

# THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

APRIL 2019

— 2018 —

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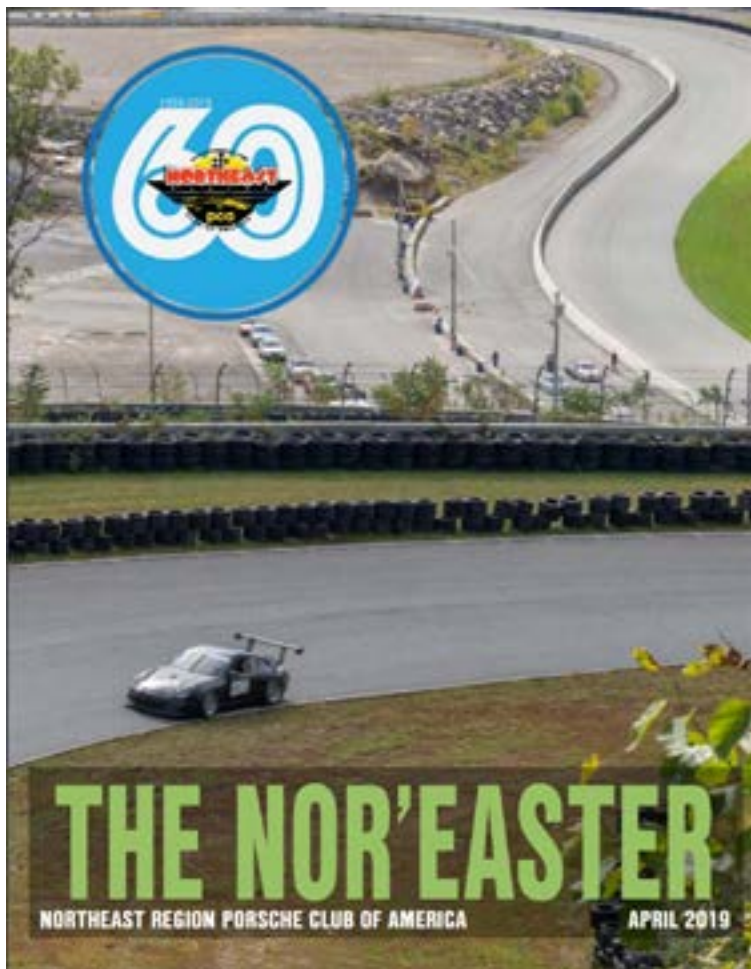


Image by Richard Viard



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# Event Calendar

## Signature

<b>April 26</b>	NER Ramble sponsored by EPE
<b>July 28</b>	Second Annual NER Summer Party
<b>September 4</b>	

## Driver Education

<b>March 9</b>	NER DE Ground School at HMS Motorsports
<b>May 17</b>	Zone 1 48 Hours at the Glen DE
<b>May 24</b>	DE at Thompson sponsored by South Shore Autoworks
<b>May 31</b>	Zone 1 Clash at the Glen Club Race
<b>June 7-9</b>	NER DE at Palmer - Clockwise sponsored by Kachel Motor Works
<b>July 5-7</b>	NER DE at Le Circuit Mont-Tremblant
<b>July 22-23</b>	NCR DE Event at Limerock Park
<b>August 1</b>	NCR DE at NHMS
<b>August 9-11</b>	NER DE at Watkins Glen sponsored by European Performance Engineering
<b>August 13-15</b>	NER DE at Calabogie Motorsports Park
<b>September 6-8</b>	NCR DE at Tamworth Club Motorsports

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**September 20-22** NER DE Season Finale at Palmer Motorsports Park sponsored by South Shore Autoworks

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**October 19-20** NCR October DE at Tamworth Club Motorsports

## Autocross

<b>April 27</b>	NCR Autocross #1
<b>May 5</b>	NER Learn Car Control thru Autocross sponsored by Conway Autoworks
<b>May 19</b>	NCR Autocross #2
<b>June 15</b>	NCR Autocross #3
<b>June 29</b>	NER Autocross #1 sponsored by Porsche Norwell
<b>July 27</b>	NER Autocross #2 sponsored by Autobahn Performance
<b>August 3</b>	NCR Autocross #4
<b>August 31</b>	NER Autocross #3 sponsored by Auto Engineering
<b>September 14-15</b>	(Tentative) Zone 1 Autocross aka NCR Autocross #5
<b>September 28</b>	NCR Autocross #6
<b>October 12</b>	NER Autocross #4 sponsored by Skinner Auctions
<b>October 27</b>	NER Autocross #5 and Party sponsored by Herb Chambers Porsche

# Event Calendar Continued

## Social

<b>April 14</b>	SoBo Season Opener Cars And Coffee
<b>May 4</b>	Collings Foundation and American Heritage Museum Tour
<b>May 19</b>	Cars and Coffee - Lala Java Northborough
<b>June 8</b>	Lori Schutz Speaker Event
<b>June 15</b>	24 Hours of LeMans Kick-off Cars and Coffee at the Newport Car Museum
<b>June 16</b>	24 Hours of LeMans end of race Cars and Coffee at Lala Java
<b>July 14</b>	Cars and Coffee Lala Java Northborough
<b>August 9</b>	Friday Night Lights
<b>August 18</b>	Cars and Coffee Lala Java Northborough
<b>September 15</b>	Cars and Coffee Lala Java Northborough
<b>September 20</b>	Zone 1 Concours & Rally
<b>October 12</b>	3rd Annual Cars and Coffee Food Drive to Benefit Veterans Inc Lala Java Northborough
<b>October 19</b>	Zone 1 Boardwalk Reunion Ocean City NJ
<b>October 19</b>	3rd Annual Porsches & Coffee "As Is" Car Show to Benefit Homes For Our Troops

## Tech

<b>April 20</b>	Auto Detailing Clinic Q Car Care
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# Remember the Blue Laws? No "Auto Racing" on Sundays! April 1963 NOR'EASTER

SPRING GYMKHANA: Apologies and an explanation by Ernie Groves

To the PCA Northeast Region I would like to apologize for not holding the scheduled gymkhana on April 28.

Cancellation notices were given to those few who could be reached by phone on Saturday after a decision had been made.

Basis for cancellation is simply stated as a conflict with the "Blue Laws" of the Commonwealth as defined in a memo from 1010 Commonwealth Avenue and signed by Frank S. Giles, Commissioner of Public Safety and head of Mass. State Police dated April 22, 1963 which bans "automobile racing" on Sunday and indicated that racing by any other name will not be licensed by Sunday license bureaus.

The local licensing bureau is the Police Dept. so a check with Waltham Police was made Friday evening and again on Saturday. No unqualified approval for holding our event could be arranged.

It was felt that mutual embarrassment could be avoided (PCA and the Waltham Police) should the State Authorities make a spot check. After all, a parking lot makes us sitting ducks compared to the open highways.

One further point which throws us for a loss is the reading of the law which says that "payment of a price, a prize, and a chance to win constitutes a lottery" and this is illegal.

Where do we go from here?

SOCA is currently carrying the legal ball. At best we should help by not annoying either Police or State representatives and should be content to adopt a placid attitude until the dust settles.

It is not far either north or south to another state, and this is probably our immediate out.

-----

Editorial comments:

We admire the restraint of the above remarks written on or about May 1st at a time when the absurdity of the "Blue Laws" interpretation seemed apparent only to sports car owners. Ernie Groves handled this difficult situation to the credit of PCA and in a way which helps maintain our good relations with the Police.

We also want to commend SOCA which acted promptly and quietly in the best interests of all sports car clubs to contact the responsible officials in the Mass. Dept. of Public Safety and to state our case in suitable legal terminology. This is in contrast to some emotional attacks on the problem which had already made the job more difficult. Thanks to SOCA, the Mass. Dept. of Public Safety announced May 2nd:

- a) Rallies are not races nor lotteries and may be held on Sundays;
- b) Gymkhanas are not races and, subject to approval of the local police in each case, may be held on Sundays.

The SPRING GYMKHANA will be held. We hope to be able to arrange for the same site in Waltham, Mass. and the tentative date is June 2, 1963. An announcement will be sent to you as soon as possible. We hope you will attend and help make this the best Gymkhana yet held by the NORTHEAST Region.

\*\*\*\*\*

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For sale Trailer hitch Custom designed and machined for Porsche 356B. Fitted to torsion bar casing, bolted to bumper supports. No alterations necessary. Reinforced steel. Cost \$100. Will sell for \$45.  
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\*\*\*\*\*

# Interview with long-time member

## Ted Shaw

Interviewer: Ted Shaw

### • What Porsche did you have when you joined and what have you owned since?

OK first, I'm pretty sure I'm not really all that old ... My name is Ted Shaw and I first joined in 1970 when I bought my new brand new 914 - White with the full premium trim package. Black Vinyl trim on the Targa bar, a passenger foot well box and the cushion between the seats so you could theoretically fit 3 across. PCA Membership came with the purchase of a new Porsche. At least it did from the RI dealer where I purchased mine. Then I moved up to a 914/6 when I realized I needed more speed (more on that story later). Then, after 100,000 miles and some broken rings, a bigger engine for the 6, which led in turn to a 1972 2.4 S (Now there's was a car I wish I still had) and now a 996. And I'm not counting the 356 Continental that my brother owned in the mid-sixties, since I never had a chance to drive it.

### • What activities did you do in the early days?

There were a number of activities that were done in those days that we no longer do. For example, I remember attending my first PCA event: The King Ridge Hill Climb. It was a timed event! In the days before insurance companies knew better, fastest time in class was the winner! Talk about a momentum course! Any small mistake on a hill climb was instantly magnified. There was only one small problem with the somewhat short course: The finish line was also the beginning of the parking lot for the ski area. King Ridge was a strange ski area, you parked at the top of the mountain (OK ... it was a hill). Then the first ski run was before you got on the lift back to the top. ... and you didn't want to miss the last ride to the top. In any case, crossing the finish line also meant you were no longer on paved road. The braking area was all gravel ... that you were now entering at 60+ mph! ... and you used up every inch to get slowed down and back in line for the trip back down. Fortunately, that was long before the Turbos appeared, and I don't remember anybody going past the end and then down the ski slope.

Then there was the Icekana, held in February at Newfound Lake. No need for cones, we just had them plow out a course in the several feet of powdery snow that covered the lake and add a bunch of turns and soft snow banks. Again, a timed event. Practice on Saturday with a dinner

overlooking the event course. Then sometime after we had all been in the bar for a few hours, someone suggested that what we all really needed was some night practice!!! It was great fun, and fortunately everyone escaped any damage other than pushing back the snow banks and widening the course somewhat. OK ... Yes, I know, everyone is horrified that we were all waaaay over the limit for driving but it seemed like a good idea at the time. (...and we weren't on public roads ... and it was a different time.)

We also did track events that were timed. At what was then known as Briar Motor Sports Park (NHIS) Thompson and Lime Rock. In an effort to get around the insurance restrictions, the event was billed as a regularity run: 3 timed laps. Scoring was based on how consistent you were. The difference between the three lap times were added together to determine the class winner. So, you didn't need to be fast, just consistent. It was just coincidence (wink wink) that you were more likely to be consistent and have a low differential, if you drove fast laps.

And, of course, we need to include Seymore Lisker's Famous and Fantastic Pentathlon that was briefly redone a few years ago. That event, as you might imagine, combined 5 events with dubious connections to Porsches. As I recall, it was several holes on a Mini golf course, some frames of candle pin bowling, an autocross using the Paddle boats on a lake, a short Time-Speed and Distance rally between event locations, and a Treasure hunt style check off list of items that you should be keeping in your car.

### • What board or committee positions did you hold?

I was the Newsletter Editor and Activities VP. I did both jobs in each of two different regions. "Back in the Day" we held monthly meetings in the back room of a Ramada Inn and it was the Activities VP's job to come up with something to entertain the attendees each month after the short "Business Meeting" (separate from the board meeting also held once a month). We had speakers and Product Demos (sales pitches), an occasional movie, and anything else we could come up with. A Tom Tate Auction and parts swap rescued more than one meeting when we had run out of ideas.

The newsletter job started out just helping Valery Sorenson doing the mailing. Manually placing the address stickers

The

JUNE, 1972

# NOR'EASTER

6" x 8 1/4"



## Hillclimb!

*This year, it's a long way to the top!*

## PCA NORTHEAST REGION

on each copy, sorting them into piles that then went into Post Office mail bags and delivering to the South Station Mailing hub. Somehow that morphed into doing the whole thing, typing the copy, lay out, and pasteup as the editor. There was one perk that I discovered. I got a call one evening from a member looking to sell his 914/6. The ad never made it to the NOR'EASTER but the car wound up in my garage.

**• Did you attend any of the National events such as The Parade?**

Yes, I went to the Parades at Pocono, Minnesota (at the Playboy Club Hotel), San Diego and Aspen. And I joined a bit too late to attend the Boston Parade. It was at the Minnesota Parade that Anne Barrett and I spent an afternoon interviewing and hanging out with Jacky Ickxs for a story in Pano. Only 2 years older than me, he was fresh from his win at the 24 hours of Le Mans driving the brand new 936 Spyder for the factory team, having been poached from his spot on the Ferrari factory team. Not only was Jacky there, but the Factory was displaying the Race Car as well, still covered in bits of race rubber, motor oil, dirt and French bugs. A sharp contrast to Gil Meyer's pristine 904 that won overall the year before at Pocono. The autocross at Pocono was held at the superspeedway and included driving on the banked portion. (I completed a highspeed spin on the back straight without touching anything while attempting to go thru that chicane a lot faster than I had on the first run).

The Aspen and San Diego Parades provided an opportunity to meet Dr Porsche and his family. His wife Doretha, along with Wolfgang and Has Peter. (Another perk of being a Host Regional Officer is that you get invited to things like the Dinner with the Porsche Family.)

The Parades seem to have changed somewhat since PCA National took over the operations. It used to be that the host region was responsible for the operation of the Parade, but I guess as the Parades grew more popular and larger and larger it became impossible for a region to organize and staff the whole thing. I haven't been to a recent Parade, so I can't say for sure, but there just doesn't seem to be as much excitement surrounding the Parades as there once was. Or maybe now there are just more options and other events to attend such as Rennsport every three or 4 years. Lesia and I also attended Rennsport 3 at Daytona. Although it's now held at Laguna Seca, it's still an event that every PCA member should attend at least once. Where else are you going to see all 23 of the original 19 917's? Only at an event like Rennsport.

**• I understand you earned some National Awards?**

While was the NOR'EASTER Editor in 1977, The NOR'EASTER was named "Best in Class 3" (Large Regions). Then, following on in in 1978 and 79 I was awarded the Paul Heinmiller Award for Best Overall Newsletter Editor for the Rocky Mountain Region Newsletter. They still hang on my wall at home.

**• And, of course, tell us some great stories.**

Lesia and I met through the PCA but let's skip that story.

For my job, I was transferred to our Denver office, which meant a transfer to Rocky Mountain Region, but one thing that didn't change was that somehow I was still the Newsletter Editor, just now for a different region.

Rocky Mountain was just as active a region as NER was. A lot of events and a very similar group of people involved. More track days, and the tracks were actually closer. It was through Rocky Mountain that Lesia and I had an opportunity to serve as pit crew members at the 24 hours of Daytona. And I had an opportunity to crew for a team running a 935 at Sebring. We finished both races, just not on the podium. Those were the years of the Wittington brothers, John Paul and rest of IMSA who literally were going racing with trailer trucks full of cash as their racing "budget". Some people said that IMSA really stood for International Marijuana Smuggling Association and not "Motor Sports".

Back to NER. Several of us decided that the Mt. Equinox Hill Climb would be a fun event to attend. The course goes up a 7mile private toll road that you can drive to the 3,800 ft summit near Manchester VT. It wasn't a PCA event, it was hosted by a local group as fund raiser. A side road goes off to a Franciscan Monastery. Events were run a little looser in those days, and this was defiantly a 'run what you brung' event at the time. With everything from old British hill climb cars and VW specials to current cars. And remember that this was back before noise restrictions were a thing, so many in the group were running straight pipes. (4 bolts --- off comes the muffler, on go the "Cookie Cutter" megaphones. Takes maybe 10 minutes). 911's with pipes make a marvelous amount of noise, particularly on a hill climb where you spend so much time wide open and under load. Since this is a two-day event, we also didn't bother to put the mufflers back on for Saturday night when we went out for dinner and back to the hotel. With straight pipes at night, you get flames out the back. We tried to be quiet on Sunday Morning. They still run the event but now it's wisely restricted to pre 1960 Vintage Racers to keep the speeds down.

The course is very steep with lots of hairpin turns for the

*The*

APRIL, 1972

# NOR'EASTER



Ice  
Event  
Report



PCA NORTHEAST REGION

first half, but the second half runs along a ridge line and is somewhat straight. It even has the illusion that some sections are downhill (they are not, it just feels that way). In my 914-6 I was doing around 105 in this section with the full on. SCCA race cars going faster. Saturday midmorning, a guy shows up and registers in his brand new 427 Cobra with NY plates, his Cobra had the full NASCAR “Side Oiler” race engine installed with the open side pipes. When it was running, even just at a very “lumpy” idle, it sat there with the whole car shaking including the ground around it. It came time for his run-group and you could hear him most of the way up the mountain. Every so often, when they were short on space at the top, they would stop everything so cars could come back down. When his group came back down, he just packed up his stuff and left without saying a word to anyone. He must have seriously scared himself. The roadway was not in good condition (the lower half has recently been re-paved ) and there were a couple of large, well-marked, frost heave bumps in the straight section along the ridge that you needed to avoid. According to a few reports, he got seriously airborne over one of them. Well ... I guess he should have been on time for the Drivers Meeting, ... they told us about those bumps.

#### • **Any Favorite Porsches you’d like to tell us about ?**

When I was in Colorado and was instructing at DE’s, I had a lot of opportunity to drive different Porsches, but picking a favorite is very difficult. I really liked the sudden rush of power at high RPM’s that my 2.4 S had and the early Turbos had in even more abundance. But all the modern cars have actual working heat and A/C, which the air cooled cars only pretended to have. So, a GT3 would be a good combination. But If I have to pick one car as a stand out above all the others, I’m going to pick a car I first saw perched on a podium at the entrance to the 1966 New York Auto Show. It was white with blue trim with a yellow back window stretched along the back. Years later, some friends bought one (when you could still buy one for the price of ranch house) and during a private testing weekend at “Aspen International” after doing a clutch adjustment for them (It’s almost exactly the same as a 914/6 ), they rewarded me by letting me drive their 906 for 2 laps, and besides, someone needed to confirm the clutch was work properly.

#### • **What was it like to drive?**

Well ... it’s a Sixties era race car. So, It had no ventilation, was much smaller and more cramped than you imagined, and very loud. Your feet are in line with the front axle line, so you are the crush zone. The fiberglass is so thin you can basically see through it. You get in very carefully, so you

don’t put your foot through the floor panels. You sit so low in the car that you can’t see to the side over the front wheel arches. The visibility out the back through the plexiglass engine cover is completely distorted and mirrors on the tops of the front fenders vibrate so badly you can’t see out of them either. You are sitting between 2 – 15-gallon gas tanks and you can hear the gas slosh around. The skinny 10+ year old period race tires were rock hard with no grip and probably cracked in places. The 2-liter twin plug engine had no power under 4,500 rpm. And I’m pretty sure there was at least one place where the impossibly small chassis tubes were being held together more by the fiberglass and paint than by what remained of the steel. As a race car, it was a rolling death trap. So ..., In short, YES!!! it was a marvelous once-in-a-life-time experience that I would do again in a heartbeat.

#### **Other big events you’ve attended?**

There’s a long list. But just to start, as mentioned earlier, Lesia and attended the Rennsport Reunion at Daytona. There were photos a while back in the NOR’EASTER. That’s an event everybody should do. And I was a SCCA corner station chief at the Can-Am at Bridgehampton and the Glen. I watched Mark Donahue in the 917/30 decimate the McLaren’s at the Glen Can Am. And I’ve been to the Monaco Gran Prix (another “must do” event even if you can’t see anything) and saw the 917s dominate the 1,000 km at Spa. (OK ... maybe I am older than I realize).

#### **So, what’s left to do? What remains on your Porsche Bucket list?**

Certainly, a return trip to Germany to see the factory and museum and drive on the autobahn before that also gets banned by the fun police and the Enviro-Nazis. (I can still say that right? Probably not ... I don’t care). And I need to attend the 24 Hours of Le Mans. I’m reasonably sure there’s at least one or two more Porsches for my garage. Maybe a Turbo or a GT3, or a Panamera or even or one of the new all-electric Taycans. I started with a 914/4 so I’m not an “Only 911’s” member. I’m open to something new and different and my daily driver is a hybrid! (Which I bought primarily so I can tell my family members that I’m now driving a hybrid. It’s not my fault if they are picturing a Prius, when it’s actually a big V8, all-wheel drive Lexus SUV with extra electric power assist.)

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# Editor's Corner

Spring has finally arrived. Birds are nesting, trees are budding, and Porsches are coming out of hibernation.

The annual print edition should now have arrived, unless you are one of our four overseas members. And if you are one of those you, hold on as you will be receiving it!

In this issue you will find the second “long-time member” interview, this time featuring Ted Shaw. On his own initiative, Ted decided to interview himself and send the transcript to us. Reading about how the club was run in the old days makes me regret that I didn't get into this hobby, much, much sooner. I am, however, doing my best to make it up.

We had so much content for the print edition that we decided to defer all regular Board Member columns but you will see that they have returned to this issue. One regular columnist - Tom Tate – did appear in the print issue as his column was so appropriate that we had to run it. From our statistics we can see that Tom's column is the most read part of the NOR'EASTER and we deeply appreciate his contributions. We also hope that you saw his article “The General's Car” in the most recent Panorama.

If you really enjoy reading the columns, interviews with long-term members and other contributions from our members, please think about writing an article about YOUR experiences. When and how did you get your first Porsche? How about the

one you sold, and shouldn't have? What was your best Porsche experience? What was your longest trip? There's so much that your fellow members would love to hear about.

Finally, a short apology. There was a delay in getting this issue out. Kirsten's and my 50th wedding anniversary was at the end of April and our home was invaded by 13 Danes who had flown across the pond to join the fun. A major feature was rides in our Boxsters. On top of that I had to deal with meniscus surgery, treatment of arthritis of my right hand, and major dental work, all happening at the time I usually find myself buried in creating the next issue. If you find these delays unbearable, help us find a co-editor!

So, from the entire communications team: Sterling, Jerome and Anker: Have a fun-filled and rewarding 2019 season!

# The Long & Winding Road

- Bill Seymour, NER President



I know that my reader is eager to learn about what is going on with the Jamaican Bakin endurance race team. So I wrote up a nice column detailing our winter adventures. I circulated it for approval, as I always do, to my teammates – I wouldn't want to write something embarrassing after all. And I was told NO. I guess I was giving away too many secrets. One hint: sort of rhymes with “pooper-larger.” So that will have to wait. Stuck for a column I'll take an easy way out.

Mr. Peabody says “Sherman, let's set the WABAC machine to 1959” and off we go. In our continuing observance of the Northeast Region's 60th anniversary how about we have a look at what it was like when we officially became a region. Let's start with a few bits about the economy [editor's note: Mr. Seymour should footnote his sources for all this baloney. He claims that it “came from the internet so you know it is true.”]

- Average Cost of House: \$12,400
- Average Cost of Car: \$2,200
- Average Income per Year: \$5,500
- Cost of a Movie Ticket: \$0.51
- Cost of a Gallon of Gas: \$0.30
- Cost of Postal Stamp: \$0.04

Some important things happened in 1959. Alaska and Hawaii became states. Dwight Eisenhower was President. Dale Buis and Chester Ovnard were the first Americans killed in Vietnam. Buddy Holly, Ritchie Valens and the Big Bopper were killed in a plane crash (“the day the music died”). The Twilight Zone premiered. The microchip was invented.

Many people think that 1959 may have been the best year for movies EVER with all the great directors active. ‘North by Northwest’ (Alfred Hitchcock) or ‘The 400 Blows’ (Francois Truffaud) or ‘On the Beach’ (Stanley Kramer) – that last one had a great car race in it! And

on TV you could see the aforementioned ‘Twilight Zone’ or (my favorite) ‘Have Gun Will Travel’ plus of course ‘Gunsmoke,’ ‘Wagon Train’ and ‘Wanted Dead or Alive’ which featured Steve McQueen (a car guy) with a sawed off Winchester called a “mare's leg.”

A review of the music in 1959 took me down memory lane. Some of the then popular songs hold up pretty well (‘Smoke Gets in Your Eyes’ or ‘Mack the Knife’) but 1959 also gave us classics like the Chipmunks and ‘The Battle of New Orleans.’ And I dare you to watch ‘The Three Bells’ by the Browns on Youtube.

In sports, the champions were the Celtics, the Dodgers (second year in Los Angeles) and the Canadiens. Trick question: who won the Super Bowl? No one, of course. The Colts (then in Baltimore) won the NFL title. Lee Petty won the first Daytona 500, Roger Ward won at Indy and Lee Petty was the NASCAR champion. The year in F1 followed a bad 1958 which saw 4 deaths and the end of the front engine era. There was very close racing with the championship going down to the last race of the season at Sebring (the first F1 race in the United States – it was at Riverside in 1960 then to Watkins Glen until 1980). Jack Brabham (in a Cooper T51) ran out of gas 400 yards from the finish but was able to push his car across the line for a 4th place while his competition, Tony Brooks in a Ferrari, needed to do better than his 3rd place finish – so Brabham was the champion.

All right, you are saying, who cares? Fine, let's get to the Porsche stuff. If you wanted to buy a Porsche in our area in 1959 you probably went to Foreign Motors at 1686 Commonwealth Ave. (that's where my 356 came from in 1961). If you really wanted to do it right you went to Max Hoffman's showroom at 430 Park Ave. in NYC. This was designed by Frank Lloyd Wright and was the mecca for imported cars in its era. What models would you see? This gets a little confusing because the 356B was introduced in September of 1959 and some were likely in the U.S. (but sold as 1960 models). For most of 1959 you would get a 356A and they came in three models: Coupe, Cabriolet

and Convertible D (which replaced the Speedster and was only made in 1959). You had three engine choices: Normal, Super and the very rare Carrera (the Fuhrmann 4 cam engine and not available in the Convertible D).

1960 PORSCHE	
Roadster	\$3592
Super Roadster	3802
Super 90 Roadster	4162
Coupe	3712
Super Coupe	3922
Super 90 Coupe	4282
Hardtop	3877
Super Hardtop	4087
Super 90 Hardtop	4447
Cabriolet	3962
Super Cabriolet	4172
Super 90 Cabriolet	4532

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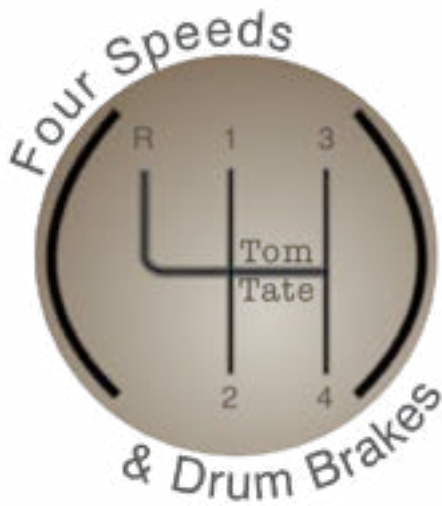
All prices subject to change without notice.

Finally, to finish our return to 1959, see the picture of the gray '59 coupe that was the second Porsche owned by my family. The picture is so grainy that I thought it might be the white '57 that was in my February column – but Tom Tate says the front turn signals confirm it as a '59. It didn't last long – it was purchased used and a bad clutch got it lemon status. Wait, didn't the Jamaican Bakin' BMW have some clutch trouble? Oh yeah, can't talk about that.



But what you really wanted was a 718 RSK (Renn Sport Kurz or Race Sport Short) – the only Porsche racecar not built from a production model. This was the updated version of the famous 550 Spyder of James Dean fame and its 4 cam engine produced 158 hp – not much you sneeze, but the car weighed only 1,168 lbs. so it had a power-to-weight ratio about the same as the current 911 GTS. This was a giant killer in sports car racing, winning the 1959 Targa Florio and finishing third for the 1959 season in points behind the much more powerful Aston Martins and Ferraris. Jerry Seinfeld's car (pictured), one of only 35 built, sold for \$2,860,000 three years ago. It's on my Christmas list.





The landscape has really changed when it comes to car activities in the last few decades. Certainly the cars have changed, Porsches have gotten bigger, heavier and faster (how do they do that?) and so has the Porsche Club activities. I'll give you a few examples.

When I moved to the Boston area in 1971 I came with two used 356's. One was a '59 sunroof coupe the other a '65 SC sunroof coupe. By that time the Tubs were considered old cars as the 6 cylinder 911's did everything better.

I wanted to participate in local PCA events so I took the '65 to a couple of autocrosses where it did very well, even capturing a FTD for stock cars in an SCCA Solo 2 event held in Worcester. I had spent a lot of time at Potomac Region autocrosses in Maryland and the car was set up well for dodging cones.

I had run a few TSD (time, speed, distance) rallies and wasn't a big fan of maintaining average speeds like 38.3 mph over public roads. But when the Northeast Region put on a Fox and Hounds Rally the summer of '71 it looked like it would be fun. We had a Maryland neighbor visiting that same weekend so he was recruited to be the navigator.

A Fox and Hounds Rally is a drive with no rally instructions as you would expect, instead the Rallymaster (the Fox) would drive a course that morning and at every intersection where a turn was possible he would throw a small bag of flour on the ground marking it. If there was no spot of flour the rallyists were to stay on the named road, a common rule in the rally world.

If there was a spot of flour the driver had a decision to make. Which way was he to go? The spot of flour meant that right, left or straight were the choices. A confirming spot of flour was put down within a half mile of the

intersection which would tell the driver that he had made the correct choice. So at every marked intersection there was a chance to make a couple of wrong turns. They were easily corrected but each mistake added mileage to the odometer and the winner of the rally was the car that had traveled the shortest distance. That fact was announced at the drivers meeting before we started.

It turned out that 356's had the standard mechanical odometer that that added miles when you drove forward but backed off the miles when you backed up, a fact I didn't realize until I made the first wrong turn and backed up instead of turning around. Remember Ferris Buellers day off? The newer Porsches didn't have that feature as they had 'more modern' gauges.

I probably made as many wrong turns as anyone but my Tub let me erase the mistakes and we won the rally with the lowest mileage. I still have the Fox head trophy to this day.

In this day and age no Rallymaster would dare run that kind of event. Having cars stop at every intersection looking for flour spots would cause all kinds of traffic problems.

Another Rally I recall was put on by an Autocross team, the Sanborn's. Ed and Pam Sanborn were very active in the club, running track events and autocrosses in their 914. Pam was a Region president and convinced Ed to set up a Rally for a Sunday event. It was the type of rally where a few pages of instructions were passed out to each team and as they followed the route they were to answer questions about what they saw on the course. Things like what color was the red barn in the center of Concord. The Rally started at the rest area on the north bound side of Rt 128 in Lexington, a spot that still stands today. We attracted about 30 cars as I recall and at the drivers meeting we all stood in a circle listening to Ed go over the rules. As a tie breaker he said that teams would get points for the order they finished in, like fastest man wins. With that he took the stack of instructions and threw them all up in the air and yelled, GO.

Drivers ran to their cars like a LeMans start as the navigators scooped up the papers off the ground. Blasting out of the parking lot down the ramp to Rt 128 cars were running three abreast. No damage was done to my knowledge but it certainly was an exciting start.

That would never fly today, what with traffic and the speed of new Porsches but it sure was fun back in the day.

The Club attempted to restart an Ice Autocross event this year with out success due to weather but will try again

next year as we have a long history of events on the ice of Newfound Lake NH.

In the '70's there were weekend events that included Sat and Sun timed races, like an autocross with all sorts of cars, Porsches included. And that was long before SUV's. There was a spot on the lake called the Wagon Wheel Inn that we used as our base as they has rooms to rent and a restaurant/bar on the first floor. It has since been turned into condos but back then we just took the place over. After dinner and drinks at the bar one year we decided to hold night practice.

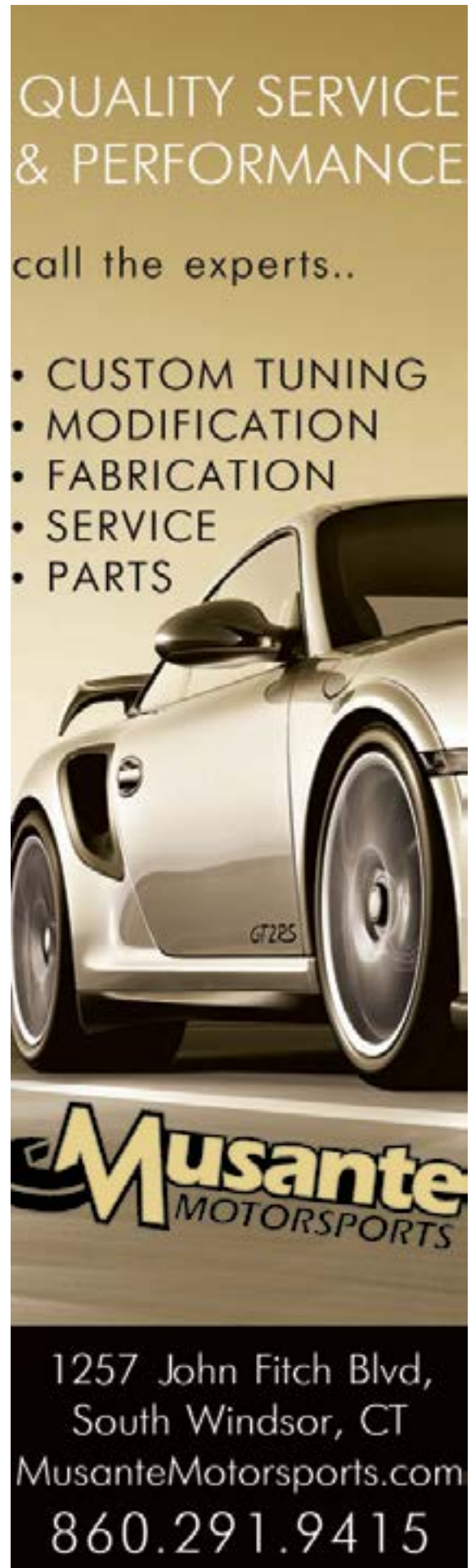
Only a few went out in the dark and they didn't stay out long as it was near zero and the wind was blowing. I was a passenger with a few others in a Ford Country Squire station wagon (remember those?) that belonged to Bob Johndrow. It was his winter ride and a bit tattered but it had heat and lights and a set of big clunky snow tires on the rear.

It was running great with everyone laughing, hooting and hollering until we hit a frost heave about 1/2 mile from shore. As the car went airborne it tossed the unsecured battery into the fan and everything suddenly stopped. No lights, no heat, and sitting very still Bob, asked who was going to walk back and get another battery.

We had all just come out of the Bar and were not dressed to be outside let alone on the middle of a lake with the wind blowing. As I recall Bob went for help.

Great times, we were young and foolish and the cars tied it all together.

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# Ventura Highway

## Jerome Gangitano

### Membership Chair

Hello everyone. I am your new Membership Chair, Jerome Gangitano. I have enjoyed living in the Boston area since 1997 and am originally from Southern California. I am an avid boater who navigates the new england waters. I am also an avid driver (more recently) who navigates the tracks of the Northeast.

My passion for Porsche's started when I saw my first beautiful new Navy Blue 911 with tan interior on display in a Nordstrom in San Diego in 1985. I told myself at that time that someday I would own a Porsche. Soon after, the father of a close friend bought a white 911 Targa and I had the opportunity to go for many rides and experience Porsche performance. My appreciation for Porsches grew and my commitment solidified.

Over the years, my appreciation for Porsches was relegated to magazines, races on television, and the occasional yearning experienced when seeing a Porsche on the road. My journey took me through a BMW and an Audi where I experienced the power and precision of German engineering. This just fired my passion further as I knew where the pinnacle and destination of true performance resided. It took awhile but I finally bought my first Porsche in 2013; a beautiful new Navy Blue 911 Cabriolet 4S with tan interior; sound familiar?

I soon after joined the Northeast Region of the PCA. I started out slow and eventually decided that the only way to truly experience the engineering and performance of Porsches is to get out on the track. I also had a little encouragement from an individual at my dealership who kept talking about Lime Rock. Since then, I have experienced a couple of autocross events in 2015 and multiple drivers education events across in 2017 and

2018. I have put her on the tracks of Thompson's Motor Speedway, Palmer Motorsports, Lime Rock, and Watkins Glen. Each track has been unique and has challenged me in different ways. The culture is energizing, fun, and always emphasizes safety, continuous learning, and courtesy. I started in the beginners Green run group at Thompson's. I realized quickly that I was getting addicted (I had fair warning!).

Each day starts with a cup of coffee and car prep followed by the drivers meeting which is informative and fun and helps to build the camaraderie amongst the drivers. There is also a beginners/novice meeting to continually educate the new drivers about the track and safety measures including memorizing all the safety flags which could be displayed at the flagging stations and what action is required to keep everyone safe. There were also special beginners events at both Thompson's and Lime Rock which involved the use of skip pads to better learn car handling.

Over the two years, I had the pleasure of experiencing numerous instructors (required for the beginners and novice levels) who really helped my learn how to navigate around the track safely, improve my lines, properly break into and accelerate out of turns, properly approach blind apexes, and to handle traffic (passing or getting passed). After multiple events and instruction, I became more consistent and faster while always driving within my capabilities and being safe. Many thanks to my instructors, Jay, Chong, Kristen, Matt, Charlie.

Beyond the driving, I been able to attend many social events, including event dinners, the Summer Party, and the Yearly Gala. I have met many great people in the club and have made some good friends.

In the end, I think it is all about the pure joy and exhilaration of driving of our Porsches and sharing those experiences with each other.

I look forward to seeing everyone at an upcoming event!

## **By the Numbers**

Primary members: 1917

Affiliate members: 1027

Total members: 2944

# BACK TO BASICS

Anker Berg-Sonne,  
VP of Communications

## Getting better at autocross

A year ago I my monthly column was about plateauing at autocross and my struggles with figuring out how move to a higher level. This column is about how I ended up dealing with it. If you are new at autocross, maybe thinking about it, or have reached a point where you are struggling with the same issue, my hope is that today's column may help and inspire you.

Learning is personal, so this may not work for you, but it did for me.

What made the breakthrough for me was two flashes of inspiration. The first was something I “knew”, but hadn't internalized: humans can't multitask! More accurately, humans can't focus on more than one thing at a time. Another way of saying it is that you can't think about two things at the same time. So how come you can drive a car, which is a complex task? The answer is that you don't focus on daily driving after your have learned it. You don't have to think about how to slow down the car, you intuitively get off the throttle and press the brake. The second flash was inspired by the first, but important enough to think about it separately: You learn best if you have consciously decided on a goal and then focus on that goal. So, before you drive to the course, think about what you will focus on and then put it into practice.

So how is this applicable to autocross: Anyone starting at autocross discovers right away that it is very different from day-to-day driving on public roads. So here are some suggestions at approaching learning autocross.

**Cones show where you can't go, not where you should go.** Beginners typically, and naturally, focus on driving fast and avoiding cones. By doing that you tend to look at the

next obstacle, avoiding it, and then proceeding to the next obstacle. For good times it is absolutely essential that you learn to get away from that mindset. The way to do this is to change where you look. Look down the course, the further ahead you look ahead, the better. Also don't look at the cones, look at the path you want to steer the car. If you are new to autocross I recommend that you forget about going as fast as you can. Instead, plan on, and practice, looking ahead where you want to drive. Consciously turn your head to where you look, it helps taking your eyes away from nearby cones you shouldn't be focusing on.

**Key to good performance is understanding how to maximize YOUR car's performance.** How to get the best performance out of your car depends on a multitude of factors: weight, engine placement, horsepower, torque curve, alignment, wheel size, tire selection, and tire pressure are just a few of the many components. My recommendation is to start reading the many great books that have been written about car control. My favorites are the Speed Secrets series by Ross Bentley and others, and the Smooth is Fast series by Terry Heick and others. I haven't read The Science of Speed series but plan to. My approach to reading books like these is to read them quickly, but over and over again. I find that by alternating between driving and reading works best for me. When I re-read a book after driving, I discover new subtleties that I missed in previous reads. A great way to access a lot of books is to subscribe to Amazon Kindle Unlimited.

**Learn how to drive YOUR car optimally.** After reading the theory it is time to put it into practice. My approach is to decide on some aspect that I need to improve on and then make that my focus until I feel that I have “got it”. I



am going to start this season by focusing on “slow in and fast out”. This is especially interesting, because you were probably told to only brake and accelerate when going straight. This is really good advice for a novice because it helps you maintain control through turns, but it is not going to get you optimal times. For optimal times you need to maximize speed by constantly driving the car close to, but not over, its limits. You do this by trail braking and accelerating while unwinding. This helps the car rotate and maximizes the amount of time you are on the throttle.

**Deliberately drive your car past its limits.** This sounds nuts, but unless you occasionally exceed the limits you don't know where they are, and you don't know how your car will behave when the limits have been exceeded. If you don't hit cones every now and then, you aren't following the optimal path. When I plateaued early in the 2018 season it was because I had switched from Sumitomo HTR Z III tires to Bridgestone RE-71R and still drove the car to the Sumitomo limits. It was only when I deliberately started pushing the Bridgestones to their limit that I got out of my slump.

**Focus on improving YOUR times, don't chase the leaders.** Yes, autocrossing is racing, but if you constantly

*Anker;*

*There are four reasons to drive at autocross and most people at an event do a combination of them or all four. In my order:*

- 1. Drive for fun at a safe venue.*
- 2. Learn the skills to become a better driver.*
- 3. Competition! Yeah, want to win.*
- 4. It is a great social event where you can spend the day with other like minded half crazy car people.*

*But how to get better?*

*Seat time is EVERYTHING. I did 25+ events my first year and was the door mat for Devens autocross. See #1 above. Bought a trailer and went to race rubber in year two and started kicking butt, 30+ events that year, many Porsche FTDs. 35 events in year three and also 7 sets of Hoosiers corded and tossed in the recycle pile.*

*Year three was a turning point as I was trying so hard to post the very fastest times, (see #3) that is was no longer fun. Two months into the season I stopped looking at my times/cone counts and just went back to #1. My focus went from #3 back to #1 with a vengeance. Autocross was now fun again, seriously more fun and driving the snot out of Kermit and coming through the lights with a big grin, and not even looking at the time. I stopped trying to get better, but what happened was I let myself get better.*

*Reality is that the best way to get better is more seat time. I started in 07 and have taken many a seasons jacket with Porsche clubs (most I think since 08). My autocross career peaked in 2017 with Susan and I driving with both Porsche regions, Renegade Miata, and Boston BMW. I took the seasons win with all 4 clubs. 2018 we both cut back on autocross and now plan on doing just NER Porsche and BMW. We have many more weekends off and I went back to doing DE days at local tracks. I do notice that the cutback in seat time has an effect on my driving, and getting closer to 70 may also have something to do with my times. But I will always have #1 and #4 and there is not a single driver out there who can best me at that.*

*Scruffy*

compare your times with the experts who have driven hundreds of days you won't have nearly as much satisfaction and fun as if you deliberately try to learn new techniques and learn what effect they have on your times.

**Think about why you are autocrossing.** This probably should have been at the top, but I have a reason to put it last. There are two reasons why I autocross and I can't decide which is more important. Before I get into them I should mention that I started autocrossing “seriously” when I was 69 and now I am 71. I am a firm believer that age is not a number, it is an attitude. Not entirely correct because your body and brain do deteriorate when you reach high numbers, but you are in control of how quickly they do, by continuing to challenge the limits of both. So, in that context my goals are social and fighting “old age”. I feel that autocross has been immensely successful as a tool in achieving them. Secondly, I am not going to mention names, because there are so many new friends I have made in a very short time. I also get immense satisfaction from actually becoming decent at autocrossing in spite of my advanced years.

I'll wrap up by quoting Scruffy, our coursemeister's, response to reading an earlier draft of this column:

# THE SLIPPERY SLOPE

By Robert Jacobsen, VP of Events

The 2019 car season is only just barely beginning with the Winter Warmer which took place on February 24th and new for this year the ice races on Newfound Lake in New Hampshire. Looking forward from here the DE Ground School is on March 9th, Newcomers Meeting is coming up on March 24th, the Ramble is at the end of April, 24 Hours of LeMans Kick-off cars and coffee at the Newport Car Museum followed by a cars and coffee at Lala Java in Northborough the following day showing the end of this iconic race. NER's autocross season starts on June 29th, the summer party is scheduled for July 28th and look for an announcement regarding our annual gala in January 2020. There is also a special social event in the works where Lori Schutz will speak and make a presentation about her dad and his role in saving the 911 from the chopping block. There are still more events to be added (Collings Museum and Paul Russell tours for example). So, stay tuned to the Nor'easter and to Porschenet.

In between house projects and packing (as it looks like my wife and I are moving sometime late spring/ early summer) I have ventured out to the garage a few times to begin making the final list of things to be done on the Miata before the first day out on the track which will be our June event at Palmer. New for this year I will need a HANS device and would like to have some sort of data capturing system. My front endlinks need to be replaced as the bushings are completely shot, brake fluid needs to be flushed and an inspection of the pads and rotors. So, it is a relatively short and inexpensive list at this point which is another plus for the Miata. Beyond these few routine items, I am resisting the urge to fully gut the car or look to add any power.

The big thing this summer beyond selling our current house, buying a new house and moving my grandparents in-law to Massachusetts from Wisconsin, will be the cross country road trip in the two old Jeeps I have written about previously. Currently at a friend's house in Las Cruces, New Mexico, I have 1957 and 1972 CJ-5s. I gave some thought to shipping them, but where is the adventure in that? So, at a date TBD, my brother, my wife and I will fly out to NM and drive the two Jeeps home. 2,500 miles

in open top vehicles made during the heart of the Vietnam War, what could go wrong? The goal is lofty as we hope to cover an average of 420 miles a day and be home in 6 days. That however, is very much a best case scenario and the likelihood of us not experiencing some issue along the way is quite slim. Day 1 will be the longest and most desolate as we head from Las Cruces to another friend's house in Edmond, OK. Time in the saddle: 12 hours traversing 700 miles of landscape that makes the moon look friendly. Day 2 will be much shorter as our final destination is Crystal Bridges Museum of American Art in Bentonville, AR. Time in saddle: 4 hours covering just 240 miles. Day 3 brings us to Nashville and the Lane Motor Museum. Time in saddle: 10 hours while putting another 560 miles in our rearview mirrors. Oh, wait... Neither Jeep has a rear view mirror. Day 4 we slog on to yet another friend's house in Charlottesville, VA. Time in saddle: 9 hours, completing 550 miles. Day 5 we start to get into familiar territory with how frequently we drive back and forth to northern VA from Mass. We will drive up Rt. 29 and then head over and up through the Shenandoah National Park going through some of the prettiest land in this entire country and end the day in Purcellville, VA at my brother in-law's house. Time in saddle: 3 hours and 121 miles. Day 6 is the home stretch. We will make the final sprint in this marathon of a drive from VA to Rutland, MA. Avoiding NYC will cost us some extra mileage, but it should still be a manageable day. Time in the saddle: 9 hours for the final 470 miles. Is this crazy? Yes, yes it is. Will it be an unforgettable experience? Undoubtedly in both good ways and bad.

It should also provide me with a lot of material for future articles.

# What Becomes a Legend Most?



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# Gas 'N Go

**Don Kelly**  
**Treasurer**

## Born a Ramblin' Man

Spring is on the way. I have been reviewing all the upcoming events and am starting to get excited. We signed up for the Ramble a couple of weeks ago and are looking forward to seeing some of our friends that we haven't connected with for a while. We haven't been very good Ramblers for the past few years, between family events and other conflicts we've missed the last three years. By gosh, we are going this year and can't wait. The funny thing I've found about all the variety of NER events is each seems to attract its own core following. Since joining NER in 2012 I have found that the Ramble gang is quite different from the DE crowd, and a Concours enthusiast would be loath to ever put their creampuff on a racetrack. Even the AX fanatics are quite different from the DE folks etc. This is the cool thing about NER, there is something for everybody. Cindy and I haven't connected with our Ramblin' friends for too long.

I fondly remember the first Ramble we embarked on. We had only joined NER a few months before and the prospect of staying at the grand Mount Washington Hotel had us vibrating. We love New Hampshire, and one of our regular sightseeing routes would take us down Rt. 302 eventually past the beautiful Mount Washington. We just couldn't wait to go.

As April arrived we shook off the cold of winter, I took a deep breath after completing another heavy work season, and the Friday morning finally arrived when we could jump into the Porsche and head north. The anticipation is very much part of the fun. We took our time, savoring the ride up, chit-chatting and sharing some laughs. We did notice

though, that we weren't seeing any Porsches. Being our first time, we had envisioned a train of Porsches winding our way to our glorious destination. Nothing, no Porsches! Okay, did we get the weekend right? It is the Mount Washington in New Hampshire correct? Is this thing a flop and nobody is going? Finally, as we were only about ten miles from our destination, two beautiful Porsches passed by. Now I have been known to be a bit pokey, really pokey, and I did say we were savoring the ride. These guys were wasting no time getting to the activities, so I stepped a bit more deeply into the gas to stay with our soon to be pals while respecting the confines of the law. The rasp, oh the rasp!

At last we approached the long drive to our coveted destination, and ...WHAAAAA? Its entire façade was under siege by construction scaffolding. Are you kidding me? However, as we approached the parking area, and saw a sea of Porsches, delight replaced concern. Once we entered the Hotel all was well, it was as grand and beautiful as we had imagined. We checked in and got situated into our plush room, then made our way down and out to the expansive veranda. With glasses of wine in hand, we breathed deeply the fresh air and beauty of the surrounding white capped mountains. Surreal!

We now started to mix and mingle sharing the excitement with all of our Porsche companions, spirits were running high. I can recall one exuberant fellow claim, "this is it, this is what it's all about, this is the event of the year."

We eventually tracked down some friends we had made at the Gala a few months before. They in turn introduced us to their rambling companions, two other couples. We all became fast friends. Then came the non-stop socializing; Friday cocktail reception, Saturday morning breakfast, the Ramble route drive, lunch, Saturday dinner reception, and ending with Sunday morning breakfast, smiles, goodbye's, and the abundant memories of a terrific weekend. Wow!

So, yes, we are very much looking forward to reconnecting with our old Ramblin' friends as well as meeting new friends as we anticipate flocking to the Chatham Bars Inn on Cape Cod. Three years is a long time. We just can't wait to catch up, share some stories, and yes, engage in some good ol' chop bustin', and of course, there are the endless laughs!

Lord, I was born a Ramblin' man...

Allman Brothers Band

# VIP's - Very Important Porschephiles

New members as of March 1st, 2019

## **Vincent Agliata**

Portsmouth, RI  
2010 Boxster

## **Faris Al Munaiei**

Boston, MA  
1993 911 Carrera 2

## **Justin Auger**

Bolton, MA  
2016 Cayman

## **Steve Braidman**

Norton, MA  
2003 911 Carrera

## **Evan Clary**

Essex, MA  
1957 356 Speedster

## **Edward Kaye**

Marblehead, MA  
2016 911 Targa 4S

## **Soni Mathew**

Newton Upper Falls, MA  
2009 911 Carrera

## **Wayne Mattson**

Marion, MA  
2015 911 Carrera 4S GT

## **Frank McGillin**

Boston, MA  
2011 Boxster

## **Gary Morand**

Woburn, MA  
2006 Boxster

## **Hilmi Ozguc**

Newton, MA  
2019 911 GT3

## **Daniel Pereira**

Seekonk, MA  
1978 911 Turbo

## **Kevin Riley**

Marblehead, MA  
2011 Cayenne S

## **Brian Schmidt**

Concord, MA  
2016 Cayman

## **Craig Sculos**

Portsmouth, RI  
2010 911 Carrera 4S

## **Robert Weiss**

Dover, MA  
2010 911 Carrera 4S

# VIP's - Very Important Porschephiles

New members as of April 1st, 2019

**Thomas Allgood**

Needham, MA 2019  
2014 Carrera 4S

**Valentin Antoci**

Riverside, RI  
2014 Boxster S

**Jonathan Cody**

North Reading, MA  
1989 928 S4

**William Donnelly**

Marstons Mills, MA  
1987 944

**Brad Emerson**

Newburyport, MA  
2013 Boxster

**David Hannan**

Hingham, MA  
2017 911 Carrera

**Peter-Paul Henze**

Melrose, MA  
1999 911 Carrera

**Christopher Kelley**

Duxbury, MA  
2012 Cayenne

**Michael Knapp**

Pascoag, RI  
2013 Boxster S

**Jefferson Lestage**

Norwell, MA  
2012 911 Carrera

**Michael Miller**

Medway, MA  
2018 911 Carrera GTS

**Kevin Nguyen**

Cambridge, MA  
2019 911 Carrera 4 GTS

**Luke Perry**

Wellesley, MA  
2001 911 Carrera Cabriolet

**Paul Raymond**

Weston, MA  
1996 911 Carrera

**Adam Rose**

Providence, RI  
2012 911 Carrera

**Gregory Simko**

Wellesley, MA  
1972 911T Targa

**Michael Turco**

Northborough, MA  
2008 Cayenne GTS

**Fulton Velez**

Worcester, MA  
2011 Cayenne Turbo

**Rob White**

Boxford, MA  
2000 911 Carrera

**Dave Williams**

Newburyport, MA  
2014 Cayman

**Lixin Zhu**

Lexington, MA  
2019 Cayenne

## **47 Years**

Frank Fantasia  
Vincent Fantasia

## **42 Years**

Connell Cannon  
Kathy Cannon

# **Anniversaries**



## **March 2019**

## **35 Years**

Steven Gilbert  
Richard Howe  
Betty Limpert  
Debbie Unlauf

## **30 Years**

Heather Holloway  
Mark Keefe

## **25 Years**

Laura Harrison  
Robert Harrison

## **20 Years**

Theodore Emerson  
Ellen Ellen  
Eric Licho  
Robert Licho  
Lazarus Michaelidis  
Maria Michaelidis

## **15 Years**

Geoffrey McCabe  
Thomas McCabe  
Stephen Robinson  
Susan Robinson

## **10 Years**

Dawn Bahl  
John Bahl  
Chester Bartels  
Pamela Mascetta  
Noah Parekh

## **5 Years**

Joseph Ciardiello  
Josephine Ciardiello  
Emmett Deangelis  
Stephen Deangelis  
Jerome Gangitano  
Christopher Gervais  
Bruce Johnston  
Jean Johnston  
Chris Mehrmann  
Michael Mehrmann  
Barry Rosen  
Matthew Rosen  
Michael White

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



## 47 Years

Darlene Tobolski  
Edward Tobolski

## 43 Years

Chuck Burton  
John Burton

## 40 Years

Joan Coughlin  
Tom Coughlin  
Wayne Mackie

# Anniversaries



## April 2019

## 20 Years

Cynthia Bucu  
Joseph Bucu  
Brian McNamara  
Christine McNamara

## 15 Years

Brita Outzen  
Chris Outzen

## 10 Years

Karl Cialli  
Louis Dellanno  
Eric Kawaoka  
John Kawaoka  
Scott McNamara  
Christopher Quinn  
Reyna Rosanna  
Daniel Walton

## 5 Years

Steven Abrams  
Erick Aubin  
Edwin Brohm  
Michael Brohm  
Lisa Burke  
Chris Gardner  
Matt Gardner  
Harold Schofield  
Janet Schofield

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

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# Minutes of the Board

**Lisa Davis**  
**Secretary**

## February 2019 Board Meeting Minutes

After an unusually warm February day, we were met with a brief snow squall as we journeyed to Wachusett Mountain for the Board Meeting. We found our way to the Spruce Room, a lovely function facility, complete with a warm fire in the fireplace. Our host (and resident ski patroller) was Robert Jacobsen. Thank you, Robert!

In attendance were:

Kristin Larson – Past President

Bill Seymour – President

Robert Jacobsen – VP Administration

Paul Skinner – VP Driving Events

Don Kelly – Treasurer

Lisa Davis – Secretary

Jerome Gangitano – Membership

Stan Corbett – DE Registration

Alan Davis – NER Member

Anker Berg-Sonne – VP Communications, was on vacation.

The meeting commenced with the acceptance of the Treasurer’s report. The board then went on to approve the 2019 Gala date set for January 4th and also approved Robert Jacobsen to sign the contract with Andover Country Club.

Other reviewed items were:

- To post Treffin, Zone 1, and Concours information on the website and

- To publish Sponsoring and Advertising rates in the NOR’EASTER.
- As upgrading the website is infeasible at present, Sterling has made some changes to help improve its speed.
- We are still looking for a secondary sponsor for the Summer Party
- The Newcomer’s Meeting will be on March 24th and sponsored by Porsche of Norwell.
- To attract new members, Panorama magazines will be delivered to dealerships with 50 being shipped now, and then 10/month.

The Board authorized the printing of an NER leaflet to support a new program of Herb Chambers of Boston, who plans to give a free PCA membership to each new Porsche sportscar owner. Jerome will look into the possibility of other dealerships doing the same.

As we are looking forward to the printed version of the NOR’EASTER in March, the Board discussed getting our sponsorship established for all events as soon as possible with first right of refusal to last year’s sponsors. Also, Event Chairpersons must be reminded to complete and deliver their information to the Communications team by February 15th.

The next topic of discussion was the 60th Anniversary and related events:

We are working on the possibility of hosting a social event/dinner with speaker Lori Schulz. The Board approved up to \$5000 for Ms. Schutz’s expenses. Also discussed was inviting other regional Porsche clubs to the event.

Bill also gave a brief outline of the Newcomers Meeting and set-up of the event. Copies of the 60th Anniversary

Calendars will be provided.

The elements of the 60th Anniversary T-Shirt were determined. It was decided to have a Miami Blue shirt color, with Gulf Orange graphics. These t-shirts may be available for purchase during selected event sign ups.

The Board approved inviting NCR to the Summer Party – the more the merrier!

During discussion of financial business, it was determined that Don will not invoice sponsors and advertisers until all Activity Chairpersons send a list of their sponsorship to the Board and everyone signs off.

Stan spoke of the DE contract with Thompson Speedway Motorsports Park. He provided treasurer Don Kelly with signed contract pages to submit with the deposit check.

The meeting ended with the following decisions:

- The Freedcamp filing structure will have new folders at the top level with ascending year information, as well as “carry forward” files.
- The board approved sending the printed NOR’EASTER to every primary member of NER and an additional 200 extra copies for dealerships and independent shops at a cost of \$8000.
- To continue the Webmaster search.

The next board meeting will be held at the home of Lisa Davis on March 13th.

### **March 2019 Board Meeting Minutes**

Springing forward, the board members arrived with plenty of daylight to Lisa Davis’ home in Franklin, where they were served a home-cooked meal with President Bill Seymour at the head of the table.

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

Stan Corbett – DE Registration

Alan Davis – NER Member

Jerome Gangitano – Membership, was away on business.

First things first, the meeting began with the acceptance of the Treasurer’s report. The board then reviewed the following action items:

Joe Kovacs and Sterling Vernon have offered to help board members with event promotion postings to the website. In conjunction with posting events, it was determined that for every event there should be a write-up in the NOR’EASTER and promotion of events must comply with what sponsors were promised.

VP of Administration Robert Jacobsen is organizing the Newcomers Meeting slated for March 24th at Porsche of Norwell. All club activities will be promoted. The board approved a motion to give away 60th Anniversary calendars at the event.

Membership Chair Jerome Gangitano is working with Sterling Vernon on a NER PCA promotional trifold leaflet for dealerships offering free membership to new sports car owners. Herb Chambers of Boston will be the first to implement this program.

The next topic of discussion was the 60th Anniversary and related events:

Robert Jacobsen will be working with Steve James on the logistics of ordering 60th Anniversary t-shirts. It was determined to have the 60th Anniversary logo on the front, with 2019 events listed on the back. The t-shirts will be available in long and short sleeve, with adult and kids sizing.

The 60th Anniversary interviews in the NOR’EASTER will continue with board members volunteering to do the interviews.

During discussion of financial business, Treasurer Don Kelly was given the goahead to start invoicing sponsors and advertisers.

The board acknowledged that in our unsuccessful search for a Webmaster, that our VP Communications has been overworked. Included in the discussion to ease the burden was:

Simplifying the NOR’EASTER,

Using a monthly email template,

Time management for each task, • Distribution of tasks to

board members,

Ask sponsors to write articles.

In Driving business:

Zone 1 Representative, Dan Fishkind confirmed that the Zone 1 Autocross event will be held at Devens on September 14-15th.

Registrar Stan Corbett noted that registrations for DE events are running ahead of last year. Registration for Tremblant opens on the 15th and should fill up fast.

Bill acknowledged having received little information on the PCA Treffen, slated for September 4-9th. The organizers at PCA are looking for volunteers to work. Volunteers will receive a subsidized hotel stay and a volunteer dinner. Please email Bill Seymour if interested.

VP Driving Paul Skinner stated that the Concours committee is currently resolving their site location. He also noted that PCNA will not provide any financial assistance, thus we must depend on local sponsors, participant and spectator parking fees.

The meeting ended with display of new banners/flags for events.

The next board meeting will be April 10th, hosted by Don Kelly.



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# Driver Education Ground School Report

Copy by Stan Corbett

It seems like this has been an extremely COLD winter or maybe it's just me. It's time once again for Porsche enthusiasts to dream about those nice, sunny days to come when it is possible to enjoy all the capabilities built into our favorite Porsche, no matter its age. PCA's High Performance Driver Education (HPDE) program is one of the few places enthusiasts can enjoy their car to its potential and the GS provides an opportunity to learn what DE is all about. We gathered on March 9th for the 2019 version of the DE Ground School to put a little substance to those dreams. This year's GS, hosted for at least the 20<sup>th</sup> year in a row by HMS Motorsport was attended by 43 people including paid attendees plus members of our Board and/or Track Committees.

As people arrived, they signed in and we started, as always, with coffee, pastries, bagels, muffins and fruit cups all provided by one of David Peterman's Panera franchises. After introductions, the proceedings began with a presentation by the HMS folks about the various types of equipment that enhance the enjoyment and safety of driving on a racetrack. They gave an extremely informative presentation on safety equipment and considerations, explaining the difference between things that are optional for beginning DE participants, such as race seats and harnesses, and things that are mandatory for all drivers, such as helmets. They discussed things to consider when purchasing a helmet pointing out that because the proper fit of a helmet is critical for safety, you must test fit it on your own head, an exercise that cannot be done online. In discussing other kinds of safety and driving equipment they brought up some finer points, such as recommending that driving gloves for use in DE ought to be a bright color so that when you signal other drivers to pass, the drivers behind you will be able to see your hand clearly. If you need any sort of high-performance driving gear, you owe it to yourself to visit HMS and check out their wide selection of helmets, driving shoes, gloves, racing seats, harnesses, safety equipment and much more.

Then we were on to the bulk of the presentation. Ed Mansing (Novice Development), Dave Berman (one of our Chief Instructors) and I (your erstwhile DE Registrar and Safety Chair) tag-teamed to give an informative and, I hope, lively and entertaining presentation designed to help those who have not yet participated with an understanding of what the DE program is, how it is run, and what happens at a typical event. Topics we covered included:

- Driver's Education mission
- DE Benefits
  - You will drive your Porsche at famous racetracks and explore what you and it can do in a safe and controlled environment as you learn high-performance driving techniques under the guidance of approved NER/NCR PCA instructors.
  - You will become a safer and more confident everyday driver.
  - You will meet new and interesting people.
  - Above all, it's fun!
- What DE is NOT
- Who can participate
- What can you drive?
- Pre-event activities
  - Registration and payment
  - Mandatory Pre-Event Tech inspection
  - GET A HELMET!
- What happens on a typical day?
  - Check in
  - Final safety inspection of your car
  - Driver's meeting
  - Meeting with your instructor
  - Four 20-minute plus driving sessions on the track per day with a group of other drivers of similar experience
  - Work assignments which vary by track

Audience interest and enthusiasm was high with lots of questions fielded. The DE discussion continued through the pizza lunch provided by HMS with attendees plying board and track committee members and HMS folks with many more questions. As the meeting wound down, many participants could be seen checking out the array of products offered by HMS and making purchases, a promising sign that they will be participating in some of the DE events this year.

If you were unable to attend the Ground School but have in interest in learning about or participating in DE, you should check out the extensive information provided in recent issues of the Nor'easter and on our website and then sign up for one or more events. A copy of the GS presentation is available on the NER website at <https://porschenet.com/wp-content/uploads/2017/11/2019-Ground-School-Presentation-final.pdf>. You can find the schedule in the Nor'easter, in the GS presentation or on the Northeast Region website: [www.porschenet.com](http://www.porschenet.com).

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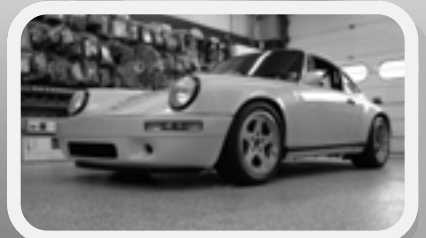
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# Momentum

**Paul Skinner**  
VP, Driving

## Momentum

The quantity of motion of a moving body, measured as a product of its mass and velocity

*-New Oxford American Dictionary*

I first learned this definition in my high school physics class in its pure form, as it relates to physics itself. However, my father, a philosophical man, would say that life is momentum. You have keep moving forward in a positive direction if you want to achieve success.

Once I started participating in DE events, I heard the word “momentum” used in a new way, as it related to my 2000 Boxster S- “It’s a great momentum car”. As I soon figured out, it was a polite way for fellow DE’ers to describe a low horsepower car. In other words, if you want to be fast and attempt to keep up with the rest of the pack you must learn the right line, follow it and carry your speed through the turns to generate a good exit speed. Sadly, a GT3RS or 911 Turbo will always bury you in the straights, but with momentum you will run them down in the corners.

In this article, I would like to talk about the momentum that brought me to where I am today as a PCA member and Porsche owner\enthusiast.

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

Fast forward 35 years and while looking to buy a new SUV,

on a whim I pulled into Porsche Norwell and test drove a Cayenne. Once again, one spin around the block and I was hooked. I drove home that day in my new Porsche and haven’t looked back (or elsewhere) since. Six months after buying the Cayenne I then traded in my BMW Z3 for a Boxster S. While the Cayenne gave way to a Panamera and then that to a Macan S, my Boxster S is my true love.

Every time I get behind the wheel, I am transported back to 1974. I feel like I am a 6-year-old boy again without a care in the world except the next corner.

I joined PCA two years ago after a Porsche customer event at Palmer Motorsports Park where I **got take my Boxster** on the track and really see how it could perform. With the addition of some really good tires, I did a few DE events that year and couldn’t wait for more. Then in 2018 I did as many DE and social events as I could. In the process I met a lot of great people, had great instructors, made some new friends, and was welcomed into the PCA family.

The momentum that was initiated on that day in 1974 carried me forward through the twists and turns of car ownership, to where I am today.

# HANS & Harnesses 2019

Written by Stan Corbett

The number one priority of PCA's High Performance Driver Education (HPDE) Program is track safety. A core belief in the DE program is that a person can purchase a stock Porsche and take it to the track for an HPDE event, after an appropriate tech inspection of course.

Some people choose to modify their cars to increase performance and/or safety. A popular modification made to track cars is the addition of a multi-point harness system. Starting January 1, 2019, people driving cars with multi-point harness systems will be required to utilize a head and neck restraint system, commonly referred to as a HANS device.

The PCA National Drivers Education Committee has updated the Driver Education Minimum Standards.

**All DE participants in 2019 must review this update as it may affect your car and equipment preparation for the upcoming DE season.**

The link to the PCA "Driver Education Minimum Standards" page is listed below:

<http://tinyurl.com/y3jlbgpz>

The section of the Driver Education Minimum Standards document to pay particular attention to is under "**Harness Systems**" covering the use of a **Head and Neck Restraint system**, commonly known as a HANS device, which is now **mandatory for both student and instructor** when five, six or seven-point harnesses are being used. Exceptions and detail for some four-point systems are also listed in the document.

The updated document states: "The participant should BE AWARE that the addition of such a seat and harness system results in the occupant being fastened upright in the vehicle. Therefore, in order to have a COMPLETE SYSTEM, a properly padded roll bar or roll cage is recommended, and an approved head and neck restraint device is **required** (emphasis added). A head and neck restraint device certified as meeting the standards of either SFI 38.1 or FIA 8858 or its successor is required. The use of such a harness system without roll protection and a head and neck restraint device may result in an unsafe environment and is not a COMPLETE SYSTEM."

When using a head and neck restraint device, it is recommended that one follow the SFI Recertification process for the head and neck restraint device. The

instructions for this can be found on the device. Additionally, it is recommended that the straps be replaced every five years."

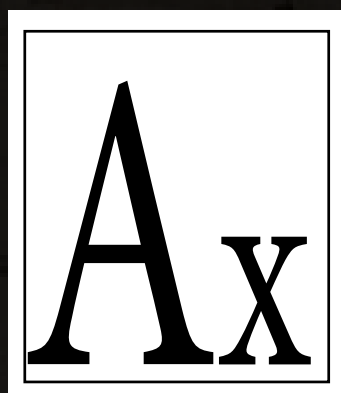
NER Chief Instructor and Track Committee comments:

- A Head and Neck restraint system commonly known as a HANS device, is now mandatory for both student and instructor when a five, six or seven-point harness is in use.
- A suitable roll bar or roll cage is Strongly Recommended when race seats and harnesses are in use but is not mandatory.
- A suitable roll bar or roll cage along with Race Seats, Harnesses and Head and Neck Restraints provides both students and instructors with a complete safety system.
- It is recommended that sedans and coupes with racing seats and harnesses without a roll bar or roll cage have functioning factory provided 3-point seat belts in the car.
- Sedans and coupes with racing seats, harnesses and \*functioning 3-point seat belts that do not have a roll bar or roll cage, are allowed to use \*functioning 3-point seat belts with an instructor but, because the rule of equal restraints always applies, both occupants must use the same restraint method.
- Students and drivers that utilize racing seats and harnesses that do not have a roll bar or roll cage and do not have \*functioning 3-point seat belts in the car, will not be provided an instructor; this includes check-out rides.
- To be painfully clear, students that utilize racing seats and harnesses in the Green (Beginner) and Yellow (Novice) run groups that do not have a roll bar or roll cage and do not have \*functioning 3-point seat belts in the car will not be able to participate in our DEs as all Green and Yellow run group students must have an instructor in the car with them when on track.

\*Note: A functioning 3-point seat belt requires similar fitment as provided by the stock seat.

Okay, you may ask. What about me? I have a current helmet but it's not set up for use with a head and neck restraint system!

Since you have a current helmet, defined as one that meets the Snell SA2010, M2010 or K2010 certification or later, your helmet can likely be retrofitted with mounting posts that work with the head and neck restraint system of your choice. A good place to start would be HMS Motorsports in Danvers, MA. They are the long-time host for our annual DE Ground School scheduled for March 9th, 2019 and they offer a 10% discount for PCA members.



AUTOCROSS



## Autocross Registration for 2019 is OPEN

**NER Car Control Clinic – Learn Car Control Through Autocross  
Registration Opens April 1; Closes April 28**

**NER AX Full Season AX - Registration Opens April 1; Closes June 26**

As advertised in last month's special "print" NOR'EASTER, PCA Northeast Region has another exciting Autocross Season in store for the coming summer & fall months. Last

year, we had a good season in terms of event registrations and we hope to do even better this year!

**Why autocross? SCCA says it perfectly on their web site:**

*... on paper it seems very simple – use traffic cones to make a mini-road course in a large parking lot or unused airport tarmac and see who can drive it the quickest without hitting any cones or going off course.*

*Despite the generally low speeds attained during competition, it's one of the fastest paced, rapid-fire forms of motorsports you can find, with barriers to entry so low that many people are able to compete and be competitive at it.*

**How to get started?**

OK, so those crazy Autocrossers have changed the name of this venue once again ... is it a Car Control Clinic or an Autocross School ??? Well, actually it's both. If you've never tried it, I encourage you to sign up for our clinic, which will show you what an actual autocross event is about, and give you a chance to do things with your car that you would/should never do on the street. And the car control skills you'll learn are incredibly useful not just at an autocross event, but at one of our club's Driver's Ed events at a racetrack, or even in everyday street driving situations.

The NER Autocross Team will be holding this ever-popular event at Moore Airfield, Devens, MA (same place we hold the regular Autocross events). At the clinic, we'll have plenty of experienced instructors on hand to provide you with one-on-one instruction in your own car.

This year, we have revised the program to provide more "seat time" for participants which, after all, is where the true learning happens. We will have our usual cast of experienced autocross folks available to provide their valuable guidance, but we have modified the program this year to increase the "learning by doing" aspect of our clinic. We'll still incorporate the morning exercises that will help teach you basic car control skills like braking, turning, and throttle-steer, that are not only useful in all the club's motorsport activities (like DE events), but can come in handy in everyday driving as well. After a break for lunch (provided by us) we'll set up an actual timed autocross course so you can try out your new driving skills – with the help of an instructor for a run or two, and – if you feel comfortable – on your own after that!

Our instructors are all "regulars" at our Autocross events

(hence, the name “Learn through Autocross”), and many do a lot of DE events as well. You’ll find that it’s a friendly group of men and women who enjoy having fun with their cars, working on driving skills, and hanging out with each other. Of course we hope that after this event, we’ll see you at Devens or the track on a regular basis too!

And to give you a first-hand look at what to expect, we have a couple of excellent new “Introduction to Autocross” videos on our website, produced by one of our long-time members Richard Viard. The first (Part 1) describes our events, what to bring, and has some commentary from some of our regulars about what they like about autocross. The second video (Part 2) – to be posted soon - gives you some useful up-front instruction that will be presented at the clinic. Both can be seen on the Autocross page of our website at [www.porschenet.com](http://www.porschenet.com)

We happen to enjoy probably one of the best venues in the Northeast for practicing driving skills and running autocross events. Even the Mass. State Police use the place during the week for their driver training so we must be in the right place. Of course, our event is primarily for Porsches, but the skills you learn will apply to all cars and all drivers. And if you get hooked, there are seven other car clubs that use Devens on the weekends for their own autocross events.

### **Registration Details for Car Control Clinic:**

Price: \$60 (includes a free registration to one NER Autocross Event in 2019)

Eligibility: This event is for PCA members who are novices only! If you have participated in more than three autocross events and/or three DE events during the past year, you are not considered a novice to be eligible to register.

Registration will open in early April at [www.pcaner.motorsportreg.com](http://www.pcaner.motorsportreg.com) Watch NER newsblasts and on-line Nor’Easter for updates.

Pre-registration is REQUIRED for this event. Please do not show up at the gate unless you have registered, or you will be turned away. The autocross school will have a 45 person limit, which will fill up fast, so please register early.

Day of the Event: Gates open at 7am. Please be on site no later than 7:30 AM. Dress appropriately – it could still be cold on a May morning – and the event is held rain or shine.

For event and eligibility questions contact NER Autocross Chair Chris Ryan at [autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com) . For registration/payment issues contact NER Autocross

Registrar Jeff Johnson at [autocrossreg@porschenet.com](mailto:autocrossreg@porschenet.com) .

### **Directions to “Fort” Devens:**

The event will be at Moore Airfield on Route 2A which is separate from the main Army base. The Google maps address is 91 Fitchburg Rd. Ayer MA. From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny’s Restaurant. Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading “State Police Driver Training”. Enter through the main gate, look for the “Autocross” sign and bear left up the hill to get to the airfield. At the top of the hill there will be someone to check you in, have you sign the PCA waiver sheet, and greet you with instructions. Please be prepared to show your driver’s license and PCA Membership card.

Just to bore you with a few statistics, we averaged about 86 registrants per event for our five autocrosses in 2018, up from 72 the year before. We had 40 people sign up for the season, including 7 newcomers who attended the car control clinic in May! Another 13 drivers signed up for at least three or four events. But 110 drivers attended only one event last season. We certainly hope it wasn’t because they didn’t enjoy themselves – and we’d sure like to see all these numbers improve in 2019!

One reason for mentioning all this is that having plenty of drivers sign up generally makes for better, smoother running events – more driving – and more fun for everyone. So if you have never tried autocross but are curious about it, I urge you to sign up for the car control clinic in May, and hopefully that will inspire you to do a couple of events or more this season.

If you are a regular, or even a semi-regular autocrosser, consider signing up for the season. You’ll get five entries for the price of four; if you come to the car control clinic, you’ll get one free autocross entry. The sooner we see the signups the easier it is to set up and plan our events. Registration for all AX events is at [www.motorsportreg.com](http://www.motorsportreg.com) .

If you have questions or are looking for more information about NER’s events or autocross in general, check out the Autocross page on NER’s website where you’ll find some good instructional videos and lots of other information about our program.



# I Just Can't Get Tired of the Old Classifieds From the November 1963 NOR'EASTER

- For Sale** Dismantling 1956 Normal Coupe. Most of body damaged but mechanically OK. Will sell individual parts. Bob Wilson, Sunnyside Lane, Lincoln, Mass. or call CL 9-8741 after 7:00 P.M.
- For Sale** 1957 1600N Coupe, new blue paint in January 1963, Michelin X's, new front suspension, new interior, in good condition for \$1000. John Harkness, Babson Institute, Wellesley Hills, Mass. OE 5-8021
- For Sale** 1958 1600N engine, very fast with the new Bursch exhaust system just installed. --1957 transmission with axles in good condition with BBBC gears. --Front and rear bumpers (356A model). --Complete brake system, drums, backing plates, master brake cylinder, and nearly new brake shoes. --All the glass for the 356A model coupe except the windshield; also doors (right one slightly damaged) plus the rear deck lid. --All dash-board instruments, left front seat, and steering wheel. --Complete set of rims and four Goodyear tubeless tires with only 3000 miles on them. John Harkness, Babson Institute, Wellesley Hills, Mass. OE 5-8021
- For Sale** 1961 1600N Coupe, white, blue interior, chrome knock-off wheels, Michelin X tires, radio, belts, mirror, compass, horn ring, Abarth with bumper conversion, transistor ignition. Very clean. 37,000 miles, carefully maintained. Best offer near \$3000. Bruce Currie, 7 Abbott Road, Lexington Mass. VO 2-3213
- For Sale** 1961 1600N Coupe, white, black interior, seat belts, Abarth. 39,000 miles. Very good condition. \$2795. Going to Europe next spring to get new one. John T. Gorman, 5 High St., Yarmouth, Maine 04096 207 846-5253
- For Sale** Chrome Amco luggage rack: \$10. Ray Ringler, Hanscom Field, Bedford, Mass.
- Wanted** Used rally equipment such as: Heuer stop watch; mechanical or electric (6v.) odometer; Halda tee. Also wanted: Porsche fog lamps. W.E.Mack, RFD, Concord, Mass.
- Wanted** Hardtop for 1961 Cabriolet. E.T.Houvouras, P.O.Box 127, Hopewell, Va.  
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## ANNUAL POINTS thru October

Seymour Lisker	297	Bob Ross	120	Gary Winslow	74
Ernie Groves	288	Dorothy Ross	119	Bert Borngesser	72
Roger Bond	286	Gay Wentworth	116	Barbara Day	67
Charlie Dow	266	Ron Day	115	John Grynkrout	65
Will Mack	222	Bill Edgett	112	Ed Pass	57
Ed Broadhead	220	Pinky Andrews	110	Bill Gray	52
Ray Ringler	209	Ed Fisher	94	Al Johnston	51
Rod Southworth	180	Ed Heath	90	Roger Bloomfield	50
Jack Hine	158	Jack Miller	90	Don Cahoon	48
Bill McDonald	156	Bob Buck	79	Dorothy Pass	48
John Hopkins	125	Dave Willard	78	Adrian West	45
Dan McNally	122	Dick Gilcreast	78	Alexander Peckham	45

....and 21 others. Family members have been listed only when they entered an event like a gymkhana where they received a separate score (lazy reporting!). Two with high scores are Martha Dow and Nancy Broadhead. Leigh Groves, Kay McNally, and



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# 2nd Annual NER Summer Party

07/28/2019 11:30 am - 3:30 pm

Sponsored by (EPE) European Performance Engineering

Mark your calendars! Northeast Region PCA will take over the Wachusetts ski area on Sunday July 28th for a day of skiing. No, strike that, no skiing. Rather it will be the second annual NER Summer Party. Like last year, this will be an event for the whole family with games for kids and adults who act like kids, a people's choice car show (very informal but a great way to tune up for our regular "fancy" Concours in Newport in October!) and a great "newgrass" band – Mammias Marmalade. Additionally, Wachusett will

have the ski lift running for two hours for those who want to venture up for a view of Boston.

For those who were not fortunate enough to have experienced this party last year (at the German American Club in Walpole) a brief refresher: there was a spirited cornhole contest with current Past President Kristin Larson and Dave Berman victorious (and vowing to rigorously defend their title). There was beer (German focus last





year, craft beer focus for 2019). There was blood – a wounded President who crashed on the ridiculous kid’s bike autocross course. There was face painting (so popular it will be back). There were some great new Porsches to ogle courtesy of Porsche of Norwell (who will be back,



surely bringing a GT3RS and other unobtainables). For 2019 we have a second sponsor, European Performance Engineering who might also bring a fancy customer car or two. And the weather was perfect (long range forecast says even better in 2019).

In fact there were only two things missing: about 100 more of you and more kids! The more kids we get the more games we have. So mark your calendar and watch the website for the signup. See you there.



# 2019 Winter Warmer report

By Robert Jacobsen. Photos by Peter Mozzone

February 24th dawned a cold and rainy morning, but despite the weather we had about sixty-five people venture out of hibernation to attend the annual Winter Warmer graciously hosted by “Racecar” Rick Scourtas at Herb Chambers Porsche in Boston. After some time to socialize and catch up with friends over donuts and coffee, Rick gave a brief talk that for some if not most attendees (including yours truly) contained future Porsche related info of which we were unaware. Among the most notable was the fact that for 2020 the 718 (Cayman/ Boxster) line is no more. There will only be a Spyder and a GT4 both of which will be powered by the same 4.0L motor pushing 420hp. A platform similar to the 718 will return around 2024 and most likely feature an all-electric powertrain. In that same current (see what I did there?) the productions of the Taycan will ramp up early next year with the “S” and “Turbo” models both of which will be all wheel drive. One note aside, the “Turbo” designation for a Taycan is interesting and one that the purist in me wrestles with. While some might say it is an homage to the up-powered variants of past models, it feels a bit gimmicky. The turbo badge holds a significant position of respect and denotes a car DNA and driving experience not replicated. Tagging this brand new era of vehicles with a moniker that has no mechanical connection to the car, but rather seems an attempt just to play on a consumer’s emotional connection

to the past is an interesting approach. The latter part of 2020 will see the arrival of the base Taycan in rear wheel drive. Other key items from the Winer Warmer and talking with “Racecar” Rick.

- New York Auto Show debut of the 991.2 Speedster including the Heritage Version with the gas tank filler in the middle of the hood!
- New Panamera GTS
- 992 S coupe and 4s coupe this Summer with the Cabriolet introduction this fall. PDK first with true manuals beginning early 2020
- 992 Targa, GTS, and Turbo arriving the summer/fall of 2020

After lunch there were doorprizes and more socializing (remember the club saying “Come for the cars, but stay for the people”). There was also a rare public appearance of the club’s sterling silver 356 trophy signed by Ferry Porsche given to the club in 1961 for hosting a Porsche Parade out in the Berkshires.

Thank you to all who came out and thank you again to Herb Chambers Porsche of Boston and “Racecar” Rick Scourtas.

**\*The info given above are the opinions of Rick Scourtas and do not reflect the opinions of Porsche Cars of North America or Herb Chambers**





# Newcomers Meeting report

By Robert Jacobsen. Photos by Anker Berg-Sonne

Porsche of Norwell graciously hosted the club's annual Newcomers Meeting on March 24th. After coffee and breakfast from Panera, provided by Porsche of Norwell, representatives from the key activities of the club (autocross, DE, social, and concours) gave brief (or not so brief) overviews of their respective area of responsibility to the fifty or so attendees. Among those attendees were people brand new to PCA, current PCA members who had

recently moved and were new to our region and existing NER members who had simply been away from the club for a while. Questions were asked, questions were answered, more coffee and croissants consumed, GT2RS's were lusted after, all in all it was a great morning. If you were one of the attendees, thank you for coming out and if you missed it, keep an eye on the club calendar for the next event.



Jason Landry, Porsche Norwell Parts Manager



Newcomers



Stan Corbett talking about DE



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