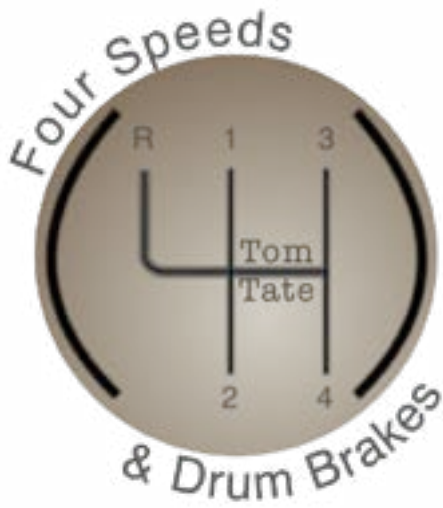
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Back to the Track

It's been a great year with lots of car activities. The autocross season turned out well, the 356 Registry Holiday in NJ was a blast, but I missed a couple of races that the schedule didn't allow. When Matt Connelly called to say that he was taking a BMW to the Circuit of The Americas (COTA) for a World Racing League race in Dec. and had a couple of extra seats I was all in. Matt had provided a terrific M3 at Watkins Glen back in May that was a real contender until I got hit at the end of the front straight.

I called Rob in AZ to see if he wanted to join me since he's closer to Texas than I am and got a very quick yes. I figured that he would just drive over and save on plane fare but turns out that it's a bigger state than I thought.

We both flew into Austin the day before practice to take a look at the track since neither one of us had been there before. Actually Rob had seen it a lot on his track simulator which told him which way it went but didn't help much with the elevation changes, and boy is there an elevation change. Photos really don't do it justice as this first example shows:



At the end of the front straight the track absolutely climbs a tree. I'm talking straight up. This photo shows the view from the driver's seat and it's a lot different than the computer shows you on iRacing.com. The car slows so fast because of the grade that you can use that last brake marker to haul it down from over 120 mph and still make a 40 mph U turn.



The U turn at the top sends the car back down at the same incline which is like falling off a cliff. From a slow second gear turn, the bottom of the hill finds the car already in fourth gear for a very fast entry into a set of esses. That portion is very flat with lots of red, white and blue paint and some rumble strips that tell you where to go. That portion of the track is where the secrets hide.



After following some of the local experienced drivers for a few laps it was clear that the red and white squares were ignored. The solid red portion had couple of short speed bumps, usually at the apex, that would really upset the car unless you were careful and straddled the bump. Of course that meant that you needed enough ground clearance to clear a 3" speed bump. There were a couple of cars that discovered that they didn't as they left a trail of oil from a shattered oil pan out into the gravel alongside the track.

The outside blue strip was to be avoided unless you wanted to have a chat with the officials. Apparently they didn't mind if you straightened the course a little but if you did it more than a few laps over the blue section the black flag would wave.

Practice went well as we learned our way around. We had a fuel line let go which left the car out on the track but that was resolved quickly and everyone got in a few laps. With 3.4 miles around it was taking almost 3 minutes per lap as we found our way. Once the flag fell the lap times got down into the low 2:40's that we were happy with.

Race day saw 85 cars take the green flag. There were lots of Mazda Miata's, BMW's, a few Corvettes and even some Porsches. The silver BMW 330 was right at home.



The field seemed pretty well sorted out within the first few laps as everyone knew that it was an enduro that was going

to be 6 hours of racing each day for the next two days. You can't win it in the first lap but you can certainly lose it in the first lap. The other drivers weren't giving point byes but they were driving carefully, everyone wanted to go the entire distance.

After my collision at Watkins Glen in the M3 I was being especially careful to stay out of everyone's way and dialed the aggression back a bit. The first part of the course was easy to remember but it took a while to develop a rhythm on the back section. I kept charging onto the back straight with too much speed and I had to wait before getting the power down while I sorted the car out. I had to tell myself that slow in meant fast out, not fast in and slow out. Or something like that.

I guess many had trouble with that same turn as Matt caught a spinning car at the same corner and took off the spoiler and the right front fender. He kept rolling and made it back to the pits so that the bent pieces could be removed.



The car seemed to handle OK, it was only at the end of the day the we discovered that a lower control arm was bent and needed replacement. There was time to take care of that before Sundays start. The crew even had time to go online and find a fender. Posted on Facebook, only 20 minutes away, they got two fenders and two doors (in the right color no less) for \$200. It never hurts to have spare parts.

Sunday was another terrific day of racing. A flat tire cost a couple of laps and Rob also tagged a spinning car that left a mark on the other side, boy are these BMW's tough. WRL racing appears to be a full contact sport. Good thing the crew bought two fenders. I wonder if we needed it because we had one or...



Next month the plane is landing in Scottsdale so look for an auction report. We'll see if the Porsche prices are still out running the stock market. Maybe there is still time to move your 401k into rolling stock.

KTF

Dinner found us at Perry's Steak House in Austin. If you want a great steak, go to Texas. If you want great racing go to COTA.



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president@porschenet.com

VP Driving: Paul Skinner
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BACK TO BASICS

Anker Berg-Sonne,
VP of Communications

Looking back, and forward

It took me a very long time to become a Porsche owner and join the PCA. There was a false start when my younger brother died about a decade ago. He owned a black 944 Turbo Cabriolet that he had upgraded to a 6 speed. I could have gotten this car as part of my inheritance, but the problem was that it was in Sweden. Having it shipped over here would have been inexpensive and easy because my brother in law was in shipping, but I was misinformed about how much work needed to be done before I could import it into the US and register it. No problem if the car is over 25 years old. So I gave up on that idea and we sold it for a song. Some lucky Swede got a really good deal.

Roll forward a decade and we did finally become Porsche owners, a 2004 Boxster S. We are fortunate to be able to use it as a toy car and appropriately named and licensed it as FUNTOY. As soon as I had the VIN I joined the PCA. They initially put us in some southern California region, but a phone call to PCA fixed the problem and we became NER members. We have had many pleasant drives, a long vacation to the Canadian Maritime Provinces, several DEs, regular and vintage, many autocrosses, Cars and Coffees, Charlie and Martha Dow Tour, and rides to NER, NCR and Zone 1 meetings and events in it. Yes, we have been active.

Two factors have made this a particularly pleasant experience. The first is that both Kirsten and I share enjoying the social and relaxed driving events. I would love to have her also join me in DE and AX, but she just doesn't have that interest. The other is that we have found the NER membership to be an especially pleasant group of people. We had the same experience when we joined the Beverly Yacht Club back in the late 70s, but Kirsten never got to enjoy the going fast part of yachting, which I really

do, so that hobby was slowly abandoned in the late 80s. Anybody want a 35 foot yacht that never has been in the water? We have one, and you can have it for free!

Getting back into car maintenance and repair after an almost 50 year hiatus has also been great. What guy doesn't enjoy buying and using tools? Well, not everybody, but I do. This interest is mandatory if you want to own and keep a classic Porsche and can't afford the Porsche Parts and Service Tax. There's no limit to the time I can spend on maintenance and repair. The to-do list is long and isn't getting any shorter in spite of the hours I put into whittling it down. Being 70 and retired staying physically and mentally healthy requires a lot of physical and mental activity and car work is a big piece of that. Golf fills most of the remaining part.

In a weak moment I volunteered to engage myself in the club communications, and in an even weaker moment agreed to accept a board nomination as Membership Chair. Joining the board with only a year's membership is baptism by fire, but it is survivable, thanks to the support of the more experienced board members and the many standing committee members. Being a member of that team is both fun and rewarding.

So that was the looking back part. This coming year looks really promising.

The year started out great with the best NER Gala I have attended (out of two). My initial impression of the new members of the board is great and I look forward to spending time with all of them this coming year.

Both Kirsten I are in good health, and at the end of March we will have been married for 50 happy and harmonious

years and will celebrate the achievement with close friends and family. We look forward to soaking up some sun and warmth in February in the Florida Keys, as we have done for the past 25 years. All good!

I need to get together with my DE instructors and make a plan for advancing to solo, at least in Vintage DE. I hope to end up with an understanding of what I am doing, or not doing, that needs to be corrected, how to correct it, and put together a training plan.

In AX I have a much better understanding of where I'm at. I consider myself at the "average" level, able to put in consistently good times, close to, but not competitive with the best in my class. I have resigned myself to never taking the class championship. The top drivers in my class are younger, physically in better shape, and have many more years of experience than I. I wish I could point at more competitive cars, but I can't. At my age you need to feel good about not getting worse, and feel really good about being able to improve.

I have written about my DE and AX data logger project in this column. It has gone really well and has generated a lot of interest. While I am in sunny Florida in February I hope to complete the first version of the analysis software. If that goes well I will start a limited run of data loggers at cost for club members who would like one. It is different from the commercially available loggers. It's less expensive, which is why I did it in the first place, and it also reflects my personal biases. It gives no real time feedback, I am too busy driving to be able to use a real time display. It starts and stops the logging process automatically because I otherwise risk forgetting to start it. It allows you to mark cones and other track positions, which many of the commercial ones don't. And most important for me, it allows me to compare other driver's laps with mine to show me how my driving compares to theirs at an extremely detailed level. More about this in future columns.

Until my youngest grandson gets older I won't be able to do the NER Ramble. His birthday is on the same weekend and both he and his parents will disown me if I miss it. We both love road trips. NCR does quite a few rallies. Understandably they have many rural and less trafficked roads than eastern Massachusetts and Rhode Island. I plan to participate in at least one of those this season.

Photography has been a hobby since childhood. I started with a Kodak Brownie inherited from my grandmother. I now own the most professional equipment that make sense for me, so I can't blame my equipment for lousy pictures. NER presents a lot of opportunity to practice photography. And good photographs make the NOR'EASTER an

enjoyable magazine. I get asked to take photographs at both NER and NCR events that better photographers can't attend and every year I end up with thousands of NER pictures. I put all of these up on my SmugMug account <https://ankersimages.smugmug.com/All-Images>. It is organized by year and all NER photos are accessible to the public. If there's one you are particularly fond of, and want a copy of, let me know and I'll send a copy to you.

Life wouldn't be interesting if it didn't have its challenges. Life post 70 has its aches and pains. My knee went bad and I have surgery scheduled in March. Cars break down and need to get fixed. Our 60 year old septic system needs replacement. Like most retirees I worry about whether our savings might be in jeopardy from inflation, unexpected healthcare costs, nursing homes, etc. I won't mention our government. Oops, I did!

Looking forward to a great year with my friends in NER!

By the Numbers

Primary members: 1921

Affiliate members: 1031

Total members: 2952

THE SLIPPERY SLOPE

By Robert Jacobsen, VP of Events

The Almost Mistakes

As 2018 calendars are unceremoniously thrown away and the shiny new 2019 calendars are hung up (hopefully a NER calendar containing the winners of our photo contest), it is that time of year when we sit back and reminisce on what we accomplished in the previous year and make overly-zealous resolutions for the upcoming year. Making these resolutions give us a hope of “This is going to be the year that I... (insert something amazing here). The result of these resolutions is on January 2nd hordes of people invade the local gym like Barbarians sieging Rome. Unfortunately, the Vandals and the Visigoths were able to maintain their attack a bit longer than a few weeks which is about the time I see attendance begin to thin back to normal levels at my gym.

I am sure we all look back from time to time and see things we wish we had done. For me it seems the list of “if only I...” grows every year. If only I had bought another air-cooled Porsche back in 2010-2012, if only I had bought more shares of Apple and Microsoft 10 years ago or more Bitcoin and Ethereum just 2 years ago. It is easy to be a Monday morning quarterback and talk about all the things we would have done if we just had the money and/or time as it is surprisingly simple to gamble imaginary things. However, in the real world, we all deal (to varying extents) with limited resources. These limitations along with aversion to risk prevent us from making an investment or trying an experience. This results in missing out on outcomes we know could have been quite amazing or beneficial and leads to the stories of, “If only I...”

What about the things we thought we missed out on, but in the end the result was actually better? The deal that didn't get completed, the house we didn't buy, the car we didn't buy (or didn't sell), there are plenty of scenarios that at the time we feel like we lost, but down the road realize we won. We don't ever really talk about these situations as perhaps we just file them away in our brains in the folder labeled “Genius at-work” (at last check this folder holds 0GB of data for me). We like to pat ourselves on the back

that we knew in the moment that the house we almost bought was eventually going fall into a sink hole, the car we almost bought was going to blow its engine or that we knew beforehand what the stock market was going to do in 2009.

I purchased my 993 in September of 2012 and for what I felt was a fair price. A couple of years later I had someone casually ask if I was interested in selling. I looked around at the current low-mileage, air-cooled market and decided to put the car up for sale as prices had appreciated. There was a lot of interest immediately from both local buyers as well as overseas. Two days later I had an individual come by to look at the car, give me a deposit and schedule a PPI. Later that week at the PPI, the mechanic starting finding things that were at best very minor (clearcoat on the brake calipers was faded) and at worst completely missed by the shop where I had my PPI done. This resulted in a new, lowball offer from the potential buyer. While this new offer still was more than I paid for the car, it was obviously much less enticing. So, similar to our current government, we found ourselves at an impasse on negotiations. I was not going to go down that far and he was not going to come up. In the end I “missed out” on selling my car for a profit (albeit small). Fast forward to today and that was a great deal to “lose”. Not necessarily from a monetary standpoint as the air-cooled prices have well... cooled, but rather from the standpoint of the continued driving pleasure the car brings. While my garage size and content may ebb and flow over time, the 993 will be the one constant.

In 2019, NER has a full calendar with DE, autocross, a concours, various cars and coffees, our second annual summer party, and other social events at some pretty great locations. Check the website, check Facebook, read the monthly e-blast so you do not miss out on the cars or the people!

“Be at war with your vices, at peace with your neighbors, and let every new year find you a better man.”

-Benjamin Franklin

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Treasurer

Something New

Hanging on my refrigerator is a small placard with the saying “Life begins where your comfort zone ends.” I have found this to be very true as I reflect on many of the things I have accomplished or endeavored in my life. I also read a little blurb this morning something like “When people are uneasy or uncomfortable without trying to fix it is when they are most in joy.” Well, I am definitely out of the comfort zone so must be brimming with joy. It doesn't feel that way. So, as I am immersing into my new role as treasurer of this fine club, and as I am writing this column, I am anything but comfortable. It's okay. I have found that whenever reaching out to do something new there is an initial uneasiness, but with time as the experience and expertise increase, so does the comfort level. The treasurer role is fine, second nature, just a matter of acclimating to the new landscape. However, writing the column, this is way out of my league. I was trying to figure how to write it in excel. So, having said this, please bear with me on this new journey and hopefully I can eventually eek out something of mild interest.

I have been in the Club with my wife Cindy since 2012. During this time we met many wonderful people, and enjoyed some really great times and experiences. I have noted that many folks have been Porsche enthusiasts for a very long time and more than a few own several. My road to Porsche enthusiasm was a bit of a longer travelled road. I have tinkered with engines since I was about twelve or thirteen years old. I started dismantling and reassembling discarded lawnmower engines, lived in the heyday of the

American muscle cars and drag racing, moved on through Harley Davidsons (1977 to present), turbo Saabs, BMW, Mercedes and finally Porsche. Since there will be columns to come, I might roam down some of these times in more detail in the future.

What I hadn't anticipated when finally stepping into the Porsche world was the amazing camaraderie offered by PCA NER. At my place of work, I periodically noticed a customer's yellow Porsche Cayman in the parking lot. At this point I was not involved with PCA and my car sat in the garage for the most part. One day upon seeing this yellow Porsche pulling into the parking lot, I hurried to the reception area to intercept its owner. I started a conversation with her about Porsches. She asked if I was involved with PCA, and when I replied that I was not, she went into a relatively passionate pitch of all the great things the club had to offer. She insisted that I become involved immediately and suggested that I sign up for the fall tour which was to the Mike Kittredge Estate. I did, and Cindy and I met a whole bunch of great folks. Steve Ross was amongst the folks we initially met, he encouraged us to get involved with many other activities which eventually included Driver's Education (DE), now my passion. We also enjoyed Galas, Rambles, Concours, and Cindy even did an Autocross School.

So, members new and old, consider reaching out and trying something new with your club. Heck, you might find your next passion.

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VIP's - Very Important Porschephiles

New members as of January 1st, 2019

Coleman Anderson,

Framingham, MA
2003 911 Carrera 4S

Christopher Catucci

Providence, RI
2017 Macan GTS

Kevin Donaldson

Uxbridge, MA
2018 911 Carrera 4

Alfred Elk

Westwood, MA
2018 Panamera Turbo

Frederic Feufeu

South Yarmouth, MA
2012 911 Carrera

Joseph Flaherty

Wellesley, MA
2009 911 Carrera 4S

Tristen Fletcher

Danvers, MA
2009 Cayman S

Chong Lee

North Andover, MA
2004 911 Turbo

Jack McKallagat

West Newbury, MA
2002 911 Carrera

Samuel Mullins

Cambridge, MA
2003 911 Carrera

Kimball Murray

Shirley, MA
2018 718 Cayman S

Joel Needleman

Needham, MA
2003 911 Carrera

Brian Noyes

Westerly, RI Jim
2014 Panamera 4S

Michael ODonnell

Newburyport, MA
2019 718 Boxster

Brad Orner

Scituate, MA
2018 Macan S

Robert Salvetti

Harvard, MA
1975 914 1.8

Tobi Schultze

Foxboro, MA
1999 Boxster

Francisco Silva

Lexington, MA
2009 911 Carrera

Nick Swenson

Holden, MA
1999 911 Carrera

David Tourangeau

West Warwick, RI
2016 Boxster Spyder

Alexander Vargus

Allston, MA

VIP's - Very Important Porschephiles

New members as of February 1st, 2019

Devin Advani

Arlington, MA
2003 Boxster S

Rezene Berhane

Medfield, MA
2008 911 Turbo

JoseAlberto Betances

Walpole, MA
2014 Cayman S

Stephen Boston

Millis, MA
2003 911 Carrera Cabriolet

Frank Chan

Needham, MA
2016 Macan S

Garreth Chehames

Melvin Village, NH
2008 Boxster S

Robert Chin

Cranston, RI
2018 911 Carrera 4S Cabriolet

James Clarkeson

Boston, MA
2010 911 Carrera S

Jim Devol

Swansea, MA
1999 911 Carrera

Diane Diaz

Concord, MA
2017 Macan S

Lawrence Filippelli

Greenville, RI
1985 911 Carrera Targa

Jay Flath

Johnston, RI
2006 911 Carrera S

Michael Hamm

Ware, MA
2006 Boxster

Keith Johnson

Charlton, MA
2012 911 Carrera S

Christian Landry

Harvard, MA
2017 718 Boxster

Ferenc Ocsai

Waltham, MA
2013 Cayenne

Rene-Max Pepetit

Framingham, MA
1980 911 SC

Dan Riff

Manchester, MA
1987 911 Carrera Cabriolet

Todd Robichaud

Coventry, RI
1982 911 SC

Angel Rosa

West Newton, MA
2018 718 Cayman S

Kevin Shaw

Plympton, MA
2009 Cayman

Steve Spiers

Middleton, MA
2007 Cayman

Shawn Utke

Holliston, MA
2012 911 Carrera S

48 Years

Leigh Tate
Thomas Tate

41 Years

Christine Leeds
Jeffrey Leeds

44 Years

Sharon Beech
Alan Merchanthouse
Michael Tosi
Paul Tosi

Anniversaries



January

30 Years

Michael Davin
Paul Davin
Donald Maurisso
Justin Maurisso

20 Years

Bob Fleming
Joanne Fleming
John Fontaine
Aliicia Furrer
Stephen Furrer
Leanne Paradiso
Ken Spence

15 Years

George Katsar
Janice Reece
Ronald Reece

10 Years

Andrea Clagett
Gordon Clagett
Gene Hunt
Teddie Hunt
A. Johnson
Ronald Orr
Vincent Pillari
Jane Scerra

Mark Scerra
Cooper Stearns
Robert Stearns

5 Years

Bernard Baker
Lisa Baker
Kimberly Bellanti
Steve Bellanti
Greg Benik
Tina Benik
Normand Brisebois
Joseph Charest
Tracy Daly
Robin Hines
Ronald Hines
Carl Johnson
Matthew Lawrence
Noah Lawrence
John Leary
Jim McIver
Brian Phillips
Paul Phillips
David Schechter
Robert Uvello
Deborah Vickowski
Gregory Vickowski
Benjamin Zucchi

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

59 Years

Martha Dow

Anniversaries



February

35 Years

Hans Clarke
Judy Clarke
Carol Thiessen
Philip Thiessen

30 Years

Charlene Russell
Richard Westlake

25 Years

Denise Gollaher
Conor Morrissey
D.S. Morrissey

20 Years

Claus Geisslinger
Katie LeBeau
Cynthia Mears
Paul Mears
Donna Metafora
Robert Metafora
Chris Simpson
Scott Simpson

10 Years

John Clapperton
Nancy Clapperton
Lisa Giarrusso
David Kloss

Gregory Livanos
Mary Preston
Randall Preston
Melissa Wagner
William Wagner

5 Years

Diane Adams
Richard Adams
Richard Fedele
Denise Gaalejs
Whitney Hall
Diane Keeler
Michael Kuhn
Daniel Phelan
Jennifer Potter
Neil Potter
Kevin Wall
Tracy Wall

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

Lisa Davis
Secretary

January 2019 Board Meeting Minutes

A sincere thank you to Kristin Larson for hosting the January Board Meeting with a delightful brunch. In attendance were:

Kristin Larson – Past President

Bill Seymour – President

Robert Jacobsen – VP Administration

Anker Berg-Sonne – VP Communications

Paul Skinner – VP Driving Events

Don Kelly – Treasurer

Lisa Davis – Secretary

Jerome Gangitano – Membership

Stan Corbett – DE Registration

Introductions were made to our new Membership Chair, Jerome Gangitano.

The meeting commenced with the acceptance of the Treasurer’s report, with a request from Bill to draw up an accounting of gains/losses of each activity from 2018. A chart of the history of monies made by events inclusive of charities was circulated.

The 2018 Gala was discussed with accolades given to the venue, catering and live auction. Consideration was made to a proposal to move the Gala to a date in November. It was decided to keep the January date. Robert Jacobsen is looking into the possible venues for the 2019 Gala. One option will be Andover Country Club.

Next on the docket was discussion of the 2019 Calendar of Events:

- It was noted that the Summer Party will be July 28th at

Wachusett Mountain Ski Resort. The Board is looking for dealership presence at this event.

- Progress is being made by the new Concours Chair, David Melchar as he works out the details for a NER Concours to be held as part of the Audrain Museum’s international event Oct 3-6.
- Enthusiastic discussion to have Lori Schutz, daughter of Peter Schutz, the Porsche executive who saved the 911, speak at the DE Opening Day Dinner at Thompson Speedway Motorsports Park.
- Other events noted by Robert were the Winter Warmer in February, Auto Detailing in March, a Newcomer’s Meeting in April, Cars & Coffee, and University Station.
- Other possibilities for future events included Paul Russell and Co. Tour and a 24-hr. Le Mans Party.

The Board agreed that it is the responsibility of the Event Chairs to populate the website’s Events Calendar and the Secretary’s responsibility to fill in where there is no chairperson.

As the NER celebrates its 60th Anniversary, the Board discussed ideas for special events and activities, including a volunteer day for Homes For Our Troops and a Gimmick Rally. Also discussed were the logistics for ordering the 60th year t-shirts and to give out calendars at the Newcomer’s Meeting. As a diamond is the traditional 60th Anniversary gift, the Board decided that this year’s awards will have a diamond shape. It was also suggested to have interviews of older members to incorporate into the NOR’EASTER as part of the celebration.

Regarding Advertising and Sponsors, it was decided to publish the rates in the Nor’Easter. The rate structure has stayed the same as last year and all returning sponsors have been heard from. The Board approved to allow

Independent Shops and Dealers to co-sponsor DE events and to offer Social Event wristbands to sponsors for \$100 per event.

There was a motion and approval to change the bank account signers for the Club. Added was the new treasurer Don Kelly and removed was Robert Jacobsen.

A Bylaw Committee was appointed to address some bylaw issues. The committee consists of President Bill Seymour, VP of Communications Anker BergSonne, Treasurer Don Kelly and Secretary Lisa Davis.

The Green Mountain region of the PCA is looking for volunteers to help with the Fall Treffin in Vermont. The board discussed the possibility of subsidizing NER volunteers.

The meeting ended with the following decisions:

- to table board member job descriptions until the summer,
- to have Anker create a wooden base for the Cornell Award to incorporate more names,
- to get more Panorama magazines for dealerships.

The next Board Meeting will be held at Wachusett

Mountain Ski Area on Wednesday, February 13th at 6:30.

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35th Annual New England Ramble
April 26 – April 28, 2019 Chatham Bars Inn in Chatham, MA
Registration Opens Wednesday January 23, 2019



What is NER's Annual Spring Ramble? The best way to start the driving season! 150+ Porsches (some Ramblers do drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel. You'll arrive Friday (or earlier at our attractive rate), and begin your social and partying activities before the serious driving commences on Saturday morning.

This year's 35th edition will be a little different. Usually, we primarily drive on 2-lane country roads in rural New England and upstate New York. This year will be more of a Cape Cod travelogue. Come experience secluded roads

and scenic vistas that you never knew were there as we traverse the entirety of Cape Cod from Provincetown to Woods Hole.

Our **Overall Event Sponsor** is once again **European Performance Engineering in Natick, MA**. Give these talented folks a call at **(508) 651-1316** for anything from an oil change to a full street-to-track conversion. Or visit their website at www.epe.com.

On Friday from 6:00–7:15 p.m., see old friends and meet some new PCA'ers at the **Welcome Reception**

– **sponsored by Porsche of Warwick.** We'll be at the Beach House serving complimentary hors d'oeuvres and snacks along with a cash bar. So please stop by, pick up your name badge, and say hello before you head out for dinner on your own. There are lots of great restaurants in Chatham and surrounding towns (reservations are recommended) offering various cuisines and price points, or you can choose to eat on the property at The Sacred Cod tavern, or Stars Restaurant for finer dining. Since Stars has limited opening hours outside the summer season, call the Concierge Desk at (508) 945-0096 to book reservations.

On Saturday morning, registration will be open from 7:00–8:30 a.m. in the Monomoy Meeting House, with continental breakfast continuing until 9:30 a.m. The mandatory drivers and passengers safety and route briefing will convene at 8:35 a.m., after which drivers will head out on a navigational, directions-based tour exploring the Lower and Outer Cape all the way to Provincetown, concluding at our lunch destination in Yarmouth, MA.

Following the buffet lunch, you'll embark from our Mid-Cape lunch stop and experience the Upper Cape on another navigational, directions-based tour. Your afternoon drive will pass thru secluded and beautiful residential neighborhoods, enjoying lots of twisty roads, and seeing bodies of water large and small as we wind our way back to the Chatham Bars Inn. Or, if you prefer to return sooner to begin your partying, get a massage (request your 15% discount at the Spa), hike, shop, or whatever, simply take the more direct route that will also be provided.

For anyone joining us for the first time – a hearty welcome. Your registration packet will include a detailed route to and from our lunch stop, that my wife Carol and I have travelled many times, revising and correcting along the way. Unlike most PCA tours, we drive on our own (not as a convoy) though usually you'll find yourself part of a multi-car pod. Make a pit stop, or pull off to take a photo when you want, and pick up the next pod coming down the road. Want to spend time with some different Porsche models of varying configurations and colors? Just pull off and join the next pod to come along. However, if you decide to take an extended off-route excursion and the sweeper car passes you by, you will have “officially” left the tour for insurance purposes.

At 6:00 p.m. Saturday evening, we'll meet for cocktails and hors d'oeuvres in the South Lounge (next to the lobby), followed by a plated dinner in Stars Restaurant (which will be closed to the public) that begins at 7:30 p.m., and more socializing on your own after dinner. From 7:30–10:00 a.m. Sunday morning, a full, hot, buffet breakfast will be

served in Stars Restaurant, after which you're on your own again to head home, or stay longer and enjoy the charms of Cape Cod.

Remember, this is a Tour, and we expect you to follow all the laws and regulations pertaining to the public roadways we'll be traveling. We'll be on many narrow, 2-lane roads, so please give pedestrians and bicyclers a wide berth. If you have the urge to exercise your Porsche more fully, we would highly recommend attending one of the many Driver's Education or Autocross events hosted by the Northeast Region. **Imprudent or dangerous driving behavior will not be tolerated during the Ramble.**

- The Friday rate is for your room only and includes all taxes and fees. Subject to availability, this same rate applies for 3 pre & post Ramble nights should you wish to extend your stay.
- The Saturday Package Rate includes your room, Saturday cocktail hour with hors d'oeuvres (cash bar after you've used your 1 drink ticket/person), Saturday night dinner (jackets for men), Sunday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The resort fee is included in the room rate and includes free wireless internet, the fitness center, complimentary coffee and newspapers in the lobby, and parking.
- Your registration fee covers the Friday Welcome Reception with hors d'oeuvres and snacks (cash bar), Saturday's continental breakfast, Saturday's lunch, your 2019 commemorative Ramble pin, magnetic plastic name badges, and the other costs incurred in organizing and running the Ramble.
- Unless you like being on a waitlist, register for one of the 150 rooms in our block as soon as you receive your registration confirmation. Check-in is 4:00 p.m. and check-out is 11:00 a.m.

Unlike recent Rambles, the Chatham Bars Inn has various buildings and picturesque cottages spread around their property, with only 40 rooms available in the Main Inn. A description of the accommodations and a property map can be seen at <https://www.chathambarsinn.com/rooms-suites/>

Continued

Property View Rooms

	Single	Double
Friday	\$243.97	\$243.97
Saturday with Meals Package	\$389.86	\$543.94

Ocean View Rooms

	Single	Double
Friday	\$274.86	\$274.86
Saturday with Meals Package	\$420.75	\$574.83

Only 18 of these rooms are available on a first come/first served basis.

Suites (some with ocean views)

	Single	Double
Friday	\$298.93	\$298.93
Saturday with Meals Package	\$444.82	\$598.90

Only 35 suites are available on a first come/first served basis.

Anyone not staying at the Chatham Bars Inn on Saturday night, will need to pay NER directly for the meals package. Should that occur, Dennis will change your registration amount to account for the meals package of \$162.48/person which you will then remit thru www.clubregistration.net.

While this layout is a little more spread out than we're used to, it does offer some advantages. For example, those of you who look forward to spending quality time with Ramble friends can choose upgraded rooms and inquire with reservations staff about sharing a cottage with those friends.

REGISTRATION will again be ONLINE at ClubRegistration.net

1. You can find the event by going to www.clubregistration.net, logging in (see #2 below to "Create Account"), and then click on "Search for Events", highlighting "Find Event" on the drop-down menu. On the left side near the top of the page, you'll see a box that invites you to "Enter keywords", enter the word "Ramble" into this box and then click on the "Search..." button.

2. If you have never used www.clubregistration.net,

you will need to create an account. Clicking on "Create Account" on the home page will take you to the "New Account Setup" screen where you will be asked to select a Username and Password as well as enter your First Name and Last Name. After making these entries, click "Create". This will take you to the "Profile" page where you will enter your personal information. Once you have completed your "Profile", click on "Update" (at the bottom left of the screen) to save your information. **Please enter an email address that you check frequently.**

3. After you've completed #2 above, you'll be taken to the Vehicles Page, where you should enter your information. Once you have "Saved" your vehicle information, click on "My Account" at the top of the page, and highlight "Edit Memberships" in the drop down menu. Enter "PCA", your "Region/Chapter" (we are Northeast), your "Membership Number", and click "Add".

4. The registration fee is **\$70 per person**, and is fully refundable through March 1 (less a \$10 administrative fee), and 50% refundable until April 1. There will be no registration refunds for cancellations after April 1.

5. You will be asked for a 1 night deposit at the time your book with the Chatham Bars Inn. Your deposit is refundable if your reservation is cancelled at least 7 days before your arrival date. ***If you find it necessary to cancel your room, please do so as early as possible, to enable people on their waitlist to enjoy a room at the hotel.*** Full hotel reservation information and procedures will be provided when you receive your confirmation email from www.clubregistration.net.

6. ***Please do not call the Chatham Bars Inn to make your reservation before you have registered online and received your confirmation email.*** We will be matching registrations against the hotel-supplied rooming list on a weekly basis, and those registered will receive priority within our room block. ***A room reserved without an event registration is not guaranteed.*** We expect to fill up our room block at the hotel, so please make your reservations with the Chatham Bars Inn promptly after you receive your registration confirmation to avoid disappointment.

If you have any questions about online registration, or anything else about the Ramble, call Dennis Friedman at (781) 258-8855 between 8:30 a.m. and 10:00 p.m. or email him at dennisfriedman@comcast.net





Photo by Richard Viard from 2018 Porsches on the Mountain



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