

THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

MARCH 2019

60th Anniversary Edition





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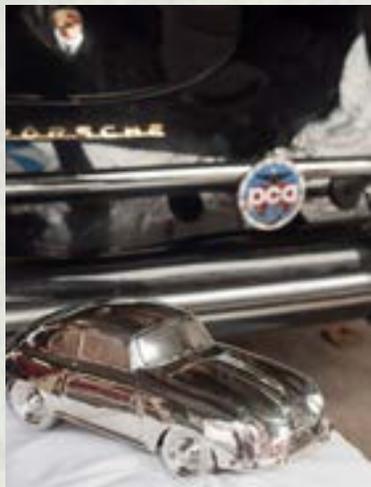
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Editor's Corner

This print edition of the NOR'EASTER is dedicated to the celebration of the Northeast Region's 60th anniversary. We look back with articles and features including an interview with Ed Broadhead, one of our earliest members, the history of the "silver Porsche," a reprint of old NOR'EASTER editions, the original petition to form a region and much more. This edition also looks forward and describes the activities and events that will take place throughout this anniversary year – and there will be some special ones indeed! We hope that you will hang on to this issue, using it both as a remembrance and as a reference. Enjoy!

Front image by Richard Viard
Back image by Sterling Vernon

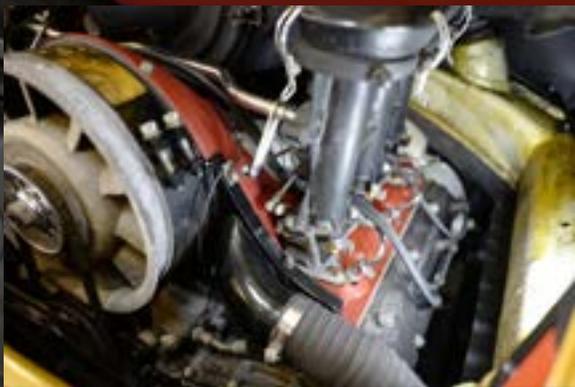
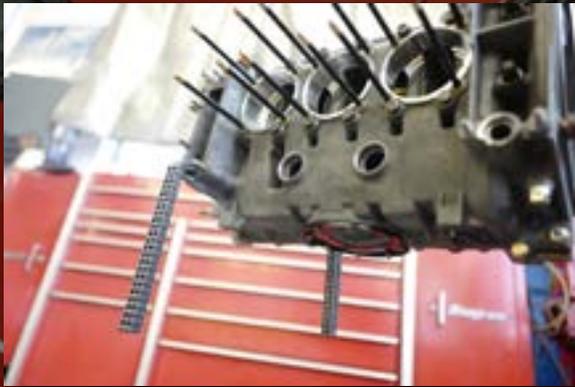




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Letter of congratulation on our 60th anniversary from Porsche Cars of North America



Porsche Club of America, Northeast
c/o Mr. Bill Seymour
25 Saddlebrook Rd.
Sherborn, MA 01770
USA

Our reference

MH

Date

2/4/2019

60th Anniversary – PCA Northeast Region

Dear Bill,
Dear Porsche friends,
Ladies and Gentlemen,

The 60th anniversary of the PCA Northeast Region on the 60th of February is a very remarkable event indeed! This bears witness to the fact that a large number of very involved Presidents, as well as yourself, were able to keep members active and entertained with many captivating events and activities over the years.

On the occasion of your 60th anniversary, Porsche Community Management would like to take this opportunity to thank not only the members, but also the Club management, for constantly spreading and preserving the worldwide ideas of Porsche Clubs. Through this you have added so much to the high reputation of the name and the Porsche marque.

In closing we wish you success and continued development in the years to come and of course an enjoyable anniversary in the spirit of the Porsche Clubs.

With our best regards,

Mark Harston
Porsche Clubs North America, Manager
Porsche Cars North America Inc.

Letter of petition for recognition of the Northeast Region

Mr. Wm J. Sholar, Executive Sec'y.
Porsche Club of America
1542 Mt. Eagle Place
Alexandria, Virginia

Dear Bill,

Here is the petition for charter for PCA, NORTHEAST PORSCHE CLUB. It has been a lot of fun getting things rolling and I think there is a lot more to come.

We all found things too pressing to finish this election and selection of boundaries and name before Jan. 10 as a lot had to be done. Your suggestions as to the name and area are of course more than welcome.

It is of interest to note that of the signatures appearing, two are those whom I recently inquired about since my records do not show them and two more are people whose applications were handed in at the Jan. 3rd, meeting.

To make it simpler, Ken Batten has typed a copy of the petition and signatures which I am enclosing. It is this copy that is marked with the membership status.

Another point of interest is that the governing of the local club is planned to be handled by a board of 5 directors who appoint officers and committee men to carry out the work. I am enclosing a copy of the minutes of the January 3rd meeting which will list this board of directors.

Please let me know if there is anything that we can do to help speed the chartering of this group. Also we would like to know what other steps should be taken besides incorporation and a drafting of bylaws. These are in process currently.

Enclosed also at this time is Marion's and my own dues for 1959. Thanks again for the all the help and our best regards to you and Virginia.

Sincerely yours,

Winky Andrews
W. A. Andrews

N.E. (Boston)

SAMPLE: Letter of Petition

PCA, Northeast Porsche Club

Address 238 Wood Street, Lexington 73, Mass.
January 15, 1958

Mr. Earl Kirschbaum, President
Porsche Club of America, Inc.
1542 Mt. Eagle Place
Alexandria, Virginia, USA

Dear Mr. Kirschbaum :

The undersigned, all members in good standing of the Porsche Club of America, herewith Petition for recognition as a "Chartered Club" of the Porsche Club of America.

The name of the Club will be PCA, Northeast Porsche Club and the official mailing address will be 238 Wood St., Lexington 73, Mass. If Charter is granted, the PCA, Northeast Porsche Club will observe the requirements and Objectives set forth in the Bylaws of the Porsche Club of America and will conduct itself in such a manner as to be a credit to PCA and the Marque.

The Boundaries of the PCA, Northeast Porsche Club shall be:

(List the Counties included, or otherwise specifically define and limit the area to be included in Boundaries).

The following counties in the Commonwealth of Massachusetts: Nantucket, Dukes, Barnstable, Plymouth, Bristol, Norfolk, Suffolk, Essex, Middlesex, Worcester; and also all counties in the State of Rhode Island.

It is understood that the Bylaws of the PCA, Northeast Porsche Club are to be submitted to the Porsche Club of America within sixty (60) days from the date of this letter of Petition.

The elected Officers of the PCA, Northeast Porsche Club are:

President, Joseph F. Wenckus Vice President, Ted Smith
Secretary, Kenneth J. Button Treasurer, Charles Dow

Executive Activities
Chairman, William J. Roos

Respectfully submitted,
Joseph F. Wenckus President
Kenneth J. Button Secretary

- | | | |
|-----------|--------------------------------------|---------------------------------------|
| 1. Member | <u>K.J. Button</u> | <u>W.A. Andrews</u> Regional Director |
| 2. " | <u>W.A. Andrews (copy)</u> | (If Any) |
| 3. " | <u>George S. Stokes</u> | <u>Nigel H. Andrews</u> |
| 4. " | <u>William T. Edgett</u> | <u>Donald W. Wofford</u> |
| 5. " | <u>Charles R. Dow</u> | <u>Philip P. Yates</u> |
| 6. " | <u>Joseph F. Wenckus</u> | <u>Richard K. Patrick</u> |
| 7. " | <u>William J. Roos</u> | <u>John M. Jay Cox</u> |
| 8. " | <u>William J. Roos</u> | <u>Ernest Thomas</u> |
| 9. " | <u>Raymond Stone</u> | <u>William M. Leland</u> |
| 10. " | <u>Ted Smith</u> <u>Ross B. Bond</u> | |

FORSCHER CLUB OF AMERICA

NORTH
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OFFICIAL PUBLICATION OF THE NORTHEAST REGION
5 Philbrick Road
Brookline 46, Mass.

EDITOR: Roger Bond

JANUARY 1963
Vol.5 No.1

NATIONAL ELECTION

Charlie Dow, the new National Treasurer of PCA, is the third member of NORTHEAST to be elected to a national office. This is an honor which can mean a lot of work. You can help by renewing NOW.

ELECTION OF REGIONAL OFFICERS

The new Board of Directors, in accordance with the By-laws of the Northeast Region, have elected the following Executive Officers:

PRESIDENT	Ed Broadhead	16 Dale Street, Methuen, Mass.
VICE-PRESIDENT	Ken Button	238 Wood St., Lexington 73, Mass.
TREASURER	Charlie Dow	4 Black Horse Terrace, Winchester, Mass.
SECRETARY	Roger Bond	5 Philbrick Rd., Brookline 46, Mass.
ACTIVITIES CHAIRMAN	Seymour Lisker	1605 Washington St., W. Newton, Mass.

THANKS... to Ted Smith for all he has done for NORTHEAST as President and in many other capacities since NORTHEAST was chartered in 1939. Ted remains on the Board of Directors and will continue to be active in guiding the region.

* * * * *

TECHNICAL MEETING - January 12

You might have thought it was our ice event driving to the meeting at Motel 128, but 40 members and guests made it. Mr. Irwin Franzel, President and Director of Research of Autotronics Inc., drove up from New Jersey to speak to us despite the weather. Mr. Franzel discussed both conventional and transistorized ignition systems and made a convincing case for his Autotronics system which he demonstrated. There was a question and answer period which showed that many NORTHEAST Porsche owners are interested and informed on recent technical developments. The enclosed folder gives a general idea of the points discussed. Our thanks to Mr. Franzel for coming.

Whether you want to try a transistor ignition system in your car and, if so, what unit you use is entirely up to you. We hope that those who are trying the Autotronics or other such system will send us their evaluation of the results together with the name and cost of the system used. Perhaps we can arrange a before and after test.

* * * * *

READ ON FOR Northeast's BIG SUNAPEE ICE EVENT! Mail your entry today!

PORSCHE CLUB OF AMERICA

NORTHEAST NEWS

OFFICIAL PUBLICATION OF THE NORTHEAST REGION
5 Philbrick Road
Brookline 46, Mass.

EDITOR: Roger Bond

MARCH 1963
Vol. 5 No. 3

8th PORSCHE PARADE June 24-28

By now the alert Parader has planned his vacation to include the last week in June, but relax not. The 8th Parade will be limited by the available accommodations to about 250 cars, and our VI Parade attracted that many two years ago.

When your Parade registration material comes with the April issue of PANORAMA in a week or so, be alert and be quick. Accommodations will probably be assigned as received on the official forms, and we do not want you to miss the biggest PCA event of the year and the nearest Porsche Parade for years and years. More than half of those at our March event are planning to attend the Parade if possible. NORTHEAST had 34 cars at the VI Parade. Come join the fun!

We would like to know who is planning to go or even just hoping to go. If you are, drop a card to NE.NEWS. We will keep those who do informed on who is going and on any Parade news which comes our way. Ferry Porsche is expected to attend, and you too can be a VIII Parader.

* * * * *

COMING EVENTS

April 6-7 ORANGE AUTOCROSS (Harvard Motor Sports Club) at Orange, Mass. Airport

April 21 Touring Club of New England RALLY

April 28 PCA SPRING GYMKHANA in Waltham, Mass. at STOP & SHOP parking lot on Linden Street (Route 60) at Main Street (Route 20). See entry blank. Registrations: 12:30 First car off: 1:00 P.M. Porsche driving guests are welcome. Shower or shine, all systems are go!

May 19 PORSCHE PUSHERS POSER mark 3 Start at HJ's on Route 2 westbound near Leominster, Mass.

May 26 SOCA races at Thompson, Conn.

* * * * *

NEW ADDRESS: Edgar I. Broadhead, Jr., P.O.Box 48, West Springfield, New Hampshire

* * * * *

FOR SALE 1960 Porsche Roadster - excellent condition, original owner. Black with red interior. Never raced. \$2200. Telephone 593-4017 Herbert E. Perkins 1 Cedar Dale Road, Lynn, Mass.

* * * * *

Event Calendar

Signature

April 26	NER Ramble sponsored by EPE
July 28	Second Annual NER Summer Party at Wachusett Mountain Sponsored by Porsche Norwell
October 5	NER Newport Rhode Island Concours sponsored by Porsche Warwick
January 4, 2020	NER Annual 2019 Dinner at Andover Country Club

Social

March 24	Newcomers Meeting at Porsche Norwell
May 4	Collings Foundation and American Heritage Museum Tour
May 19	Cars & Coffee, Lala Java Northborough
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 Northborough

Monthly Social and Tech Sessions are not yet entirely scheduled for 2019

Driver Education

March 9	NER DE Ground School at HMS Motorsports
May 24-26	DE at Thompson Speedway Motorsports Park sponsored by South Shore Autoworks
June 7-9	NER DE at Palmer Motorsports Park - Clockwise sponsored by Kachel Motor Company
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 International sponsored by EPE
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 sponsored by South Shore Autoworks
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

Tech

April 20	Auto Detailing Clinic at Q Car Care
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National

July 21-27	Porsche Parade 2019 Boca Raton
September 4-7	Treffen Vermont

Zone 1

May 17-19	48 Hours of Watkins Glen DE
September 14-15	Zone 1 Autocross
September 20-22	2019 Rally and Concours d'Elegance, Delaware, PA
October 19	2019 Boardwalk Reunion, Ocean City, NJ



Ed in the 1955 550A Spyder at Thompson

Ed Broadhead Interview

By Bill Seymour

To celebrate NER's 60th anniversary the Board thought it would be a good idea to interview some of our earliest members and include these as a monthly feature in the NOR'EASTER. I volunteered to do the first one and elected to call Edgar Broadhead, one of the three first year members who are still in the club. I envisioned that the interview would look very professional and be formatted with NOR'EASTER asking questions and Ed answering (for a nice example look back at Sterling's interview of Newport Car Museum owner Gunther Buerman in the March 2018 NOR'EASTER). Sadly I discovered that my journalistic skills and recording equipment didn't pass muster so what you are going to get is not a perfect transcript of the interview but a mix of quotes and my summaries of a lovely conversation I had with Ed and his wife Nancy. (Ed and Nancy live in New London NH and I talked to them on the phone, using Google Voice to record the conversation.) Here's Ed...

"I joined PCA in late 1958...I didn't have a Porsche at the time. You had to have a Porsche to be a member, so I bought a taillight bulb on Charlie Dow's Porsche and used his serial number."

But Ed quickly fixed that problem with his first Porsche: a light gray with blue leather interior 1954 1300 Super Cabriolet.

Back in those days, with relatively few PCA Regions, one would join PCA but not automatically be assigned to a region, as you are today. If you got a few members

together you could apply to start a region.

"We were one of the first regions. If you had enough people you could sign a petition to have your own region. At first there were under 10 people who were in the region. A lot of us were members of the Touring Club of New England, that's how we all knew one another."

TCNE was a Time/Speed/Distance rally club that grew out of the Four Cylinder Club and claimed to be the second oldest sports car club in the country (after SCCA). Bill will date himself by admitting that I went on a TCNE rally with my Dad (but I think in a Volkswagen prior to his Porsche ownership).

Ed and Nancy met in 1961, and Nancy reported that on their first date she was taught how to use a Curta calculator (a peppermill looking thing popular with rallyists) by Ed and Charlie Dow.

"In 1961 I was then employed and out of school and I bought a brand new Super 90 Roadster. Of course I wish I now still had the 1300 Super... A few years ago it was worth 450,000 euros. Originally sold in Austria (metric instrumentation) I bought it in Massachusetts. I sold it to a guy in MA who sold it to a guy in CT who sold it to a guy in TX. It went to Italy and then it went back to Germany. I found the serial number a while back and put it on the 356 Registry site. A few years later I heard from a guy in Germany who said 'I have the car. What can you tell me about it?' So I told him everything I could, and he invited me over to see the beautifully restored car. So I went over and I drove it again. It still has its matching numbers."

Back in the early days there was not the silo'ing of Autocross, DE, Concours, Ramble as there seems to be now. There were monthly events and if you were a member you went to them. The events were mostly rallies, autocrosses, tours, tech sessions, and gymkhanas. There were not separate social events but members would get together after an event for a meal. And no separate board meetings – these would take place at events. Among the most memorable events were the Pentathlons designed by Seymour Lisker that were done in the 60's and early 70's. These were day long outings, with 15 – 20 cars, that incorporated (of course) 5 events that would include some car activities but also things like bowling or miniature golf. Participants' scores at each event were totaled to produce a winner.

Ed and Nancy moved to New Hampshire when Ed took a job in Lebanon on the suggestion of another Porsche Club

member, Bill Roos. (Bill lived in Sharon where I grew up and I can recall seeing him driving his Speedster around in the winter with the top down.) Ed was one of 26 charter members of the PCA North Country Tegion, which split off from NER in 1977. But before he left NER he was on the Board including being Region President; Nancy was Membership Chair and created NOR'EASTER mailing labels.

Ed and Nancy have been to over 30 Porsche Parades. The first one was in 1960 but it was Ed and Charlie Dow who drove to Aspen, CO for that one in the 1300 Super (that must have been a long ride!). Back then Parades were organized fully by the host Region with some seed money from National. In 1961 it was NER's turn, and the 6th Parade was held at Jug End Barn, then a resort, now the Jug End State Reservation in Egremont (Berkshires). Ed attended that one, missed the next few, but has been a regular attendee since 1967.

So let's get to the fun part. What Porsches have you owned, Ed? Here's the list with some comments thrown in. An asterisk indicates ones Ed and Nancy still own...

1954 1300 Super Cab

1961 Super 90 Roadster, traded for the Spyder

1957 550A Spyder ("When I sold it I got \$1,500 for it. It's in California but I don't know who owns it. It was registered, I drove it on the street some, to and from autocrosses and races! Even to a fall PCA weekend in the Laurentians. Years later we got a trailer and towed with a Corvair-powered microbus.")

1957 Speedster

1961 Super 90 Roadster (yes, another one)

1955 Continental Coupe

*1967 911S (Nancy: "We had long saved for a PCA Treffen [all in Germany then] to pick up a car at the factory and tour. But it was 1968 and Ed didn't want a car with all the air controls [smog emissions stuff] so we found this one used. And it wasn't until 2009 that we got to Germany." Ed: "The 1968 911S was not imported to the US, and I wanted an 'S' so I bought this one, slightly used.")

1970 914-6. (Nancy: "No interior space for 'things'.")

*1986 944 Turbo ("Great cruising/touring car.")

*2000 Boxster S (his current track car)

*1962 356 Coupe

*1957 Tractor (P133, a 3-cylinder air-cooled diesel)

*2004 GT3

And which one is your favorite? "The 1300 Super – you always remember your first love. I certainly like the GT3. I like all of them. It's like picking your favorite child. But, yeah, it's gotta be the 1300 Super."

One car not on this list of Porsches should also be mentioned. Ed was recalling his SCCA racing days – he used the 550A Spyder – but he also raced a 1965 Mark 8 Elva BMW. "The last Elva before it became McLaren. Looked like a little CanAm car. It was fun." Ed raced in the 60's and 70's at Thompson and at Bryar (what is now the road course at NHMS).

And, of course, I had to ask Ed about the new Porsches. "I haven't driven one of the new Turbos... I'm going to keep driving the same cars I have now. There's too much nanny stuff [on the new ones] and you can't maintain them yourself...It's more fun to drive a slow car fast than a fast car slow."

So thanks to Ed and Nancy for the history lessons and for their support of our Club over many years. And let's end on this thought: in 60 years will there be PCA members who bought their first Porsche in 2019 and say that they like the older models because it's more fun to drive a slow car fast? Now that's a scary thought!



Ed with Charlie Dow at a 1959 Rally in the 1954 1300 Super Cab



The Silver Porsche and the Porsche Parade

Parade is the “big” Porsche Club event of the year, our annual national convention. Parade has a potpourri of activities and club members from all across North America come together for this once-a-year extravaganza to participate in a week of competitive events, to socialize, and enjoy their cars, with seminars and tours adding to the event’s variety. For many club members, Parade is their big vacation for the year. It provides them with an opportunity to see new parts of the country as well as to visit with PCA friends that they only see once a year, at Parade!

The term “Parade” evolved in August 1956, when 64 enthusiastic entrants gathered at a suburban Washington, D.C. motel for four days of Porsche enjoyment and friendship. A “parade” of Porsches through the countryside caused everyone to refer to the event as the Parade and the

name has stuck. Individual PCA Regions ran the Parades until 2010 when National took over – they had just become too big for any one Region to handle.

Parades are typically held in the summer, and each year the Parade moves to a different part of the country. Locations range from downtown locales to remote resort areas. Each year is unique.

The Northeast Region has hosted three Parades and “sort of” a fourth...

- In 1961, two years after our Region was founded, we hosted the sixth ever Parade at Jug End State Reservation in Egremont MA. T. Edward Heath was the Parade Chair.

- In 1970 Charlie Dow (of the Charlie and Martha Dow Fall Tour) was the Chair for the Parade in Newton.
- In 1991 the Parade was held in Boston with Dave Webber as Chair.
- In 1994 the Parade was held not by us but by Zone 1, in Lake Placid NY, with Dave Webber again as Chair.

So what's with the Silver Porsche? Flip it over and read the bottom..."This trophy was a gift from Ferry Porsche to PCA-Northeast Region at the 1961 Porsche Parade and is retained each year by the Northeast Regional President." It is inscribed with the names of all NER Presidents





Passing the Keys

By Tom Tate

Like many of my readers, I am facing the day when someone, probably one of my kids, is going to ask me for my car keys. That's going to be really hard to accept especially if I still have some really great cars left in the garage that need to be driven. I've decided that the way to make that transition easier is to begin to do something with the present inventory.

Certainly everything can be sold, there are lots of ways to do that. Bring a Trailer (<https://bringatrailer.com/auctions/>) offers world wide exposure to car people everywhere, EBay (<https://www.ebay.com/>) is easy and there are as many auction companies as cars all over the country. I was just at six of them in Scottsdale, AZ in January. The trouble is that when a car is sold it's gone. I have a few that I would like to keep in the family.

The two that I've had the longest are the '58 Speedster and the '76 914. They were both bought in 1976, one in pieces and one new. Actually I should clarify the "bought new" label that I've had on the 914 for the last 42 years.

The white 2liter was the last 914 sold at Clair Porsche/Audi in 1976. It was a demo that the service manager was driving from the dealership to his home 3 miles away over the course of 4 months. As a demo, it had pretty much every option on it. The Appearance Group included the center console with gauges (clock, ammeter & temp gauge) and fog lights. The Performance Group came with front and rear sway bars and alloy wheels. At the dealership we added cocoa mats and AM/FM Blaupunkt stereo and the



'Invisible Garage' (think heavy wax job). By the time it was totaled up the \$8200 sticker put it very close to the base price of a 911T at \$8990. Now you know why they didn't sell many in the last year of production.

With very few miles on it the car was perfect for my neighbor in Medfield who wanted to buy a Porsche for his wife for Christmas in 1975. Bob lived across the street from me and had watched the parade of Porsches that I drove as Sales Manager at the W Roxbury store.

She was thrilled at the little white car with the big red bow in her garage on Christmas morning. The delivery consisted of me rolling the car out of my garage into theirs

late on Christmas eve. It also included driving lessons since the spouse couldn't drive standard shift. That went pretty well considering that the gear shift pattern had first gear over to the left and under the seat. However it wasn't long before that car was in the service department needing a clutch. A few months later it needed another clutch and my neighbor walked across the street to say that they had given up and they were going to sell the car. It showed 5k miles. Welcome home.

The neighbor moved away a few years later but the 914 has been with me ever since. That's 42 years, longer than two of my kids. I can't just sell the little treasure, it only has 67k miles on it.

Last fall as I was finishing up another successful autocross season with the car, (autocrossing has been just about all it's ever done) I thought about my two grandsons in AZ that have driven this very car at a couple of PCA Zone 1 events. They have both done very well with the car and I'm sure would put it to good use. Their autocross season begins after ours ends so the timing was right. Besides I could borrow it when I go out to visit each winter. It was time to pass the keys.

The oldest, Marc, was graduating from nursing school in Jan and I was going out for the auctions so it seemed like a great time to get this done. I shipped the car out after Christmas and set up the delivery with Rob so that he could hide the car in the neighbors back yard under cover until I arrived.

Since I wasn't going to have the car anymore, I loaded it up with all the spares and various parts that I had accumulated over the years. That included 8 alloy rims, a pair of stainless steel heater boxes (not that they would be needed in AZ), three different sway bars and lots of oil filters, fuses and old repair manuals.

The week I arrived the Scottsdale auctions were at full speed so I didn't get a chance to sneak behind the neighbors to take a look at the 914 until Sat and the graduation party was that night. It only took a few minutes to wipe the car down and unload the parts so that I could drive it out to surprise the graduate (and the other 3 boys) with everybody watching. It seemed to love the Arizona weather (what's not to like at 73 degrees?) and started right up with the first twist of the key.

The houses are all in a circle at the end of a cul-de-sac so the plan was to blindfold Marc and walk him to the center of the circle. Then I would drive the car through the gate, down the driveway and out into the circle.

As dusk came everyone was in position for the reveal. I drove out and made a couple of circles around Marc while his dad asked him what he heard. He said that it sounded like a car, an old car. Well, he was correct, it was a 42 years old.



The blindfold came off and he was at a loss for words. He really liked that car and had developed an interest in autocrossing because of it. He had planned to run a local event in his BMW 330 the following week. Here was a car all set up with the right tires, correct suspension and ready to race. The timing couldn't be better. Besides, everyone knows that Porsches are faster than BMW's.

The evening produced many stories of the car that over the years had been such a big part of the family.

When son Rob had a hernia operation at the Needham Hospital in 1978, I went over to pick him up in the 914. He remembers to this day how rough the ride was that bothered the new stitches. As painful as laughing at The Muppets Show when he got home. I drove a little slower for the ride home but the only solution for the show was to turn off the TV.

In 1987 we drove the 914 to a Zone 1 Autocross at the Galeville Drop Zone in NY. Halfway to the site, a three hour ride, the alternator light came on. We bought a battery charger at the local auto supply, plugged it into the motel room with an extension cord going through a window. Charging it each night we were able to run for two days and still make it home on the battery.

Rob and I did a PCA Rally back in the '80's that drove along the coast by the South Shore. The bolts holding the right CV joint in place backed off and started to make a racket. We pulled over in a gas station but, without the correct metric star socket we could only tighten the bolts by hand, enough to limp home to Medfield. It only took a few minutes to tighten correctly and replace the two that had escaped, so we joined the Rally a couple of instruction

pages later. We received the Press on Regardless Award.

Another ride home from a local autocross at Shoppers World in Framingham, MA found a clanking noise coming from the left rear that I thought was another CV joint. It got so bad that I pulled over to look to find three lug bolts loose and one gone. I just tightened it up and continued.

The stories went on well into the night but looking back, the car never left me stranded. Well, there was that one time that it died (fuel pump relay) found a half mile from the house as I was going to an autocross on a Sunday morning. I walked back and took the Speedster instead. To this day I think they discussed it the night before in the garage and decided the Speedster should go that day. I won.

The following week became a family affair as everyone went to the local track and Rob, Marc and Louie all took a turn at the wheel.



As expected Rob, with years of seat time, was fastest but the graduate was only 3 tenths slower with Louie a couple of seconds behind him. These guys are good! They are going to have years of fun and many stories to tell. Isn't it amazing all the things that these cars can do besides just going from point A to point B.

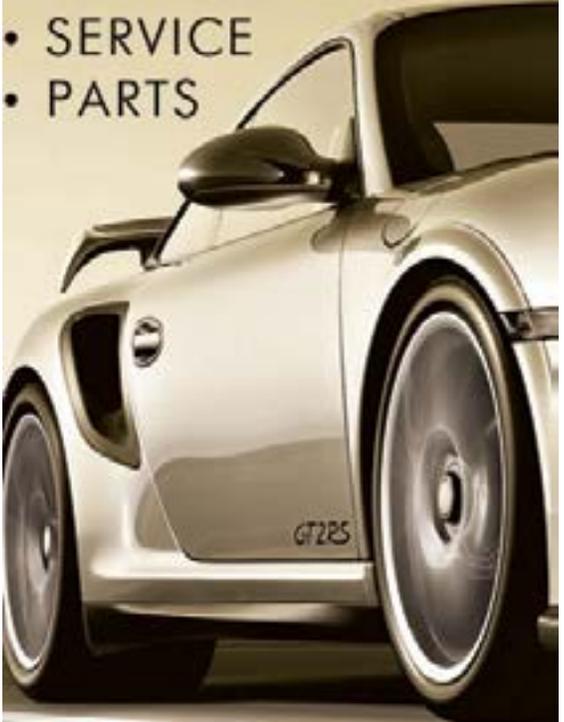
The years keep speeding past, faster as they add up but it sure is a lot of fun to look back at all the fun we've had. I hope that everyone reading this has had the same journey as I. You are lucky indeed.

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Ramble History

Courtesy of Russ Merriam's write-up in an old PCA National RegionFocus

Here's a history lesson about the Ramble. You will notice that Russ' version has the Ramble starting in 1985 while Bruce Hauben's list starts in 1986. We encourage our long term members to weigh in on this!

"It all began when NER PCA Board member, Jeff Dewald, went skiing. Jeff graduated from Dartmouth College, so he tended to gravitate toward the area of Hanover NH when the slopes called. Over the river and through the woods sat the Quechee Inn at Marshland Farm, a quaint little Colonial-era Inn of maybe 27 rooms, tops. One day, Jeff got a braincramp: why not have a Porsche tour through New England in late April to officially start the season? Couldn't be too much work, especially since he was going skiing up there most weekends anyway. Thus was born "The New England Ramble" in the spring of 1985. Jeff put together a tour up and a rally back. We filled the Inn and overflowed to other venues. Everyone had a great time, and there are stories told even today about taunting a Smurf with a goat (but the names have been changed to protect R.E.B). So successful was Ramble #1 that we all prevailed upon Jeff to do it again. A year later, we all went to the same place, but this time there were more of us. At some point it probably dawned on Jeff that he was out of space at the Inn, he'd used all the roads except Interstate 89, and this was gonna start being un-fun if he kept doing the same thing. Year #3 saw a fresh outlook on the Ramble. As we were pondering what to do, Tom Tate set us straight: "Let's face it, guys: we all like to be seen in our cars". It wasn't about speed, it wasn't about handling, it was ALL about driving through every picturesque town in New England in a line of Porsches 50 – 80 long. I remember writing a blurb for the Ramble to be included in PANO that said "Children stand, mouths agape, by the side of the road", but Betty Jo Turner edited it out. Jeff was supplanted by a band of 8 people as we booked the historic Red Lion Inn in Stockbridge. We had a picnic lunch watching CVR at Lime Rock Park. We had a post-dinner game show based on a questionnaire we had handed out earlier (my favorite: "Except for my significant other, the person I'd most like riding next to me in my Porsche is _____?" ANS: "Mel Gibson; think of the babes we could meet!"). On Sunday, we had a nefarious team rally to multiple locations (with no map provided but a huge map on the wall of the Inn for those who were observant) with the team totaling the least mileage being the winner (Question: "What is the name on the statue 7.3 miles south of 'Entering Lee' on Route 7A?" ANS: the same as the one right outside the front door of the Inn; too bad you traveled 7 miles north

and then 7 miles back to realize it!) Year #4 was notable for two things: a perfect location at the Black Point Inn in Scarborough, Maine, and Saturday weather that made driving along the seawall in York an adventure ("Look, Dear, here comes a wave breaking over the car; it's a good thing that 356's don't rust!"). We visited the Trolley Museum in Kennebunkport for a cold, damp lunch, and then we had a choice of rallies: tour, rally, or trap rally. They didn't all follow exactly the same roads...As bad as the weather had been on Saturday, it was just the opposite on Sunday: a great day to take the cliff walk, borrow a bicycle, or play golf on the seaside course. Only at the Black Point can you watch the sun rise over the Atlantic in the East, then watch it set over the bay to the West. Year #5 took us to Cape Cod. It was also the last year of the homepacked Saturday lunch. Five Rambles had proven that the more effort put forth in creating a picnic, the more likely the weather would not cooperate. One more drizzly lunch convinced us that we would be better advised to find a nice place with real chairs, real food, and no weather. This was the year of the Rally to bomb the Trabant Factory. The premise was that the new Germany would want to supplant Porsches with Trabants (anybody remember that fine, East Germanengineered marvel?), so our intrepid band of Rallyists, armed only with tulip-style rally directions, went off to gather intelligence, avoid intercepting fighters (that looked like 914's with Marine aviators in them), and see if they could bomb the right factory with their ping-pong ball launchers. It was a hoot. Year #6 was notable because our long-term sponsor, European Performance Engineering, came aboard, and also because the destination Inn (which shall remain nameless) was almost shut down by its bank the week before the event. The chef left, leaving a less-thandesirable Beef Wellington in his wake. Ah, it seemed like a good idea at the time. This was also the only known appearance of Biff, the Psychic Welder. Some things are better if they're never repeated. I could continue to regale you with the good (a perfect sunset on the porch at Cranwell) and the bad (a Mothers' Day snowstorm at the Equinox, or a missed rally question requiring a 3-hour trip to solve, or an hour-long wait to cross the bridge to the Cape – while lunch awaited). Ah, the destinations!

The 2019 Ramble will be the 34th since 1986. Previous Ramble venues are:

Year Venue

1986 Quechee Inn	2002 Mt. Washington
1987 Quechee Inn	2003 Woodstock Inn
1988 Red Lion Inn	2004 Samoset Resort
1989 Black Point Inn	2005 Sagamore Inn
1990 Chatham Bars Inn	2006 Stoweflake Resort
1991 Wolfeboro Inn	2007 Equinox
1992 Old Tavern at Grafton	2008 Balsams
1993 Eagle Mountain Inn	2009 Otesaga
1994 Cranwell	2010 Mountain View Grand
1995 Woodstock Inn	2011 Equinox
1996 Equinox	2012 Stowe Mountain Inn
1997 Black Point Inn	2013 Mt. Washington Omni
1998 Sagamore Inn	2014 Otesaga
1999 Wequasset Inn	2015 Mountain View Grand
2000 Cranwell	2016 Samoset Resort
2001 TopNotch	2017 Equinox
	2018 Cliff House





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What In the World is Drivers Education?!?

By Adam Schwartz

Drivers Education (DE) is a program developed by the PCA to give drivers the opportunity to learn how to drive their cars on track in a safe, controlled and fun environment. DE events are typically 1, 2 or 3 days. For the 2019 NER season, all are three days. However, one of the events will have a 1-day Advanced Day – our first event at Palmer this year.

A first time driver will always be assigned to a beginner group, so beginners will always be on track with other beginners. For those who have been to multiple events, we look at past experience; drivers are assigned to one of four or five run groups divided by skill level. Each day is organized into separate sets of run groups so all drivers are on track 4 times per day for 20 to 30 minutes each time. To ensure maximum safety and fun, you're placed in a run group with other drivers of similar experience and skill levels.

In the beginner and novice (Green and Yellow) run groups, drivers are accompanied by PCA trained and certified instructors who will teach you high performance driving techniques and fundamentals. DE driving is not racing nor preparation for racing. Prescribed passing zones, rules and codes of conduct add to the overall learning environment. Additionally, even before the newer folks "hit the track", there is a classroom session to help you feel more comfortable with how everything is done – and there, you will meet and get to know others who are part

of your run group. That classroom is the time and place to ask and have answered any questions you may have about the day and the event.

As you proceed advancing through the DE curriculum and become more proficient with your driving skill set, DE quite often becomes a lifestyle throughout the summer and in fact year 'round. Waking moments are spent at the track, or thinking about the next time there. We live for the rush of adrenaline that comes from moments like touching 150 mph just before jumping on the brakes at the "bus stop" at Watkins Glen. Or, allowing the car to drift out to the turn-in at the end of the front straight before powering over a blind cresting apex at Mont Tremblant. Just as importantly, highpoints of seasons at DE events include laughs with new and old friends over the events of the day, or instructors sharing what they've learned and watching the smile of new students as they discover what they and their car are really capable of. Yes -some are true DE addict while others attend only a few days a year, and enjoy building their competency and letting the car do what it was built to do.

For this 2019 season we've lined up some terrific tracks and events starting off with Thompson, where the first morning of the three day event is dedicated to Novice introductions and basic skill. Next, we go to Palmer Motorsports; and then next on the calendar is what I refer to as "The Canada Get-Away" (three days at Le Circuit Mont-Tremblant

during the International Blues Festival). And of course, we have our landmark 3-day event at Watkins Glen followed up with three days at Calabogie! And finally, we conclude our season in September, once again returning to Palmer Motorsports Park.

What's new, or continuing, for 2019?

This year we have once again organized a coordinated calendar between the Northeast (NER) and North Country (NCR) regions of the PCA. These coordinated events provide the dedicated DE enthusiast the chance for 26 days of driving on a range of various tracks; including a return to Limerock Park and the opportunity to drive Calabogie, which is in our schedule again this year.

As well, NER was the first PCA region to adopt an "On-Line Drivers Pack" in 2017, which was hugely successful last year. We will definitely continue that in 2019, as it allows you to study the track map, learn the flags and passing zones before you arrive at the track!

Continuing for 2019 is a dedicated Professional Coach who will be in attendance at most of our events. Lee Carpentier is recognized throughout the professional and racing world as one of the predominant coaches in the business, and he will be available to any and all solo students. Further, Lee and our own Peter Tracy, Penn Young and Ed Mansing are developing an educational curriculum for all students – both instructed and solo students alike.

Finally, we won't forget the social nature of Driver Education! The NER Social Committee is pulling together some plans for a couple of "Swinging Soirees" at several of the events, and too, some simpler fare at the remaining events.

NER Ground School

If you are new to DE, we hold a "Ground School" at HMS (Danvers) where you can meet members of the track committee, other new drivers, and have your personal questions answered. It's a terrific way to sit back, relax – and understand if DE is right for you! This is being held on March 9th. Please try to register before attending – as it helps us determine seating, coffee, donuts – and well, "the essentials" ...!

Watch the NER and NCR Websites

While NER and NCR email information to registered drivers the web site should be checked periodically for new and updated information. For example the rates and reservation information for the Mont Tremblant hotels with which we negotiate special rates will be posted on the web site at the "DE Event Information" page. In fact, if you 'bookmark' that page – we will post information before each event!

Though NER and NCR are entirely separate and distinct regions, we've done our best to coordinate our policies and procedures to make the DE season as seamless as possible. Even so, please familiarize yourself with the host region's policies and protocols by reading the host region's policies as found on their individual web sites. Do not assume the rules you are accustomed to with your home region will be the same as those of other regions. Your standard operating procedure should be to check the DE pages of any region's event you are attending far enough in advance to allow compliance with their policies; and those may change from year to year.

Hey – you actually made it THIS FAR into this article? CONGRATS!!!

Now, if you want more detail, keep reading....

Who can drive in a PCA Driver Education event?

Both NER & NCR regions have the same basic requirements:

- You must be 18 years or older
- You must be a currently-licensed driver
- You must not be under the influence of drowsiness-inducing or mind altering substances (prescribed or not) prior to or during the event.
- You must be a member of PCA or another recognized car club (such as the BMWCCA).

What can you drive at a PCA Driver Education event?

Both regions accept any Porsche vehicle and also accept any non-Porsche driven by a PCA member, or member of another car club recognized by NER. Generally speaking, any Porsche that is 'as delivered' and is currently in good,

safe working order will be acceptable for entry in any Driver Education event. Depending on the host's specific rulings, the same can be said of most cars produced by other makers. The only consistent exceptions are: All cabriolets (other than Porsche 996s, 997s and Boxsters) must be equipped with roll over protection (roll bar or roll cage).

Some older Porsches (pre-1969) may be required to modify the mountings of, or install, seat belts. Host web sites will give details of requirements and should be checked periodically to stay current with any changes. All vehicles are required to have at least 3-point seat belts. For vehicles modified from original specification, please check your host's web site for requirements. Most importantly, check for specific details regarding the installation and use of racing harnesses, racing seats, head and neck restraints and the need for equal restraints for both driver and passenger. Also be aware that many tracks have dB (noise) limits — a modified exhaust may not be acceptable at all tracks. And don't forget your helmet. A SNELL 2010 or better-rated helmet is required for all events.

What else is needed?

Both regions require that your vehicle be given a pre-track Technical Inspection by a PCA-recognized Inspector. These inspections must be undertaken prior to arrival at the event and are intended primarily to ensure the safety and track-worthiness of your vehicle. Details of these inspections along with downloadable NER and NCR tech forms and a list of recognized inspectors can be found at each of the host regions' web sites. Each host region will have slightly different forms and requirements, but each will accept the host region's "Tech" form signed and stamped by another region's registered tech inspector. Please be aware, however, that technical inspection does not negate the vehicle's driver/ owner responsibility for the vehicle to be safe and in compliance with all PCA, host region and/or track requirements.

Now, with all that said. It's really a wonderfully fun time. If you have every thought about coming to a DE event, then come on down to the ground school, to learn more about it. Hope to see you this spring and summer at the track.

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Special Event at the June Palmer DE

As part of the year-long celebration of our 60th anniversary we have invited Lori Schutz to speak at a special DE social. Lori is Zone 4 Representative of the Porsche Club of America and a popular speaker at club events. She is the daughter of Peter Schutz, who was the CEO of Porsche AG from 1981 to 1987. Peter was instrumental in turning around Porsche AG during early 1980s and is credited with saving the 911. Lori will share with us the success stories of her late father at Porsche AG and will bring copies of Peter's book, "The Driving Force" (portion of proceeds go to the Komen Foundation).

Lori is an avid DE participant and will come with her helmet and HANS, eager to learn a new track, so please consider offering either a right or left seat!

This special event will immediately follow the usual beer and wine DE social on Saturday June 8th and includes a catered dinner. Registration will be on our website and is open to all, not just DE participants. Stay tuned for pricing and registration information.



Lori with her late father in a Speedster Prototype



Wait! What Happened to Vintage Days?

John, Dennis, Adam & Dave – Track Chairs from NER & NCR

As many of you are aware, Northeast Region Driver Education introduced “Vintage Days” as an extension to our regular Driver Education venue – and it became instantly popular to those of us with older cars. Well this season, not only will we continue this favored format – but too – expand it beyond the previous season events.

Due to popular demand and access to more venues, Northeast and North Country PCA Regions will be scheduling and announcing a series of one and two day events. For example, NER & NCR are co-hosting a Driver Education & Vintage Day event at New Hampshire Motor Speedway (NHMS) August 1st. Registration is already open on Motorsportreg.com – so we hope to see you there!

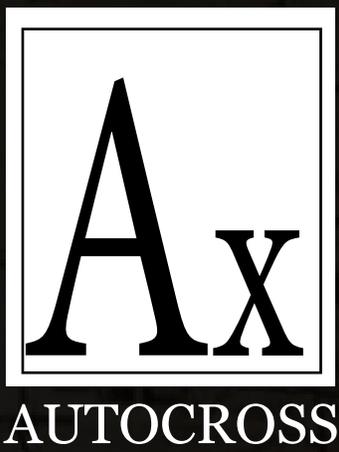
Next, based on popular demand, we will be announcing in the near future a two day Vintage Event this season at Palmer Motorsports Park. Why a two-day event? Simply

because we’ve had several requests from Vintage Day participants from hundreds of miles away who would like to participate, and a two day venue would be more easily justified. And, as you may recall, last season we enjoyed the company of several drivers from the deep southern states – and like the Dunkin’ Donuts saying goes – they thought it was “Well Worth the Trip”.

Finally, we will be adding another single day NER/NCR Vintage Day at another track altogether. While we are considering several venues for this 2019 Vintage Days “finale”, it promises to be fun, exciting and too, “Well Worth the Trip”.

So, we haven’t forgotten about Vintage Days at all – but rather, planning on doing something different and memorable in 2019. We hope you agree and look forward to seeing you at each and all of the events!







Autocross “Plus 1”: From Dorothy to Driver

By Lisa Burke

If you’re hoping for a recap of the autocross season that’s filled with times, tips, and tricks - this isn’t it.

Those articles are better left to the pros with far faster stats than a rookie like me. The experienced drivers, who “compete” by sharing strategies and riding along to help each other, find that fraction of a second. The faster the competition, the higher the bar, the sweeter the victory, right? Sometimes autocross feels more like a team sport than a competition, to be honest. Even to those of us at the back of the pack who are competing mostly against ourselves.

Instead I’m going to tell you a novice story from the perspective of a driver’s “Plus 1”. No, I’m not talking about cone penalties or the range of emotions that come with those, although the metaphors really do write themselves. I’m talking about the person with a claim on the passenger seat: The Navigator, The DeeJay, The Cup Holder.

It’s about the people!

I became a passenger after meeting Erick through friends connected to the local Honda S2000 club and I knew we were official when he started taking me to meets as his registered “Plus 1”. We both appreciate the social aspects of car clubs and what they say is true - it IS as much about the people as it is about the cars. But social time is particularly important to the “Plus 1” who is not focused on driving, and sometimes needs a break from the seemingly

incessant,

“What do you think of those wheels?”

Being a “Plus 1” in a sportscar is also a great opportunity to practice certain life skills:

- Look ahead on the map and give clear directions
- Put together a solid soundtrack and find your rhythm.
- Trust your driver will keep the car (and by proxy, YOU) safe.
- Be prepared for the weather to change, especially when riding in a convertible
- Give your honest opinion: “They’re round?”
- Most importantly - ENJOY THE RIDE.

There is also the need to be a designated driver when a group drive ends up at the charming local brewery. This responsibility terrified me. Before I met Erick, I hadn’t driven a manual transmission since the 4-speed, 15-year-old Saab that my sister loaned me when we were in high school. That was a long time ago, and nowhere near the turbo-charged 6-speed S2000 tucked under a cozy cover in our garage. And now we have a PORSCHE?? I shuddered to think about the damage my rusty left foot could do to a Porsche clutch.

In 2018 when the annual Spring Fling (Ramble) for

the Honda club made it onto our family calendar and a brewery stop was likely, it was time to face my fear of the clutch. After years of clicking my heels like Dorothy to release any dirt before sliding them into the passenger footwell, I wanted to be prepared for the driver's seat. I remembered the NER Newcomers Meeting mentioned something about a Car Control Clinic, which sounded like just what I needed.

Let me take a second to commend the NER Autocross Team for being so patient responding to all of my nervous emails.

Chris, Jeff and Ed likely knew my name (and novice level) before we even showed up for school. But with their guidance, I got our names onto the roster; Me in the S2000 and Erick in his M3. (Risking damage to the Cayman was simply out of the question.)

Game Day

Very early on Sunday morning, May 6th, with my shiny new helmet tucked safely in the passenger seat and a PCA card in my wallet, we hit the road to Ayer...in the rain. What a relief when the stop light on a hill at the end of our street was green! I had 60 minutes on the highway to get more comfortable operating this vehicle. If I could operate it, then maybe someday I would be able to really drive it.

Still terrified to be there and questioning my sanity, we checked in at the gate, got our wristbands & window stickers, then drove down to "The Paddock". The contents of both cars were emptied onto the wet ground and we reported to our novice leader for the day. We didn't know we were supposed to bring tape to put numbers on the cars...oops! Thankfully our leader had a roll we could use. Another very kind gentleman brought us a spare trash bag to keep our belongings dry, and I was reminded that this is a car club event. Members help each other out, it's what we do.

Then it was time for our very first Driver's Meeting. Although I'd done the pre-school homework, I still paid very close attention to the demonstrations and oversized PowerPoint slides to make absolutely certain I was not going to destroy this car. Friction circles and apexes were helpful to most of the novices but a little beyond my comprehension for Day 1.

But I tried to soak in every bit of knowledge I could to be able to recall it later if/when I got past how to drive a stick. After the meeting we slowly drove our cars (walking speed, Folks!) out to the exercises that had been set up

throughout the air field.



First up: Slalom...in the rain

I greeted my instructor by telling him what little experience I had driving a stick, then apologized for my nerves and the slow ride we were about to take. I think I said those same words to every single instructor, not only that day, but for the next four Autocross events we attended. By the third run my instructor noticed that I was engaging the clutch every time I tapped the brake. He informed me that the car will not stall if I use the brake to slow down in second gear. That was a game changer. Armed with this new knowledge and less left foot to worry about, I was "bold" on the fourth run, resulting in my first, wiggle, wiggle, wiggle, aaaaand spin. "BOTH FEET IN! BOTH FEET IN! BOTH FEET IN!!!!"

I took a deep breath...I was alive and I didn't break the car. But I couldn't see how people think this is "fun".

Next exercise: Kidneys

As instructors rotated through the car on each run at this station, I introduced myself over and over with the same greeting: "Hello, I'm terrified, nice to meet you," usually followed by, "Yes, I'm here with Mr. Aggressive in the M3". A few instructors told me I was doing better at controlling my car than Erick was but I didn't believe them because I honestly had not paid attention to any other drivers. Then I watched him spin his way off the start line ahead of me and accepted the compliment. After gaining my trust with

such flattery, I tried to stop overthinking and listen to the instructor, “GAS! GAS! Keep going, keep going, look ahead ... now BRAKE, look ahead, look ahead, straighten the wheel,

GO! GO! GO! GO!”

When the wiggle, wiggle started this time, I caught it; well worth the price of entry right there.

Finally: Figure 8s

After a few okay runs I forgot about the rain and went back into listening mode. I thought to myself, “The instructor will be able to tell if the speed they shoot for is beyond my abilities, right?” Then I remembered these are experienced autocrossers: a tail-happy roadster in the rain is FUN to them. (I still wasn’t buying it.) So, I absorbed my instructor’s enthusiasm, went too fast for my own good, and promptly took out half of the course. When I say, “Took out,” I mean I took it back into the start line with me, under the car. “That’s lunch everybody!”

As I prepared my apology to the other drivers for bringing the exercise to an end, the instructor leaned in the window to ask, “Where does this part belong?” Uh oh. Thankfully Erick was having too much fun to get upset that a cone (with my help) had knocked the side strake off the car. He acknowledged that the 19-year-old double stick tape originally holding them in place is no match for a cone, even at my low speed, and we could fix it.

After a slice of pizza under a cozy, but much appreciated rain tent, it was time for the “course-walk”. At the Clinic, this consisted of two runs with an instructor behind the wheel. The first is driven at 20% of the instructor’s normal speed, the second at 60%. I settled into my usual spot on the passenger side and buckled up. There was no way I was going to remember the driving line or all of the other advice he gave me on that first trip through the course, but I could retain the layout of the elements.

The 60% run was a different story. The instructor’s 60% was closer to 160% of my speed at that point. When we came around the first sweeper and onto the back runway, I realized I should have warned him about the general tail happiness of this non-Porsche. I can’t remember if the spin started at the end of that sweeper or the entrance of the Chicago box that followed it, but around we went and again the Honda was dragging cones as we left the element. “They’ll shake loose,” the instructor said, and got right back up to speed. I was too distracted by the noise of the scraping cones to pay much attention to the rest of

that run. But they did shake loose after half a mile and I could breathe again.

When the instructor-driven portion was finished, it was my turn. I was about to drive a sports car around a real autocross course, in the rain, without Erick in the car. I pulled up to the start line for the first time and stalled the car. With that embarrassment out of the way, I could focus on the three goals I had left: don’t go off course, don’t spin, and don’t hit anything.

It didn’t faze me in the slightest that I was the slowest person on the board at the end of the day. I showed up, I drove and I learned. I have the “I Survived Autocross” pint glass to prove that I was there. The only thing I had left to fear from the clutch were hill starts and a sore left knee. Although I never did end up driving when we got to the Spring Fling a few weeks later with my renewed confidence and a repaired side strake, there was no shortage of talk about our day at NER’s Car Control Clinic. Our old friends would continue to hear about autocross for the rest of the summer since the encouragement from our new friends led to nine more weekends in Ayer between June and November. Soon our old friends started asking, “Is this an autocross weekend?” - before trying to make plans.



The Real Deal

Encouraged by the brave souls driving Porsches into cones at the Clinic, Erick decided to take the Cayman to our first full day of autocross. Determined to be better prepared this time, I fit the frunk with a Rubbermaid to hold our ponchos, sunblock, Drift Cats [ED: excellent driving sneakers from Puma] , extra sock, and painter’s tape that we forgot the first time. We also established our pre-game rituals: fill the gas tanks, pick up sandwiches, pack a cooler, put the

helmets in the passenger seats Friday night, then get to bed early.

Turns out the standard events start with a nice cars and coffee before the drivers meeting (aka tech inspection), where I got to put faces to the names who instructed from under their helmets at the clinic. This time around, the social portion is where I learned more about the inner workings of the S2000 by folks asking Erick questions about it than I had during so many years in the passenger seat.

The course-walk this time was on foot, but novices were still treated to a guided tour so we could ask plenty of questions about driving or working the course. Everyone works on autocross day so it's just as important to learn "Cone Care 101" and size up your assigned corner before there are cars on the course.

Erick did better than he hoped in the Porsche Novice Class and won his first runner- up pint glass. I still was not discouraged by last place in the Non-Porsche Novice Class. Again, I showed up, again, I drove, again, I learned, and finally I had FUN. I took my tiny foam traffic cone given to the novices and held it high over a beer at the Billiards Café when the day was over. Today it sits on the mantle at home and Erick remains envious of my special award.



Making ourselves at home

The airfield only has one shade tree and it's not big. So, by our third event, the Friday Night Ritual included fitting our EZUp tent into the passenger seat of the convertible. It was intended to beat the heat and stay dry in the rain, but, "You're welcome to join us under here," also led to some of the most interesting conversations we had last summer, from what modifications had been done on which car and other hobbies that have to be worked around to make it to the next autocross, to which element on the course needed work to get that half of a second in the afternoon.

Not adding much to those conversations at first, I kept myself busy accessorizing a little more each week. Magnetic numbers replaced the tape, laminated maps and a dry-erase marker took the place of a notebook. But my favorite "mod" was the cooler.

The hotter the weather got, the more water we brought and our tiny soft sided cooler wasn't going to cut it. I happened to have a cooler in the attic that would fit perfectly in the Cayman, but it was pink. I worried that Erick wouldn't like it, but instead pointed out that it's same color as the Pink Pig. After Googling Pink Pig, I told him to hold my beer and dusted off the vinyl cutter.



Taking Off the Training Wheels

Just as I was getting comfortable driving the S2000, we heard about the Zone 1 Autocross Event: two days, Porsches only, and no instructors. We would have to co-drive the Cayman and I couldn't rely on shouts of, "Gas, gas, gas!" from the passenger seat. But seat time is seat time, and the stories of rivalry with other PCA regions made it sound like a chance to meet even more great people.

Although I stalled at the start line for the first time since the clinic, and the non-sport Cayman wheel helped me understand why Erick needed driving gloves for more than just trying to look cool, the weekend went much better than I expected. Surprisingly, driving a less tail-happy car around the course energized my confidence.

Trying to get Cayman stability into the Honda was a pipe



dream but we heard that RE-71s for stock S2000 wheels (which we happen to have collecting dust in the shed) were relatively affordable. Now don't get me wrong. Ninety-nine percent of the "room for improvement" is between my ears. But trying new tires might maintain my new-found hope of not finishing DFL.

Spiffing up those dusty old wheels could be another fun project too...

I had plenty of painter's tape from my purchase at the beginning of the season, so I picked up some Plasti-Dip (don't cringe - it's removable) and got to work. My plans were almost dashed when rain showed up unexpectedly, but Erick got creative with the lift, built an indoor "painting booth" under the car, and I was back on track. What he didn't do was fill me in on release compound which makes new tires less grippy and, in fact a little slippery until they get worn in, before my first trip to the gas station on brand new tires. Even though I had survived the Great Oil Slick of NCR Event #4, I was very shaken by the near spin on a main road. Thank goodness autocross taught me to keep a cool head and control the car!

Toward the end of the season I reflected on the much-appreciated advice from instructors and decided my final craft project of the season would be a t-shirt I could wear to the last event, capturing all of their words of wisdom.

I wanted them to know their instructions were heard and I am a better driver because they took the time to ask me what I needed help on. Afraid of spinning? "If you spin, I'll give you a dollar." Timid with the throttle? "Yell GAS! GAS! GAS!" - loud enough for the course workers to hear it. Give me that little "FlyBirdie-Fly" nudge to do more solo runs. That's what I needed, and you guys were there to teach me. Keep throwing those target times at me and I will do my best to make you proud next season!

Although I started out feeling like a bit of a novelty as

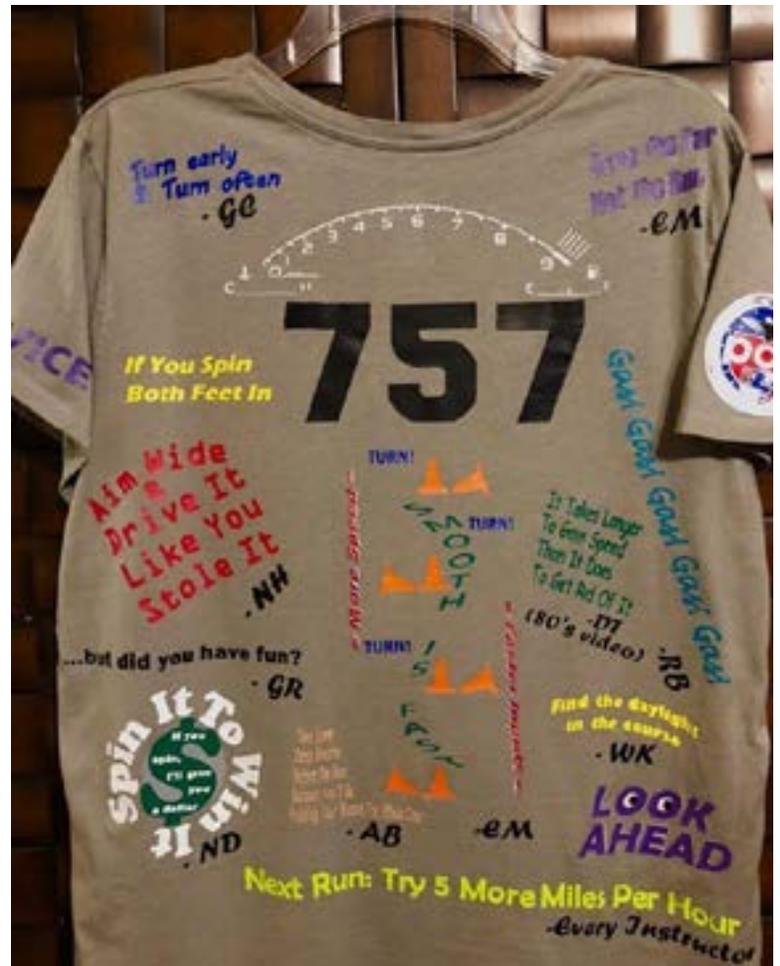
one of the few women driving at these events, and the Honda didn't exactly blend in with a sea of Caymans, Boxters, and 911s, I'm glad Erick trusted me to go on this adventure. Blending in wouldn't have introduced us to so many people in this fantastic community, and staying in the passenger seat wouldn't have let me appreciate these cars on the same level I do today.

One of the other autocross ladies reminded me that Erick and I are lucky we both drive because we can "bench race" for days after events about offset slaloms, sweepers, trail-braking, or a tricky jog right after the start line, where Scruffy explained, "If you do the trick, you get the cookie".

During the off-season I'll miss catching up with fellow divers in the paddock, on the grid, or during the course-walk.

But Erick "Plus 1" will be back next season with our awning, the Pink Pig cooler, my Plasti-Dipped wheels, laminated maps, and who knows, maybe I'll get to work on customizing a pair of my own driving gloves to keep busy...

So, if you come to a PCA Autocross in 2019, feel free to join us under the tent at lunch time and stop by the Billiards after the event. We'd love to meet you!





PCA Northeast Region presents:

The 2019 AUTOCROSS SEASON

PCA Northeast Region has another exciting autocross Season in store for the coming summer & fall months. For those of you new to the sport, here's a little description that

I recently ran across on Thrillist.com that sums up at least the educational aspects quite well

Autocross is a sport that driving enthusiasts do for fun, but it doesn't involve jumping cars over dirt, and it doesn't require you to grow a mullet. It does involve an expanse of pavement with a sea of cones laid out in the shape of a course to follow, and you'll learn a hell of a lot doing it. Driving through slaloms as fast as you can is shockingly similar to avoiding an accident on the highway -- as is trying to recover from the inevitable spin after you jerk the steering wheel too hard. Assuming the autocross is set up correctly, there's virtually no risk of physical damage to your car, and a roughly 100% chance that you'll walk away from the experience a better driver with a more complete understanding of what your car can do, and what to expect if you have to suddenly change lanes. (Aaron Miller on Thrillist.com)

Of course, NER's autocross courses are always set up correctly, so no need to worry about damaging your car! We happen to enjoy probably one of the best venues in the Northeast for running autocross events – Moore Airfield at the former Devens Army Base in Ayer, MA. Every weekend from April to November, the Devens folks rent the place out to one of eight local car clubs for autocross events. NER holds six events per year, including a Car Control Clinic to kick off the season. This year's clinic is scheduled for May 5th so watch for more information about that event over the next couple of months.

Our autocross events are competitive, timed events where drivers compete against others in their class for winner's

trophies and season points, and the season winners receive an award at our annual gala in January. But the competition is very friendly, and they just are as much social events where friends gather to discuss, learn, and share all things Porsche.

Our 2019 schedule is listed below. This year, we have streamlined the car classifications to more closely align with the PCA Parade Rules for Autocross. You can learn more about our events, car classifications, how to register, and even watch some video (shot at Devens) on the Autocross section of our website at porschenet.com.

2019 NER Autocross Season

Event	Date	Sponsor	Registration Opens	
			Opens	Closes
Season			Monday, April 1, 2019	Wednesday, June 26, 2019
School	Sun 5/5	Conway Autoworks	Monday, April 1, 2019	Sunday, April 28, 2019
AX #1	Sat 6/29	Porsche of Norwell	Saturday, June 1, 2019	Wednesday, June 26, 2019
AX #2	Sat 7/27	Autobahn Performance	Saturday, June 29, 2019	Wednesday, July 24, 2019
AX #3	Sat 8/31	Auto Engineering	Saturday, August 3, 2019	Wednesday, August 28, 2019
AX #4	Sat 10/12	Skinner Auctions	Saturday, September 14, 2019	Wednesday, October 9, 2019
AX #5	Sun 10/27	Herb Chambers of Boston	Saturday, September 28, 2019	Wednesday, October 23, 2019

Our sister region, NCR will also run six events this season. Many drivers attend both the NER and NCR events; NCR generally has more non-Porsches at their events so the classification system is different and uses a PAX scoring

system to compensate for a wider range of car types within classes per SCCA rules. You can find more information on their events at pca-ncr.org

2019 NCR Autocross Season

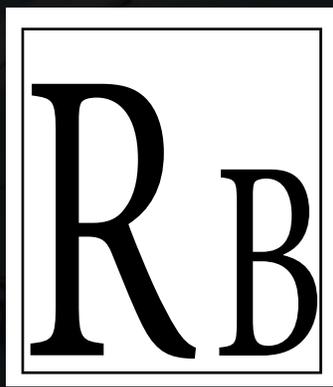
Event	Date
AX #1	27-Apr
AX #2	19-May
AX #3	15-Jun
AX #4	3-Aug
AX #5 (Zone 1)	Sat-Sun 9/14-9/15
AX #6	28-Sep

Questions?

Contact:

NER Autocross Chair Chris Ryan at autocrosschair@porschenet.com or

NER Autocross Registrar Jeff Johnson at autocrossreg@porschenet.com



RAMBLE
& TOURS



The New England Ramble

By Dennis Friedman

What is the Northeast Region's Annual Spring Ramble? There are a number of ways to answer this question. One could start by saying that with more than 350 people attending, it's the largest single event run by NER, and one of the largest regional events in the entire PCA. You could also simply say it's the very best way to start the driving season! But is it a driving event or a social one? Frankly, it's a delightful combination of both, that includes 170+ Porsches, good friends, good food and a weekend at a top-notch resort hotel. Attendees arrive Friday to begin their social and partying activities before the serious driving commences on Saturday morning.

While many Ramblers have been enjoying this event for 10, 20, or even 30 years, each year our ranks swell by 30-40 first-timers. The passion for the event is underscored by the fact that we get about 200 registrations within days of registration opening in mid-January. And during the course of the weekend, you'll see many people sporting commemorative Ramble pins that uniquely represent each year's event.

The Ramble event has traveled a long way from that Saturday drive for 20 or so Porsches way back in 1986. That first Ramble was based out of the Queechee Inn, an historic Vermont country inn with 24 rooms. As the event has grown in size and length, we've visited many

lovely resorts including the Red Lion Inn, The Wolfeboro Inn, Cranwell, The Woodstock Inn, The Equinox, The Sagamore Inn, Stowe Mountain Resort, The Samoset Resort, The Otesaga Resort, Omni Mt. Washington, Cliff House Maine, and the Chatham Bars Inn.

Our Overall Event Sponsor for many years has been European Performance Engineering in Natick, MA, and the event officially kicks off with a Friday night Welcome Reception sponsored by Porsche of Warwick. On Saturday morning, everyone registers, enjoys continental breakfast, and then attends the mandatory drivers and passengers safety and route briefing, after which drivers hit the road.

Approximately 3 hours of enjoyable motoring along scenic highways and byways ends at our buffet lunch location. After some time to refuel and refresh both bodies and minds, and comparing notes about the morning drive with other participants, you'll embark from our lunch stop on another roughly 3 hour jaunt along lovely, serpentine roads. Or, if you prefer to return to our host hotel sooner to begin your partying, get a massage, hike, shop, or whatever, simply take the more direct route that will also be provided.

The registration packet includes a detailed route to and from our lunch stop, that has been travelled many times, revised and corrected 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, explore an interesting antique store, pull off

to take a scenic photo when you want, and just resume driving with the next pod coming down the road. Want to spend time with some different Porsche models of varying configurations and colors? Just pull off for a bit, and join the next pod to come along.

Saturday evening we meet for cocktails and hors d'oeuvres, followed by a plated dinner, and more socializing on your own after dinner. Sunday morning offers up a full, hot, buffet breakfast, after which you're on your own again to head home, or stay longer and enjoy the charms of that year's scenic locale.

Our region offers lots of ways to enjoy your Porsche. The Ramble is a navigational, directions-based tour that is designed to be enjoyable while driving at the posted speed limit. We expect you to follow all the laws and regulations pertaining to the public roadways we'll be traveling. You'll traverse 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 highly recommend attending one of the many Driver's Education or Autocross

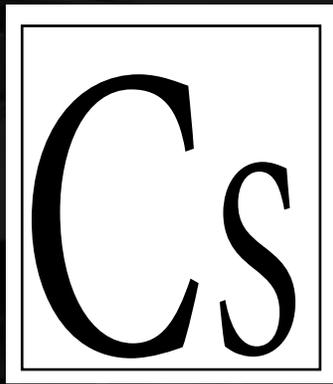
events hosted by the Northeast Region as imprudent or dangerous driving behavior will not be tolerated during the Ramble.

So if we've piqued your interest, mark your calendars now for April 24-26, 2020, and experience all the fun during our 35th annual New England Ramble.

How About the Fall Tour?

Yes, there will be a Fall Tour! It is still in the planning stages and as soon as we have a date it will be published on the web site and in the NOR'EASTER! So stay tuned!





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Our 2019 Concours is proudly presented by Porsche Warwick
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With additional support from South Shore Autoworks and
Porsche Norwell



For more information about Audrain's
Newport Concours and Motor Week
October 3-6th: audrainconcours.com





FAMILY BOND

The 1955 Porsche Speedster of Richard and Valerie Mackoul

*I saw a woman sitting in
the passenger seat of a '55
Porsche Speedster.*

It was raining insistently as she sat under the tautly stretched, black convertible top of the sleek white car with white wheels. The top was clearly not intended to endure the serious elements we were enduring. A Speedster is a machine made more to enjoy sunny California days. But this woman did not seem agitated in any way. She seemed to be, in fact, quite content sitting in the car. She had a presence and a peaceful outlook that radiated into me from far away.

From that moment, I knew I needed to know more about why this scene, this person, and this car had immediately seized my attention.

As luck would have it, after posting a photo of the woman sitting in the car at the Porsche on the Mountain event at Palmer Motorsports Park on social media, a friend of the family saw it and put me

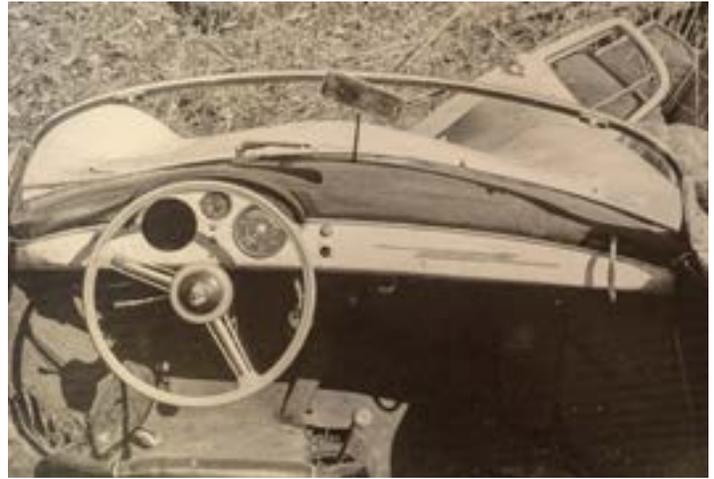
in touch with the owners - Rich and Valerie Mackoul from Grafton, Massachusetts. I didn't know what to expect when I called them and asked if they wouldn't mind telling me more about the history of their special car. I'm still struck by my luck. Rich and Valerie Mackoul are the kind of ambassadors for Porsche 356's and, specifically, Speedsters that Porsche must have worked hard to cultivate from the beginnings of their company.

Rich and Valerie are wonderfully unique. This year, they have been married for 51 years. and they met through a car - a '59 Karmann Ghia (often called a "poor man's Porsche") that Rich bought as his first car. He bought the car over his father's objections - "It's a foreign car. I don't want you to buy a foreign car." Rich's reply - "Dad, I love you, but I'm buying the car."

A year later, Rich was going away to serve in the military reserves. so he put his car in the Worcester paper to sell it. Who answered the ad? Valerie. She came with a deposit on the car and Rich noticed her but her eye glasses did not strike his romantic fancy.



When he came to her house to finally deliver the car to her, she didn't have the glasses on and Rich was instantly smitten. He couldn't believe she was the same girl he saw prior. He took her out for a drive to show her the car...and it became their first date. Rich was leaving the next day and had no time to waste so he reached over to give her a kiss and she didn't pull away - even though she thought they might crash going around a corner. The Ghia had worked it's magic.



They were married in 1967 and in 1968 they bought a Porsche 356 D Convertible - not a bad start for a young couple working their way into the auto repair business. But it was already a very rusty car and Rich couldn't get an inspection sticker. After about a month, he swapped the engine into a body that was in better condition so he could get an inspection sticker. They eventually traded that car for a VW bus - a trade Rich still regrets. When he saw a Speedster in rough shape for sale in 1975, they bought it and put it away in their barn, hoping one day to restore and enjoy it.



Together, Rich and Valerie have lived an impressively dedicated life. Dedicated to their business, dedicated to restoring their old house (Valerie hand-built

their entire 1700's chimney brick-by-brick - it had gone missing after the house was moved, and she hand-planed miles of woodwork in the house), to



View video at porschenet.com/familybond

preserving old cars, and of course to each other. When you see how carefully Rich makes sure that Valerie is safe as they move about the machines and lifts in the family business, Mackoul's Cars, a working auto body shop with service and sales, you can't help but be touched by the devotion and tenderness that are instantly evident. Valerie is fairly quiet but she is clearly taking everything in. And it is clear that she equally returns Rich's devotion.

This car, a 1955 Porsche Speedster, number 80419, is an apt symbol of their dedication and a happy reminder of those first cars they shared. They have owned this car for 43 years, buying it as a used wreck of a former racing car. To say it was rough would be a massive understatement. It wasn't just rusted. It had no floors whatsoever. The pedal assembly was barely clinging to the interior or it would be lying on the ground. The body was riddled with pock marks and holes. The paint had many layers applied - and the weather had transformed it into something resembling a topographical map.

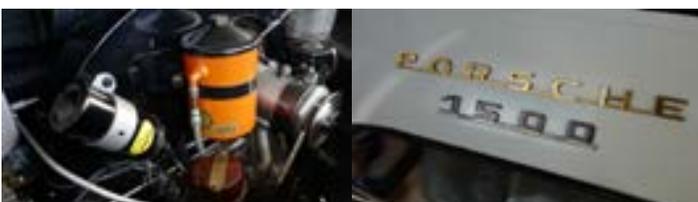


Absolutely everything needed to be touched, refurbished, repaired, or, as a last resort, replaced.

After looking at it for 15 years sitting in their barn, Rich and Valerie finally decided they would undertake the restoration. They wanted to attend a 356 Registry show in Lancaster Pennsylvania. With their car.

They started a ten-year restoration process. They built a rotisserie. They worked on it, off and on, for many of those years and finally dedicated three full-time people in their shop to focus on it for the final two years. Rich ground down the forged aluminum bumper guards by hand with successively-finer files then sandpaper then polish to their current state. They could have been replaced. Rich wouldn't dream of it. If there is a way to keep the original parts, he was out to do just that. Valerie worked alongside an engine builder to learn how to rebuild one side of the motor. And then did the other side herself. Every piece of this car was lovingly restored by Rich and Valerie, their son Jesse, Ralph Delucia - a master body man, and a few other people in the shop. The care and attention and labor that went into this car is mind boggling. And, frankly, priceless. I don't think you could hope to hire someone to put the care, time, and personal attention into a car the likes of which Rich and Valerie have lavished on their Speedster.

As Rich shows me the huge book of photos chronicling the full restoration process, I start to get a feel for the philosophy that has guided their life. It's been hard work and full dedication that has made all this happen. When Rich gets kidded by others about enjoying the finer things in life, he quickly recalls very hard times. And nearly selling



the Speedster. During a particularly difficult time financially, he and Valerie sat around the kitchen table and contemplated parting with it. Valerie was the one who finally decided that if they sold it, the money they gained would be used, but they might never be able to get another Speedster. So they kept the car and struggled on. These are some very deep souls.

As Rich describes their car to me, he remarks that there are more things he could do on the car. “But I like having something primitive.” Primitive is about the last word I’d use to describe this little gem of a machine. Spartan? Purposeful? Yes. But not primitive.

Rich shows me how the hood handle is set just a



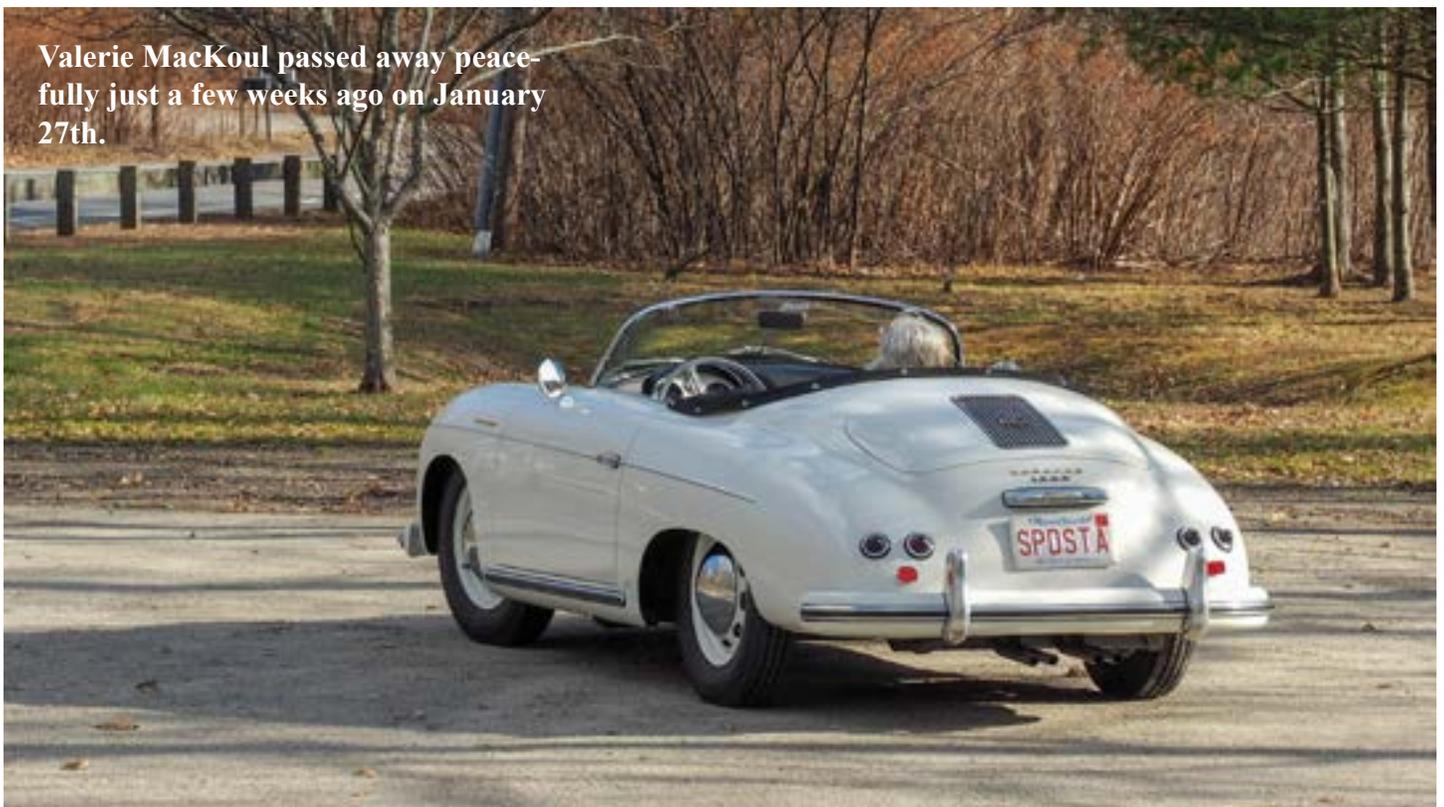
hair off-center at the top - a common “flaw” from the factory - but something not apparent to the casual glance. “These were hand-built cars. You can see differences in the welds from one side of the car to the other - like different people worked on each side at the same time...Sometimes I see people who have this hood handle straightened and I say, ‘What did you do to the hood?’ and they say, ‘I fixed it.’ And I say, ‘you shouldn’t have done that...Things are only original once.’”

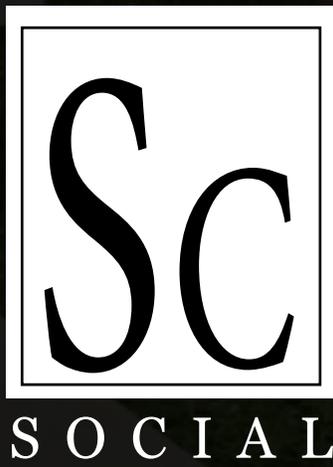
Originals like Rich and Valerie are wonderful people with an amazing work ethic that doesn’t come around often. I was very inspired by their story and was honored to be able to attempt to capture it.

Thank you, Rich and Valerie, for sharing not just your amazing car with us, but the story behind the how and why of your car. It is truly an inspirational journey of a family bonded together through a passion for Porsche that has universal relevance. I’m sure I speak for many when I say thanks for all of the hard work the two of you have put into all of the things around you. You are truly inspirational!

See the full video of their story at
porschenet.com/familybond

Valerie MacKoul passed away peacefully just a few weeks ago on January 27th.







The Gala

Some people call it the Gala, some call it the Annual Dinner, some people call it Maurice. No, sorry, that's the Steve Miller song. What we are talking about here is the grand event that is mandated by our bylaws..."7.3 In the month of December or January of the following year, an Annual Dinner shall be held as one of the monthly events; on that occasion the newly elected Board of Directors will be introduced and various regional awards will be presented."

Just this past January we held a great Annual Dinner at the Newport Car Museum. Just prior it was at the Museum of Science. But historically it was usually at a very nice country club and these included the Black Rock in Hingham, the Wellesley Country Club, the International in Bolton and even, tut-tut, the Dedham Country and Polo Club. Way-back-when most of the gents wore a tux and some even still do (we're looking at you Bruce and Nick!). The ladies have always been nicely turned out of course.

As the bylaws suggest, this is the opportunity to meet the members of the Board of Directors. Awards are presented by the Driver Ed and Autocross crews. Sometimes we award the winners of a Photo Contest. We always award the Bill and Linda Cornell Award for Enthusiast of the Year. There is a silent auction to benefit our charity (currently Homes For Our Troops) and this past year Tom Tate presided over a live auction.

The 2019 Annual Dinner will return to its roots and be at the Andover Country Club on January 4th 2020. We may have a band (but if we do it will be in a separate room and

not impede socializing). We will have great food and lots of fun. And maybe a few more men in tuxedos!



SKINNER

A woman with blonde hair, wearing a black long-sleeved shirt, is seated at a white table. In front of her is a mobile sculpture. The sculpture has a red, three-legged wooden base. A thin metal rod extends horizontally from the base, balancing a spiral-shaped metal object on the left and a cluster of yellow and blue circular metal pieces on the right. The background is a plain, light-colored wall.

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Second Annual Summer Party

Sunday July 28th 11:30 am - 3:30 pm

Are you excited about the spring and starting to map out some of the fun things to do for 2019?

Let me remind you of one of the really fun events coming up later this summer. The second annual NER Summer Party being held at Wachusett Mountain. Sunday 07/28/2019 11:30 am - 3:30 pm

If you attended our first Summer Party at Boylston Schul-Verein in Walpole, Ma., I could stop here. It's already on your schedule. If you missed the event, we had a great time enjoying friends, family & Porsche cars. The food, live music and games made for a perfect summer afternoon.

This year, we are hosting the summer party at the base of Wachusett Mountain. There will be lots of activities for kids and adults. A great excuse for a nice Sunday drive with a low-stress, people's choice Porsche Concours.

If you like games, there will be cornhole, volleyball, and the infamous bicycle slalom with lots of ribbons awarded. Take advantage of the ski lift for a very cool view of Boston or if you just want to relax and listen to some great "newgrass" performed by the band, Mammias Marmalade.

So please don't wait till the last minute to block Sunday 7-28-19 on your schedule. For updates and announcements please check <https://porschenet.com/events/second-annual-ner-summer-party/>

See you there



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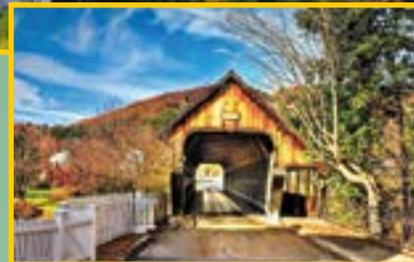
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Treffen Vermont

Touring the Green Mountains



Registration fills up within hours. If you plan to participate, register as soon as it opens. Registration date and hotel information will be published at <https://www.pca.org/event/2019-02-22/treffen-vermont>



With forests covering three-quarters of the state and the highest percentage of vibrant maple trees in the country, touring Vermont and its scenic byways during the fall months is sure to offer gorgeous vistas of explosive red, orange and yellow hues.

Join PCA in Fall 2019 as we take over the charming town of Woodstock Vermont and experience the brilliant colors, drive over covered bridges, and savor the local New

England fare that is quintessential Vermont. The elegant and historical Woodstock Inn and Resort serves as our host hotel, providing a classic resort experience along with a cozy atmosphere.

Come with friends, and make news ones, and explore the beauty of Vermont, enjoy the welcoming Main Street, and the abundant adventure awaiting in the surrounding Green Mountains.



Dates: September 4 – 7, 2019
Venue: Woodstock Inn & Resort
14 The Green, Woodstock, VT
Website: treffen.pca.org



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