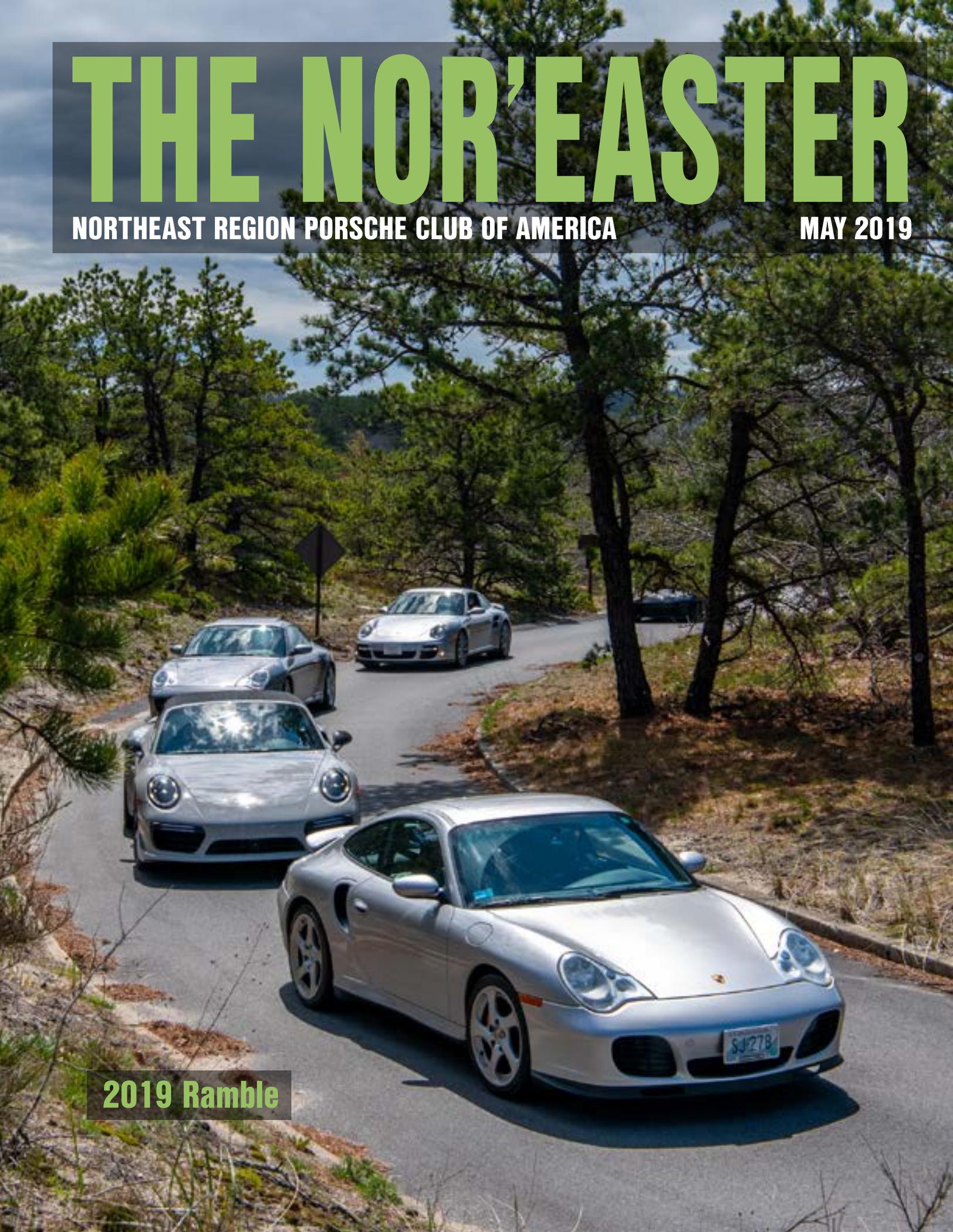


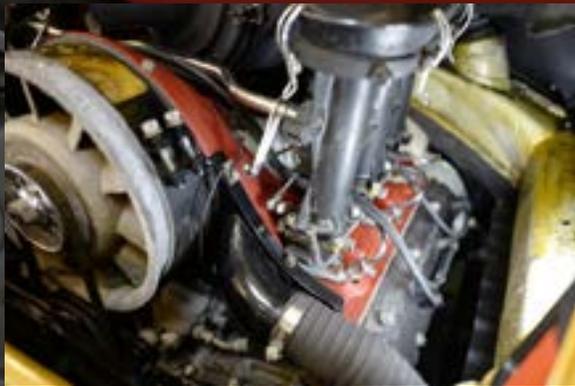
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2019 Ramble



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Features

10 To Ramble again, or not to Ramble again? by Larry Levin

Columns

- 14 Editor's Corner
- 16 The Long and Winding Road
- 18 Back to Basics
- 22 The Slippery Slope
- 24 Gas 'N Go
- 28 Minutes of the Board

Departments

- 5 Front and Back Covers
- 7 NER Event Calendar
- 26 New Members
- 27 Anniversaries
- 30 Board of Directors
- 30 Committee Chairs
- 30 By the Numbers

Event Reports

- 33 NER's "Learn Car Control thru Autocross" 2019
- 39 Rambling on the Cape of Cod
- 43 American Heritage Museum Tour report
- 46 14 April 2019 South of Boston (SoBo)

Advertisers

- 2 European Performance Engineering (EPE)
- 4 South Shore Autoworks
- 6 Porsche Norwell
- 9 Assabet Advisors
- 15 Skinner Auctioneers and Appraisers
- 17 Musante Motorsports
- 23 Kachel Motor Sports (KMC)
- 25 Auto Engineering of Lexington
- 29 VR Motion Labs
- 31 Stuttgart Northeast
- 31 Autobahn Performance
- 31 Sound In Motion



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Front and Back Covers



Image by Larry Levin
From the 2019 Ramble on Cape Cod



Image by Larry Levin
From the 2019 Ramble on Cape Cod

— 2018 —

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Event Calendar

Signature

July 28	Second Annual NER Summer Party
October 5	NER Concours at Chateau Sur Mer in Newport RI

Driver Education

May 17-19	Zone 1 48 Hours at the Glen DE
May 24-26	DE at Thompson sponsored by South Shore Autoworks
May 31-June 2	Zone 1 Clash at the Glen Club Race
June 7-9	NER DE at Palmer - Clockwise sponsored by Kachel Motor Works
June 30	Vintage DE #1 @ Palmer
July 5-7	NER DE at Le Circuit Mont-Tremblant
July 22-23	NCR DE Event at Limerock Park
August 1	NCR DE at NHMS
August 9-11	NER DE at Watkins Glen sponsored by European Performance Engineering
August 13-15	NER DE at Calabogie Motorsports Park
September 6-8	NCR DE at Tamworth Club Motorsports
September 20-22	NER DE Season Finale at Palmer Motorsports Park sponsored by South Shore Autoworks
October 5	Vintage DE #3 @ Palmer
October 19-20	NCR October DE at Tamworth Club Motorsports

Autocross

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

Event Calendar Continued

Social

May 19	Cars and Coffee - Lala Java Northborough
June 8	Lori Schutz Speaker Event
June 15	24 Hours of LeMans Kick-off Cars and Coffee at the Newport Car Museum
June 16	24 Hours of LeMans end of race Cars and Coffee at Lala Java
July 14	Cars and Coffee Lala Java Northborough
August 9	Friday Night Lights
August 18	Cars aoffee Lala Java Northborough
September 4-7	Treffen Vermont
September 15	Cars and Coffee Lala Java Northborough
September 20	Zone 1 Concours & Rally
October 12	3rd Annual Cars and Coffee Food Drive to Benefit Veterans Inc Lala Java Northborough
October 19	Zone 1 Boardwalk Reunion Ocean City NJ
October 19	3rd Annual Porsches & Coffee “As Is” Car Show to Benefit Homes For Our Troops

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To Ramble again, or not to Ramble again? A first timer view of the 2019 NER-PCA Ramble

By Larry Levin

“To Ramble or not to Ramble” that is the question. It didn’t take long to answer that question. You see for 5 years since joining PCA, I’ve heard numerous NER-PCA members tell me about how much they enjoy going to the annual Ramble. They were folks who’ve been attending this event for years; some as few as 8 and others as many as 14 or even 20 years! I mean even before I took possession of my first Porsche 5 years ago, member Kirk Stingle was enlightening me on the joys of this special weekend. I knew I was going to try a Ramble someday and although my wife Annmarie had some understandable hesitation, she was on board to try it with me and this was the year we were going to make it happen. So, the real question this first timer is asking is “To Ramble again or not to Ramble again?”

This year’s Ramble was in Cape Cod, Massachusetts at the lovely Chatham Bars Inn. What a magnificent venue, not to mention the biggest Ramble to date. I believe aside from the national Porsche Parade, this was one of the biggest PCA events of the year. It did seem a little overwhelming though with the thought of there being over 195 cars, more than 300 people and we being first timers. Yikes! I did bring my good camera because I enjoy taking pictures and it’s also a great way to meet people and learn about them and their cars. I will say that I didn’t take as many pictures as I thought I would because I was having too much fun - but more on that later.

The Ramble started with a cocktail hour on Friday night then dinner on our own. But the ‘main event’ was on Saturday and with that in mind, we were up early at which





time my wife went out and ran 6 miles (no days off she says!) and I wiped my car down and got her ready for our day.

We began with breakfast and the days instructions, then my wife and I had a driver and navigator meeting in the parking lot. We went over “right vs left” and how to look for decimal points in the distance. Having the instructions numbered does help the navigator, but we decided when reading the instructions, read only the distance and action and not the instruction number.

You know what they say about the best laid plans? Well, it’s true! Even with our quickly created master plan and the

wonderful detailed directions provided to us, my wife and I managed to get off route not once, but twice!! We went off route once as part of a 6-car pod AND we managed to get off route a second time in the morning on our own. Now I will admit that if we were going to a wedding or some other function, one or both of us would have gotten angrier than an unevenly loaded washing machine during an extended spin cycle. NOT this time though. She and I both embraced that which is the Ramble and simply laughed it off and enjoyed seeing more of the Cape than perhaps many of the others on the Ramble may have seen.





As the day went on, it continued to impress. I could share about our stop at the beautiful Province Lands Visitor Center with its glorious views of the deep blue ocean, its sandy beaches, and other picturesque points. I could even share how the parking lot of the Visitor Center was an ever-changing canvas of ‘Porsche car’ eye candy as cars Ramble’d in and out of the lot while we were there. A few hours later, we found ourselves in South Yarmouth at the Riverway Lobster House for a phenomenal and tasty lunch buffet with all the house specialties including desserts

which we thoroughly enjoyed. Or I could share about the Ramble back to the Chatham Bars Inn after lunch in which we passed through more neighborhoods with beautiful homes and more breathtaking views of this beautiful part of the state. Lastly, I could share that we finished the day in Stars Restaurant at the Inn with a fabulous plated 5 course meal which was truly delicious.

It’s all wonderfully true and really made the experience both enjoyable and memorable. However, as a first timer



to the Ramble, I would have to say without a doubt, that the number one thing that stood out for both of us during and since the Ramble could be summed up in a single word... "People". It was the people we met at the cocktail hour on Friday night when we arrived. It was meeting more people at breakfast on Saturday morning and at every stop or event along the way up to and including the ginormous hot breakfast on Sunday morning. We have all heard "come for the cars, stay for the people" before and I've experienced that at many NER-PCA events, but never greater than what we experienced during this Ramble weekend! Did we meet all 300+ people? Sadly, no - but it was sure fun trying and the people we did meet were so nice and welcoming, we immediately knew that we were part of something special.

As you probably surmised at this point, my wife and I are believers and plan on reserving our spot at next year's Ramble as soon as it becomes available in January. But what really warmed my heart was even though we don't know the exact dates of the Rambles in 2021 and 2022, my wife also marked off multiple weekends when she 'thinks' those Rambles might occur. WOW! A special shout out and thank you to the planning team, sponsors, and all those who helped make the weekend possible.



So as a first timer I asked myself: "To Ramble again or not to Ramble again?". The answer is definitely 'Ramble again' and with that, I look forward to seeing those I met this year and to meeting many many more magnificent people next year in Cooperstown!! I'll be the guy with the camera who's having too much fun to take pictures and saying "Can you believe we are at our 2nd Ramble!!!"



Editor's Corner

As long as the editorial staff is limited to one person, the publication dates are at the mercy of all the other demands placed upon the editor's time. This month the editor had the audacity to spend the entire month on vacation in Europe. The first week in Crete, and the rest of the month in Denmark.

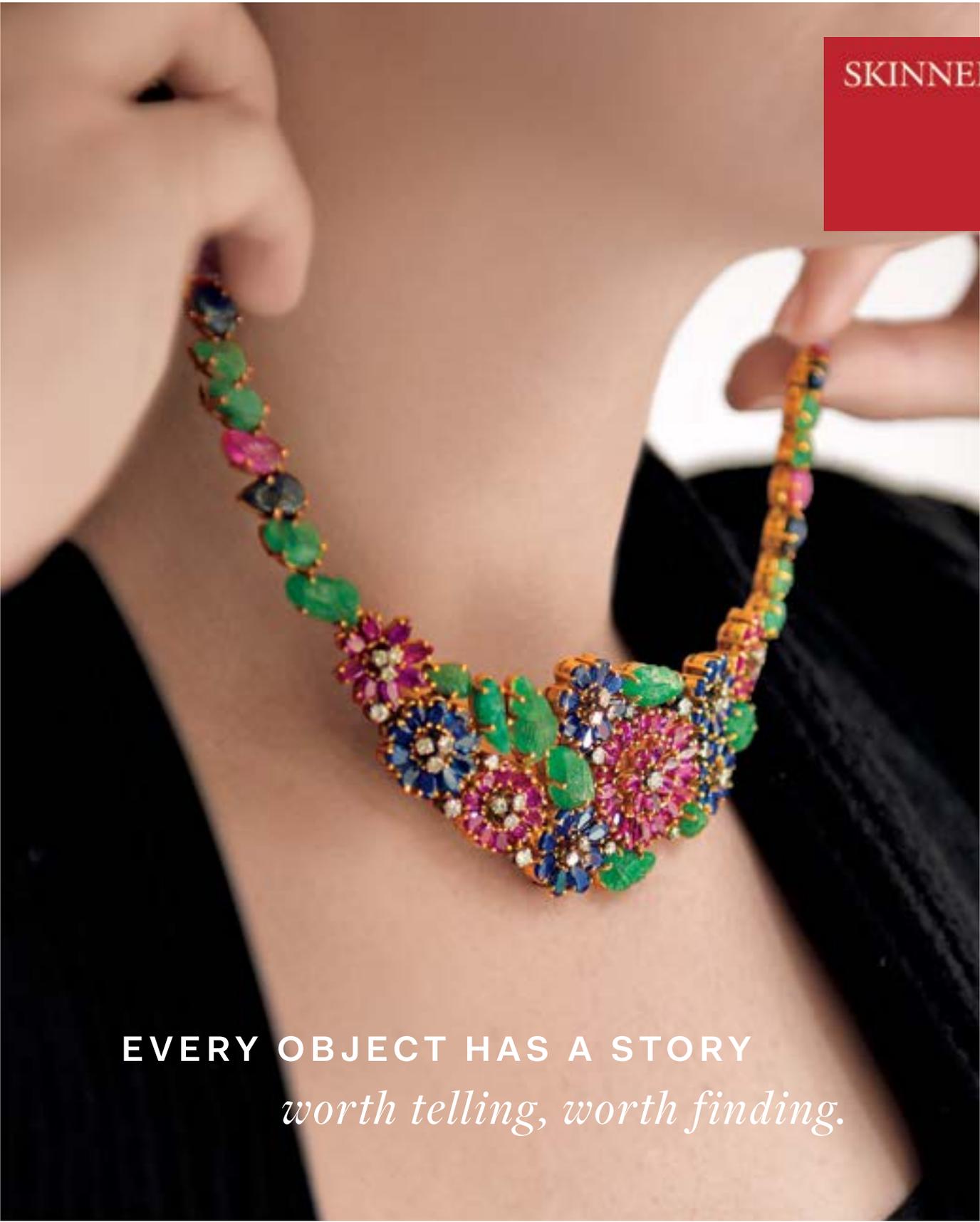
The plan was to fly to Denmark, join up with a family couple and then take a charter flight to Crete. Delta Airlines did their best to throw a wrench into those plans and it was only with a lot of help from Lady Luck that we made in time to the last flight. The temperatures in Crete were, to our disappointment, the same as in Massachusetts and Denmark, but at least it was sunny. Crete has become a major tourist destination for Europeans and is lined the hotels at least 3 deep all around the coast that is flat enough for building. Roads are not impressive and it takes a long time to get from place to place. We saw just one Porsche, a 911 from around 2006. We did visit Knossos, which is fantastic. It was the royal residence of the Minoan civilization, the one with the bull cult, and is remarkably well preserved with some of the building elements reconstructed by the original excavator. The Archeological Museum in Heraklion has many artifacts from that era. Crete is worth visiting just to see these. We also visited a couple of war museums. In the Second World War the British tried to deny Crete to the Nazis. They failed when the Germans made the first large scale parachute assault ever. Every town seems to have a small museum with artifacts from the Second World War, many of them private collections open to the public. Fascinating.

In Denmark we spent all the time visiting family. This time a grand niece's confirmation was the main event. When time has been available I have worked on the NOR'EASTER and will manage to get it into your hands before May transitions into June. This month's featured article is Larry Levin's impressions as a first time participants in the 2019 Ramble. His article is accompanied by some lovely pictures that he took during the event. Picking the ones to include was tough, so the front and back covers are also by Larry from the Ramble. To see all his pictures, check out his album on our FaceBook page at <https://tinyurl.com/y37fxxmq>

The Ramble lucked out with the weather. Not quite so lucky were the participants in the Car Control Clinic. This was the second year in a row that we had wet weather. Fortunately there are some advantages to learning car control in the wet.

My column is about getting my Boxster ready for the season and also replacing the exhaust. I can disclose that everything didn't go smoothly! After I return to the USA, hopefully to warmer weather, we will publish the June issue closer to the start of the month, and by July we should be right back to publishing right at the start of the month. Even though you will find no content from the early years of NER in this issue, this isn't the end. There will be much more in the coming months.

I look forward to returning to Massachusetts and diving into the Autocross season.



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The Long & Winding Road

- Bill Seymour, NER President



So I passed a car on the last lap and we got on the podium. That's a true but quite misleading statement. We'll return to that.

First let me point out that there is a big whoop planned for the Concours community in Newport this fall. The Audrain Museum is organizing an event described as "a celebration of the history of sportsmanship and motoring in Newport, Rhode Island." While nodding to the history of Willie K. Vanderbilt, their goal is to become the Pebble Beach of the East Coast. The 4 day event (October 3-6) will not only feature the finest Concours quality cars from all over the world but also (from their website)... "Grammy award-winning artists and other distinguished musicians will perform at the Friday night concert hosted at the International Tennis Hall of Fame. A celebrity symposium and book signing will also be held at the Tennis Hall of Fame, eminent motoring enthusiasts such as Jay Leno and others will be in attendance... Each manufacturer will tell the unique story of their brand individually at historically important Newport locations throughout the week. All marque lawn displays will be free to the public for the duration of the Motor Week... The week will bring regional and national car club shows to various locations throughout Newport."

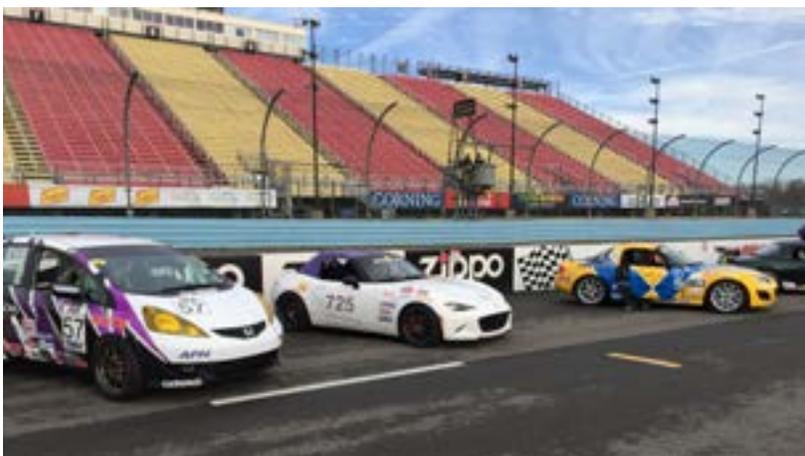
And on that last point, we at NER (props to Concours Chair David Melchar) are planning to host our own Concours as

part of this event. It is likely to be on Saturday October 5th but details of exact timing and location are not final. This will be a "not to be missed" event so mark your calendars.

Back to earth. Let me refresh the memory of my reader: the Jamaican Bakin' endurance race team (Dave Berman, Dennis Mascetta, Nick Shanny, Chip Wood and me) participates in American Endurance Racing and Champ Car (formerly Chump Car) races with a BMW E30. This lovely vehicle has not always performed reliably so we have also used Nick's Miata Global Cup Car (thanks Nick!). We had signed up for our first race of the season at Watkins Glen with the BMW but at the last minute it decided to fry its ECU (BMW does make a 3 cylinder engine but this one was not intended to run that way) so the Miata had to be pressed into service. The good news is that over the winter the Miata had been blessed with a supercharger which ups the horsepower from 156 to over 200. Hot damn.

The AER format is bracket racing: you are placed into one of 5 classes based on your Friday qualifying laps (my labels are snail, turtle, dog, rabbit and cheetah – AER prefers numbers). Then there is a 9 hour race on each of Saturday and Sunday where you compete with other cars in your class. In the past we have usually been in the Turtle class but at the bottom end (one of the slowest). This time we were a FAST turtle. This would bode well were it not for our biggest handicap: an 11 gallon fuel tank that is very slow to fill. AER mandates 5 fuel stops so ideally we would have six 90 minute shifts – if you need to stop an extra time or two it will kill your chances. But at 9 mpg and an average speed of over 90 mph, if there are no yellow flags the ten gallons we can force into the tank only gets us about an hour of racing before we have to stop for gas.

Chip started off on Saturday and ran a 2:15 (not bad for a Miata on street tires!) which turned out to be the fastest lap of anyone in our class for that day. But our need for extra stops took its toll and we gradually fell down in the standings. I had the last shift (my second) which is always hectic as the red mist seems to concentrate as the race



OK, so it's not a Porsche

nears the end. We are in fourth place. Sure enough I get caught behind an E30 in our class that is driving like his hair is on fire, over the turtles everywhere. I am a little faster and can get alongside of him but can't pull off a pass (check all that apply: weaker braking, poor race craft, lack of gutsy-gutsy, better sense). We get a double-yellow and get bunched up for a restart. When we go green and the traffic crowds into Turn 1, the E30 picks the wrong lane and winds up so far over the turtles that he disappears behind me. We come in third! Good story except that the E30 was already well behind us and I moved up a notch because another car broke.

Race two on Sunday didn't go as well. The first 4 driving turns were dry but then the rains came. We had purchased a really snazzy pop-up tent so could stay out of the elements (while watching our car's progress with fancy telemetry bounced off a satellite that shows car speed, gear, throttle position, etc. etc.) but cars were spinning everywhere and one of them turned out to be us, twice. The first spin caused harm only to underwear but the second produced a slightly bruised Miata nose. We could have finished but there was not much time left, we were at that point out of contention, and no one was too excited about going back out.

So a decent start to the year, next race is probably the Palmer AER race in May. But the season is on now so I look forward to seeing everyone at events. Don't miss the AX car control school. Or the Thompson DE opener (special activities for novices). Or the first Palmer event with our special guest speaker, Lori Schutz. Or the second annual Summer Party (I'll try not to hurt myself this year). See you there!

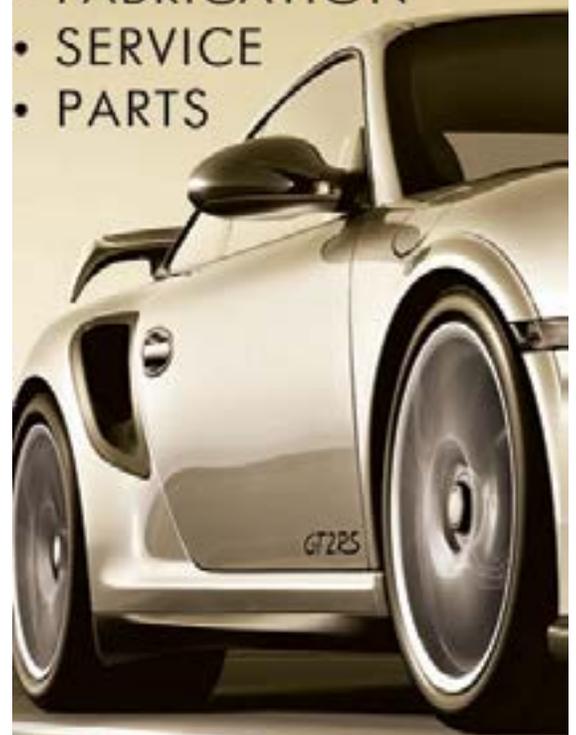


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BACK TO BASICS

Anker Berg-Sonne,
VP of Communications

Spring (at least for a few days)

Last Saturday (4/13) it was a glorious, sunny, 72 degrees, perfect to get FUNTOY ready for the 2019 season.

Getting the car up in the air was a breeze thanks to the QuickJack Kirsten had given me for my birthday. I used the small rubber blocks. Room under the car wasn't quite as good as I expected, so next time I'll use the big ones, or maybe even both sets stacked if there's room. I love pressing the Up button and seeing the whole car raise.

Task 1 was to replace the right front wheel liner. It was pretty worn when the car was bought, and two cone collisions on the autocross course had broken it to the point where only duct tape (generously provided by Scruffy) could hold it together. I was a little nervous that it might not fit

because I doubted the seller's claim that the 996 and 986 front wheel liners are identical. After removing the old one I was relieved to see that it appeared to be an exact match. I have had the wheel liner out once before to replace the right radiator fan, so the actual removal and replacement worked without any major problems. My only frustration was that one of the screws that hold the plastic fastener nuts disappeared into its hole. A self-tapping machine screw and washer are going to have to take its place.

Task 2 was an oil and filter change. In the fall I changed the oil of FUNBOX and discovered that the Harbor Freight catch pan could barely hold the quantity of oil in a Boxster, so I had bought a second one and switched pans in the middle of the downpour. The drain plug was not magnetic,



Love those QuickJacks!



Old and “new” muffler

as I had remembered, and the parts bin didn’t have one. Oh yea, I used the spare in FUNBOX. Next time! Add 2 magnetic drain plugs to the list. As always, I cut the oil filter open and found nothing in it. Good news. I left the drain open while performing task 3 to completely drain the oil.

Task 3 was to install a Pedro Bonilla Techno-Brace. I got it over a year ago when I visited Pedro just before he moved from the East Coast to the West Coast of Florida. The instructions were pretty simple and the ones on the Pelican site claimed it was a 1 hour job. That may be the case if there are no hitches, but there sure were. Getting the studs that tie the brace to the suspension out was not a problem at all. A solid whack with a mallet broke both of them loose. Next came insertion of the bar. The first issue was that I couldn’t get it into place without loosening the sway bar bushings. Not a problem, rather, an opportunity to check that they weren’t worn. They weren’t. Then came various attempts at getting the bar into place. I finally found that the bar had to be inserted through the slot in the existing brace plate for the sway bar. That’s when I discovered the real

Bracket and repaired vibration dampers finally on!

problem – the holes on the Techno-Brace didn’t quite line up with those in the brace plate. They were about 1/10” off. Close, but enough that there was no way the bolt would make it through. After considering a number of options, like drilling brand new holes and retention slots for the bolt heads I decided to attempt drilling at a slight angle into the existing hole. That worked, but then I discovered that the bolt head wouldn’t clear the exhaust pipe. It was close, but no cigar. The Boxster is the first car that I have owned that doesn’t have flexible exhaust and muffle mounts. I loosened all the clamps on the exhaust U bend that joins the pipe with the muffler, but it still wouldn’t budge. I didn’t want to initiate a fight with the bolts that hold the exhaust pipe onto the manifold – too many horror stories, save that for another day – so out came the big ratchet strap. Attached one end to the left suspension mount and the other end around the right exhaust pipe and tightened it as much as I could. I couldn’t get it to move enough for the bolt head to completely clear the pipe, but a few hammer blows got the job done and the bolt slipped through. Time to tighten all nuts and bolts to their proper torques.



Back to task 2. Insert drain plug and new filter, fill 9 quarts into the fill (I have a small leak in the accordion pipe on the engine side of the bulk head, another PITA job that I’ll save for another day) but I have all the appropriate tools and parts, so maybe I’ll be lucky. Check the level, less than minimum, so add another half quart. In the middle of the range, so I’ll check again when the car has been moved and sat overnight.

By this time I was beat after spending close to 5 hours underneath the car with only a short lunch break, so I’ll defer task 4, replacing the muffler, to another day.

Time to clean up. Kirsten arrived home just as I started and suggested we order pizza. It looked like I only had about 5 minutes of work to do so I told her to call right away.

Muffler attachment bracket, see the holes all the way at the top!

In the rush to get ready to pick up I forgot that the catch pans were still close to the wheels and moved the car. Of course I hit one of the pans and sloshed lots of oil all over the garage floor and then proceeded to spread the oil with the tires as I moved the car. It was only when I was all the way out of the garage that I realized what I had done. Get the kitty litter and spread it over the spill. Not enough, so I jumped in the Mercedes and drove to Shaws to pick up two buckets of litter and also got the pizza. When I got home I told Kirsten to start eating while I soaked up the remaining oil.

Morale? Never rush, something bad is bound to happen!

The joys of DIY!

Continued Monday:

Today I decided to attack muffler replacement. To begin with it went swimmingly. All the exhaust clamp nuts loosened easily. Then I removed the rear bumper, which I had been looking forward to, just so I know how to do it another time. Removing the spoiler and all the screws holding it in place and finally removing the bumperettes. One pleasant surprise was that I found the emergency release cable for the trunk above on the left side between the heat shield and the bumper. It will take some work to get to, but will save a lot of time if the electronic release ever fails.

With the bumper off I didn't really have any better access because of all the heat shields. To be able to easily access the U pipes joining the secondary cats with the muffler I had to remove the side heat shields behind the rear wheels. This is where on-line instructions ran out, but I was able to find all the screws holding them in place and pull them off. Much better access and with a little work the U pipes were off. Now all I needed was to get the muffler brackets released. Broke a stud on the lower bracket, but a bolt will easily replace that. Then on to the bracket above the muffler. This is where the process slowed down dramatically. Getting a socket on the two nuts had to be done by feel and my arms had to be wrapped around the secondary cats and other hardware, so little purchase. After a break for lunch I was able to get both nuts loose and the muffler out.

One of the really pleasant things about this car is that it has been garaged and kept away from road salt all its life, so rust is a minimal problem. Having the exhaust clamp bolts loosen without having to apply heat and penetrating oil is a pleasure.

The top bracket with the vibration dampers had to be transferred from the old muffler to the replacement. They

are held on by studs that go into a very strange nut with an Allen head that goes all the way through the dampers. The Allen nut is, of course, a 7, a very unusual size that I fortunately had in the tool set. There's no way to get penetrating oil or heat to the nut so there was only one option, try to loosen the Allen nut. Both studs broke at the attachment point, so now I had two nuts, embedded in a damper, with a broken stud inside. Time to ask my mechanic friend, Chris, for help. We tried to press the nut out of the damper, no go. Obviously we were going to damage something, so I went on the web and found and purchased a used replacement. But there's an autocross on Saturday that I wanted to attend, so we continued to work on the broken studs. Drilling was a pain because the nut turned inside the damper when we drilled it. Then Lady Luck payed us a visit! Using Chris' experience and skill we were able to drill one of the studs out without much damage to the threads and get rid of the remnants of the stud. A bolt screwed into the nut bottomed out. On this high note we decided to break for the day and take the ladies out for a burger.

Plans for Tuesday were to drill out the second strut, hopefully as successfully, and then start installing the replacement muffler. I have a pair of secondary cat delete pipes, but for now I'll keep the secondary cats and see how loud the exhaust is. Sound is more important to me than a HP increase. I am convinced that the excessive sound dampening of the Boxster is another attempt at differentiating it from the 911. The intake sound is fine, but I would like to be able to hear the exhaust when I'm driving. Even my Mercedes CLK 350 is louder than a Boxster!

Continued Tuesday:

After I had installed the repaired vibration dampers and bracket on the replacement muffle I tried to get it in. No go. The rear heat shield prevented the muffler from getting high enough to allow the studs to slide into the transmission bracket. So the rear heat shield also had to come off. Not bad, three screws all going into the bumper, but the middle one sheared. Why do auto manufacturers continue to insert steel screws into aluminum? When the screw rusts it easily causes galling of the aluminum threads, which in turn causes the screw to be jammed in the threads and ultimately shear.

Once the heat shield was out the bumper slipped into place and I could fasten it to the transmission bracket. Major problem: nothing seemed to line up. Biggest problem was the stainless wire braces that attach the muffler to the secondary cats. Some serious force was needed to bend

them enough for the brackets to fit. It helped that inserting the U pieces that connect the secondary cats and the muffler went much better than feared. Liberal application of WD-40 helped. The bottom brace connecting the muffler to the transmission slipped in easily.

FINALLY the muffler was in. I started the engine and heard no exhaust leaks! Time to feel good. The replacement muffler has a lovely deep rumble that makes the Boxster sound like a real Porsche. There was a rattle, however, and I was easily able to detect that it was a loose shield on the passenger side cat heat shield. One of the fasteners was missing, no wonder it rattled. Strangely the heat shield brackets don't line properly up with the holes in the heat shield. It appears to be the correct shield, and some hard twisting of the shield allowed me to get all three fasteners in.

Then I got to the real oh s..t moment! When I tried to fit the rear heat shield it became obvious that either the bumper or the muffler had to come out. If I took the muffler out I would have a lot of trouble reaching the top of the transmission bracket, so getting the bumper off seemed the easier option. It was surprisingly easy to get the bumper off, attach the heat shield and reattach the bumper. From there on it was a breeze attaching the remaining heat

shields, bumper cover and spoiler. Finally get the wheels back on and ready for test drive. Invited Kirsten to join me and took it out on the highway and up to the redline. Love the sound.

Just one thing that I still have on the plate. The bolt that holds the passenger side bumperette on sheared. Again a case of rusted bolt in aluminum. Have to drill that out and I'll be done.

I'll wrap up with a few words about why I love DIY'ing. First of all, I become intimately familiar with how the car is put together and how to work on it. Once I have done a task I can repeat it without having to resort to reading instructions. The only thing I have to look up is torques, just can't remember them. Secondly, any time I do anything I take the time to check everything else that's exposed. It is amazing how many little things that I find and can fix without a lot of effort. Finally, it makes owning the car affordable to me. When something breaks, like a stud, I repair it, where a mechanic would be inclined to simply replace it with a new part. I also limit purchasing new parts to critical items and purchase used parts whenever it makes sense. Woody on 986forum and Sebastian in Montreal have been super dependable and responsive and are a joy to do business with.



YES! It's on!

THE SLIPPERY SLOPE

By Robert Jacobsen, VP of Events

Spring has sprung! Oh, wait never mind, it's snowing again. Ah, there it is sunny and 75. Oh, hold on a second, now it is 38 degrees and raining. Finally back to 70! Got to love spring in Massachusetts. Thankfully by the time this is published the warmer days will have completely won the battle and winter will have given its final death rattle.

With these warmer days upon us and as we look for reasons to stretch our car's legs, where do we look for final destinations around New England? In my family it was almost always an ice cream stand. My father knew all the best places and when they all opened for the season. Several times in adulthood my wife and I would stumble upon a local dairy farm and ice cream stand in the middle of nowhere and after indulging, I would call my dad to tell him about this newfound location. Thinking I had found a hidden gem of which he was previously unaware, I was usually surprised with a response of, "Oh, yeah. I have been there. Did you try their (insert special name) flavor?" I eventually stopped being surprised and now use him as my personal ice cream "Yelp". "Hey dad, we are going to Podunk-ville, New Hampshire to hike, where should we get ice cream afterwards?" He has never failed to give an option (usually multiple). Looking back at the places we would frequent during the summer, I have put together a list of some of my favorite places to enjoy a cone/ frappe/ milkshake/ sundae. These are in no particular order.



Dunne's Ice Cream (formerly Brown's) – York, ME. We would frequently get ice cream here after spending the day in Maine many times culminating with a picnic by Nubble Light.

Richardsons – Middleton, MA. Great ice cream and a great place to bring kids.

Bedford Farms – Concord & Bedford, MA. Easy to get to and close enough that it doesn't require a day trip.

Rococo Artisan Ice Cream – Kennebunkport, ME. If you find yourself in Kennebunkport for the Seashore Trolley Museum, I would highly recommend stopping here on your way home.

Crescent Ridge Dairy – Sharon, MA

Kimball Farms – Westford, Lancaster and Jaffrey, NH. If you go to the one in Jaffrey in the summer, you will most likely enjoy an aerial show of sky divers and ultralights from the local airport.

White Farms – Ipswich, MA. Great spot for those of you on the north shore

Gray's Ice Cream – Tiverton, RI. I'm sure there are other great places in Rhode Island I am forgetting or have never visited, but Gray's is my favorite spot after kicking around Newport.

Uhlman's – Westborough, MA. My personal favorite and close enough to home to go whenever I want... Maybe that is not such a great thing though.

Stone Cow Creamery/ Brewery – Barre, MA. Not many people will have heard of this one, but this is a great place to use as an excuse to take a drive. Field to flame BBQ is exceptional!

Lucky's Ice cream – Lee, MA. This one is way out at the far end of MA, but if you find yourself out in that neck of the woods for the Norman Rockwell Museum, Tanglewood or any of the many other things to do and see in the Berkshires, you can't do much better than Lucky's.

There it is... My quick and short list of places I will most likely be patronizing once or five times this summer. Keep in mind, many of the small, middle of nowhere places are cash only, so always be prepared!

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Gas 'N Go

Don Kelly
Treasurer

Spring Alas!

Spring is here, and with it all the spring rituals. Throughout the long dark days of the New England winter I pine for the glorious days of Spring. As I write the Ramble is a week away, pals texting, coordinating meeting places and fun expectations!

In anticipation I have decided to do something I have neglected for far too long, properly clean the Porsche! I would love to have attended the Auto Detailing Clinic at Q Care Car, family events prevailed. So I bravely strike out on my own. I am not a concours guy, I don't really know how to do this except for bits and pieces I have overheard over the years. So, to the local parts store I go, to search the car care product shelves high and low. I do have a DA buffer I needed to polish the boat, good start. I have heard buzz words; car wash, chamois, polish, clay, wax, microfiber cloths. I searched diligently reading each label with more care than I do food products at the market. Two stores and couple of hours later I think I have what I need. It is a cool overcast morning, perfect, this is an outdoor endeavor, I do not have garage space large enough for the chore.

It's time to get down to business. I wash and chamois dry the car. It looks pretty good just being washed. The front end needs serious attention, it does not have protective film and road abrasives (track included) have taken a toll. I start with the polishing compound, applied using the DA buffer and hand buffed off with the microfiber cloths. I am careful with the polish, I have been warned about overdoing it. One small section at a time, it's looking pretty good. I decide to focus only on the front end, phase 1. Hmmm, these Porsches are pretty low and my back isn't what it used to be. Forge on! I read and re-read the clay thingy. Once again, one small step at a time. Apply by hand, buff

off by hand. Looking really good! I check the tire pressures, the car seems to be getting lower to the ground, I'm certain I have the onset of osteoporosis. Youch! Forge on? I apply the suggested wax with the buffer and buff off by hand. Wax on, wax off, just like the Karate Kid (did I say kid?). The car is now 2" high and slightly longer than the Queen Mary, the sun has popped out and the wax is baking to the paint, my clothes are glued to me, I will never stand quite vertically again! I think it looks good, but the perspiration in my eyes has clouded my vision, I have resorted to the Braille method, it feels smooth. I cannot for the life of me forge on another second! There are buckets and hoses, buffing pads and micro cloths strewn everywhere, I cannot stand straight, and my dogs are barking!

So it would seem my friends, that we are going to the Ramble in a black Porsche that looks like a mirror from the doors forward and hazy with swirl marks from the doors back. I will toss a quick vacuum on the interior...maybe? At least clean the windshield?? I noticed in the Ramble information pages that there is a washing station available. Hah! Be my guest! I think I may have to look into a professional detailing sometime in the near future.

Yes, Spring is here! My yearning has diminished as I now think about the remaining two-thirds of the Porsche, the boat, and two motorcycles. All should be complete by October. So, I now sit and pine for the cold air, comfy chair and book by the fire, dogs nestled at my feet.

But wait...there's more!!! Let us not forget the camaraderie of the social events, the thrills and chills of Autocross and DE, and most importantly, the people, it's about the people!

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New members as of 1st, 2019

Donny Alfano

Boston, MA
2007 911 Carrera 4S

Michael Boussy

Dover, MA
1996 911 Targa

Joe Cardia

Nashua, NH
2016 911 Carrera 4S

Stephen Cassidy

Greenville, RI
2014 911 Carrera 4S

Dirk Christensen

Quincy, MA
2018 911 Carrera 4S

Sylvia Hahn-Griffiths

Wellesley, MA
2018 Macan

Richard Henderson

Westfield, MA
2007 Boxster S

Ronald Hettich

Harvard, MA
2012 Cayenne

Preston Hoffman

Scituate, MA
2016 Panamera Edition

Douglas and Daniel King

North Easton, MA
2019 Cayenne E-Hybrid

Ken Kolodziej

Groton, MA
1983 911 SC Cabriolet

John Lachut

Plainville, MA
2015 Cayman S

David LaPrade

Sudbury, MA
2013 Cayenne Diese

Andrew and Ralph Loosigian

Westford, MA
2016 Macan Turbo

Roger and Roger Masson

Fairhaven, MA
1985 911 Carrera Targa

Sean McKenna

Melrose, MA
1989 911 Carrera

William Newell

Hopkinton, MA
1986 911 Carrera

William Pacheco

Wakefield, RI
2002 911 Carrera Cabriolet

Thomas Paterson

Tiverton, RI
2006 Cayman S

Jason Pouncy

Marblehead, MA
2003 911 Targa

Deb Reinemann

Dover, MA
1983 911 SC

Peter Ridgley

Hopkinton, MA
1999 911 Carrera Cabriolet

Susie Riley

Boston, MA
2015 911 Turbo

Robert Ripley

Woburn, MA
2007 Boxster S

Paul Robinson

Plainville, MA
1984 911 Carrera Targa

Robert Alan Sloan

Harwich, MA
2018 911 Carrera GT

Dave Solimini

Andover, MA
2019 718 Cayman S

Sharon Szelag

Bradford, RI
2010 Panamera

Mike Tiberii

Boxford, MA
2014 911 Carrera 4S

Volker Wollschlager

Warwick, RI
2017 911 Carrera

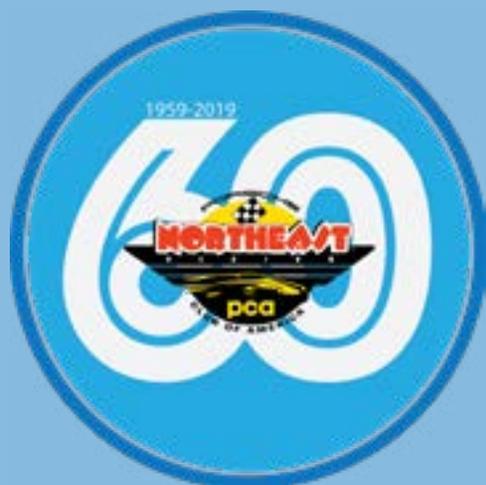
50 Years

Joanna Boentgen
Rudolf Boentgen

41 Years

Philip Brzezinski
Kathleen Halloran
Jim Hornsby

Anniversaries



March 2019

35 Years

Daniel Arimento
Jeffrey Arimento
Barbara Collazzo-
Noonan
Sten Jostrand
Wayne Jostrand
Michael Noonan

30 Years

Suzanne Brown
Timothy Brown

20 Years

Sylvia Luetjen
Jack Mizerak
Maria Zuber

15 Years

Edward Dennison
Kristen Dennison
Dickson Goon
Tip Nar Goon
Charlie Kanavas
Erik Madsen
Patricia Madsen
Bill McCaughey
Kathy McCaughey
Jack Miller
Jayne Miller
Penelope Steen
Robert Steen
Steven Xigoros

10 Years

Margaret Brooks
Robert Brooks
Carol Brown
Alan Donkin
Chistine Flint
Jim Howard
Michael Plump
Ernst jan Van de vegte
Elvine Weijnschenk

5 Years

Michael Brogna
Nina Brogna
Ann Marie Buckley
John Buckley
Thania Cruz
Bill David
Judy David
Jonathan Levitt
Lee Levitt
Bruce Mitlak
Charles Padula
Gloria Padula
Joseph Simonelli
David Valentin

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



Minutes of the Board

Lisa Davis
Secretary

April 2019 Board Meeting Minutes

Don Kelly hosted the board meeting at Skinner Auctioneers and Appraisers in Marlboro. A big thank you to Kristin Larson for bringing in some fantastic sandwiches and a little Sip O'Sunshine from The Vin Bin Café.

In attendance were:

Kristin Larson – Past President
Bill Seymour – President
Anker Berg-Sonne – VP Communications
Paul Skinner – VP Driving Events
Don Kelly – Treasurer
Lisa Davis – Secretary
Jerome Gangitano – Membership
Stan Corbett – DE Registration
Alan Davis – NER Member
Cindy Kelly – NER Member

Robert Jacobsen – VP Administration, was not in attendance

The meeting began with the acceptance of the Treasurer's report. The board then reviewed the following 60th Anniversary business:

Earlier in the week Robert Jacobsen emailed two options for 60th Anniversary t-shirt design. The board decided on design option 2. There was discussion about changing the lettering color from white to Gulf orange. The board decided to order the t-shirts in bulk and distribute them to those who purchase them at upcoming events. The board also made the decision to order 20 extra t-shirts for prizes and giveaways. Information about ordering t-shirts will be announced in an upcoming NER monthly email.

The 60th Anniversary interviews in the NOR'EASTER will continue with board members volunteering to do the interviews. Bill Seymour discussed a possible video

interview.

During the discussion of ad sponsors, Don Kelly confirmed that all advertising invoices have been sent out. The board then discussed ideas for new advertisers and what advertising opportunities are available.

During the review of the Webmaster search, the motion was made to update the website to make it more regionally focused. The board discussed switching to a template that is more "club" related, featuring the calendar and recent events.

The NOR'EASTER pre-publication editing and review process was re-examined.

Basic editing was discussed, keeping the writer's style intact. All the board members agreed to continue with the current communication's review process.

The NER bylaws were reviewed briefly. Don Kelly had recently checked into the club's non-profit designation to make sure it was correct. Finding it so, the board made the decision to table the bylaw discussion for a later time.

Membership Chair Jerome Gangitano unveiled the preliminary NER PCA promotional leaflet for review and revision. This leaflet will be used at Porsche dealerships that are currently offering free PCA membership to new sports car owners. The board discussed the importance of insuring that the process runs smoothly for the dealerships. Jerome also explored the possibility of a video that would encompass snippets of all club activities starring President Bill Seymour and Past-President Kristin Larsen. A motion was made designating Jerome as script writer!

Lastly, the board discussed:

- Delivery of the printed NOR'EASTER to advertisers and sponsors to have at their place of business.
- Making sure events are displayed on the website
- Having a base made for the "Silver Porsche"

At the end of the evening, the board was invited by Don for a tour of "downstairs" at Skinner Auctioneers and Appraisers. Every room we visited was a treasure trove of history and art. Don delighted us with stories about different pieces and we were all left in awe. Thank you, Don!

The next board meeting will be May 8th, hosted by Jerome Gangitano.

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VP Communications: Anker Berg-Sonne
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Secretary: Lisa Davis
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Past President: Kristin Larson
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Instructor Development: Kristin Larson
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DE Communications: Sterling Vernon
decomm@porschenet.com

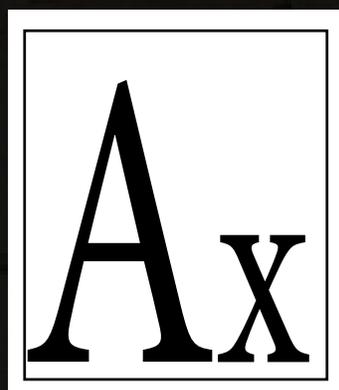
Ramblemeister: Dennis Friedman
ramble@porschenet.com

By the Numbers

Primary members: 1945

Affiliate members: 1038

Total members: 2983



AUTOCROSS



NER's "Learn Car Control thru Autocross" 2019

Text by Chris Ryan. Photos by Richard Viard

Cinco de Mayo was the day NER opened its 2019 Autocross season this year at Moore Airfield in Ayer (Devens). Our clinic was sponsored once again by Conway Autoworks in Hanover, MA. (Thank you, Kenny!)

This year, we had 42 students sign up for the event, and 38 volunteer instructors and helpers came out to donate their time to help show a new crop of Porsche drivers a great way to learn how to drive their cars better and have some fun doing it.

This year we pared down the exercises to two comprehensive ones – the "traditional" double-kidney braking and turning exercise as well as an extended slalom exercise incorporating several additional autocross

elements to give the students a chance to drive slaloms within an AX course.

We held the usual chalk talk at the beginning of the event, but this year we had the advantage of having the students view the three "training videos" produced by Richard Viard (posted on the NER website <https://porschenet.com/activities/autocross/>) prior to arriving Sunday morning. When asked if they had watched the videos prior to the event, all the students raised their hands. Ed Moschella then proceeded to describe the finer points of friction circle, oversteer, understeer, driving lines, as well as the importance of looking ahead, and how to work the course.

The students were divided into two groups who took turns





at each of the two driving exercises. With all the volunteers (and about 12 student no-shows) we were able to provide plenty of instructed seat time for the students. By the afternoon, they were ready for the Pizza lunch provided by the Club, and then to try driving (and working) a real autocross course.

This year the timing systems worked relatively flawlessly (absent some car classing and vehicle entry issues which didn't really matter since it was not a competitive event) - providing run times for all the students and instructors. This helped the students relate their increased comfort levels in driving the course with improving times throughout the afternoon. Each student got four timed runs, after which they had a chance to ride with instructors in their cars to get a feel how an experienced driver attacks the course.

A look at the posted times for the day (shown in this article

and posted on NER's website <https://porschenet.com/activities/autocross/>) indicates that most of the students managed to improve their times by between 5 and 15 seconds over the course of their four runs showing that they must have learned something during the day's activities. Fastest time of the Day for Students was taken by Larry Tambascio driving a 2014 Cayman S who posted a time of 75.069 seconds, putting him well into the times posted by the instructors.

We wrapped up the day by reading everyone's posted times, and awarding the students with a Rookie ("I Survived Autocross!") trophy glass for everyone to remember the event by. We trust that they all had a lot of fun and learned something about their cars, what they are capable of, and what the sport of autocross is all about. We hope to welcome these students back to many of our upcoming autocross events soon!



Student Results

Class	Driver	Car Model	Best Time	Improvement
3	Donegan, Daniel	1979 Porsche 911 SC	82.539	2.976
3	Kramer, Brian	1983 Porsche 911 Carrera	90.056	30.82
3	Reinemann, Deb	1983 Porsche 911 SC	97.228	9.448
4	Bean, Merit	1987 Porsche 944 Turbo (951)	80.815	7.91
4	Bean, Sally	1987 Porsche 944 Turbo (951)	82.866	11.77
5	Auger, Justin	2016 Porsche 981 Cayman	76.912	5.294
5	Anderson, Matt	2009 Porsche 987 Cayman	76.923	10.424
5	LaBossiere, Michael	2014 Porsche 981 Cayman	82.127	6.964
5	Gramm, Daniel	2006 Porsche 986 Boxter	82.371	10.644
5	Blaney-Anderson, Brittany	2009 Porsche 987 Cayman	87.264	8.147
5	Hunt, Tom	2007 Porsche 987 Boxter	87.51	12.687
6	Tambascio, Larry	2014 Porsche 987 Cayman S	75.069	13.586
6	Sarraf, Ali	2015 Porsche 991 Carrera	75.987	15.091
6	McCormack, Mark	2003 Porsche 996 Carrera	76.604	5.066
6	Boardman, Jeff	2007 Porsche 987 Cayman S	77.56	6.404
6	Woo, Al	2007 Porsche 997 Carrera	78.11	4.209
6	Antoci, Valentin	2014 Porsche 981 Boxter S	79.907	19.939
6	Williams, James	2008 Porsche 987 Cayman S	81.611	7.558
6	Longueil, Kelby	2005 Porsche 997 Carrera	84.779	20.676
6	Haran, 887b	2004 Porsche 996 Carrera	85.291	6.77
6	MacDougall, Mary	2000 Porsche 996 Carrera	87.605	17.645
6	Masopust, William	2003 Porsche 996 Carrera	89.494	13.065
6	MacDougall, Rod	2000 Porsche 996 Carrera	92.591	1.159
7	Rego, John	2007 Porsche 997 Carrera S	80.66	14.962
7	Garcia, Ariel	2018 Porsche 991 Carrera GTS	82.194	4.756
7	Devol, Jim	1999 Porsche 996 Carrera	84.335	9.23
10	Gleysteen, Marcus	2005 BMW ci	81.318	5.272
10	Duffy, Bill	2004 BMW 325	82.56	0.337







Sc
SOCIAL



Rambling on the Cape of Cod

Copy by Dennis Friedman and Photos by Dennis & Others

Although the spring has been slow to arrive, 371 intrepid PCA members plotted a course for Chatham, Massachusetts the last weekend in April. Their desire to start the driving season in earnest was rewarded with the arrival of more than acceptable weather during our 3-day stay (the occasional liquid sunshine on Friday and the fog that evening just reminded us that we were right by the ocean's edge).

This was the 34th edition of the New England Ramble, and with 195 cars, the largest ever. As usual, there were lots of

returning Ramblers, many having participated 10, 15, or even 20 times. I'm also pleased to report there were more than 40 cars joining us for their first Ramble. We were also pleased to welcome back Jerry Pellegrino and European Performance Engineering as our overall sponsor. He was again accompanied by his lovely wife Jennifer and our littlest Rambler, Lucia.

Carol & I arrived on Wednesday to complete the first leg of the Ramble between Provincetown and Yarmouth. My first surprise came about 2 minutes after turning out of the





Chatham Bars Inn parking lot. As I drove out to Chatham Light, there was a sign announcing the bridge just ahead was closed. Luckily, only 3 directions had to be modified, but the mileage on the next 18 directions had to be updated due to the required change. Thankfully, there were no other major route surprises since I had already re-routed for several road closures and construction when I finalized the route the first week of April.

After returning to the Chatham Bars Inn on Thursday afternoon upon completion of the second leg of the Ramble from Yarmouth thru Woods Hole and Falmouth, it was time to revise the directions. All the changes and clarifications fit on a single page printed front and back, but clearly it was not be feasible to insert the revised page into the 195 packets that were already assembled. The only reasonable solution would be to hand out the page of revisions and clarifications to each driver when they registered and

picked up their packets on Saturday morning.

After completing the revisions and dropping the files off at the front desk to be printed, Carol and I headed down to the Beach House to alphabetically lay out the name badges. Attendees would have them to wear during the Friday night Welcome Reception, and shortly before 6:00 p.m., people started making their way to the reception. The word is definitely out that with the sponsorship of Porsche of Warwick, the reception is a must-do start to the weekend's festivities. Chef Dan and the banquet team did a great job keeping the cheese and roasted vegetables plentifully full as well as ensuring that there were passed hors d'oeuvres even for our later arrivals.

Surprisingly, I was downstairs around 6:35 Saturday morning to ensure that the registration tables were set





up properly for our 7:00 a.m. start. The alphabetized registration packets were distributed, and the remaining name badges were laid out. Much thanks goes to the registration crew – Steve & Phyllis Anderson, Roger & Rosemary Slocum, Allan & Barbara Gardner, and Glenn Champagne & Betty Ann Mosley. Without their help, registration could never have gone as smoothly and quickly as it did. And I think everyone even managed to squeeze in some continental breakfast before hitting the road.

that Autocross and DE track events are the appropriate venues to wring out all the performance the wizards of Weissach have built into your Porsche. The Ramble is a navigated, organized but not regimented, scenic drive to be accomplished within the strictures of all traffic laws. As I shared with the group, I go out of my way to find roads where it will be challenging and enjoyable to drive at the posted speed limit.

The meeting for drivers, navigators, and passengers commenced around 8:45 a.m. after remedying a brief glitch in the PA system. It was made abundantly clear

Wayne & Linda Kunkel in their Speed Yellow 911 Carrera led the assembled multitudes onto the route. After about half the group had departed, Bernie & Genee Morrissey led the remaining cars onto the route, and about 9:30 a.m., Jim



& Andrea Killion left to serve as our sweepers, bringing up the rear of the vehicles officially on the tour.

Having just run the entire route, Carol and I hopped around the Cape waving to passing Ramblers and taking a few pictures in the process. We saw lots of smiles, and the police were vigilant but seemed to be quite tolerant of the well behaved PCA phalanx of Porsches traverses the back roads of the Cape. Then it was off to the Riverway Lobster House to ensure that everyone was taken care of properly. As it turned out, we had little to do since Jason Siscoe and his crew had everything well in hand. Our Cape-style luncheon included lobster sliders, cod, and clam chowder. After most of the multitudes had left, we thanked the staff, paid the bill (ouch!), and were on our way as well.

After some relaxation time, maybe a massage or visit to the spa, or perhaps poking around the shops in Chatham, it was time to spruce up for Saturday night's festive dinner. You'd be surprised how nicely people cleaned up after their driving travelogue of the Cape! Cocktails and hors d'oeuvres commenced at 6:00 p.m., and then people moved on to dinner at 7:30 p.m. There was still just enough light to enjoy the ocean view as the meal commenced. Entrees had been pre-ordered, and the meal was elegantly served by the staff of the Chatham Bars Inn. Many of the attendees were sporting pins from this year's Ramble.

As I finished my brief remarks before the main course was served, I commented that despite the way some people approach it, the Ramble isn't intended to be a competitive driving event. I again recommended to everyone that autocross or High Performance Driver's Education track events are where you can safely learn how to handle your car at speed. Nevertheless, there are challenges connected with the Ramble, and for some, that begins with navigating the ClubReg site and registering online. In recognition of the effort required, I awarded a Porsche-shaped computer mouse to our most improved registrant - Karl Wadensten.

Before hitting the road on Sunday morning, a full breakfast buffet was served, providing the opportunity to bid a fond farewell to new and old Ramble friends. I heard time and again from ramblers how much they look forward to re-connecting with people at the Ramble each year.

If this article has piqued your interest, then be sure to mark April 24-26, 2020 on your calendars when we'll be rambling to the Otesaga Resort in Cooperstown. Hope to see you there!

Dennis can be reached at dennisfriedman@comcast.net





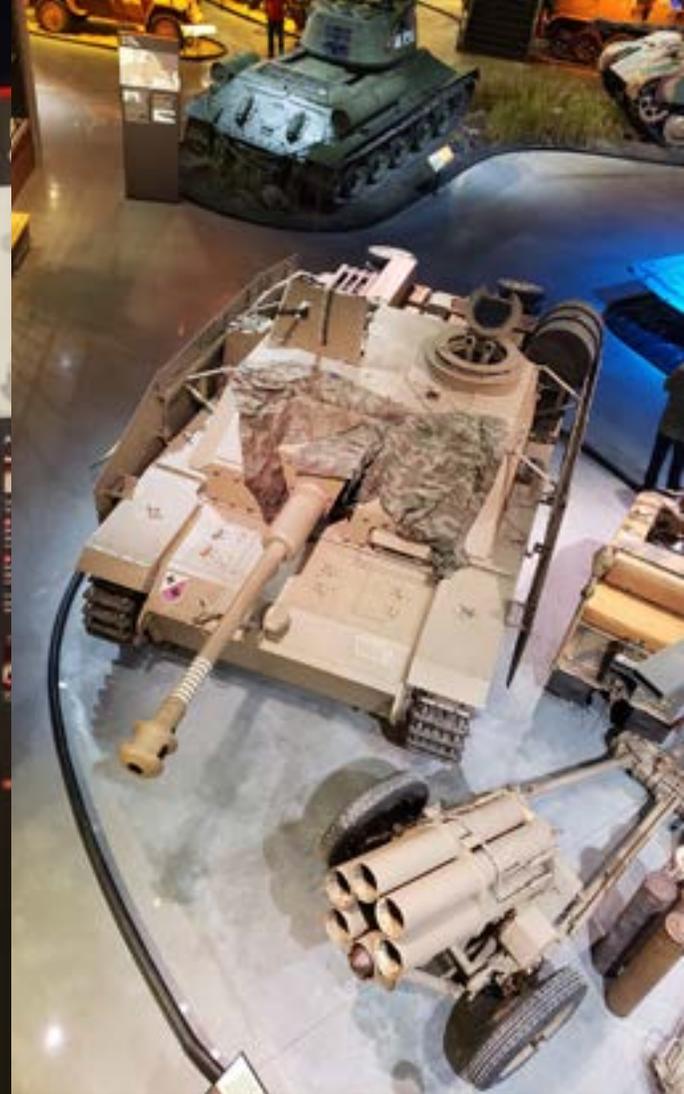
American Heritage Museum Tour report

Text and images: Robert Jacobsen

On May 4th 39 members of NER slogged through the ever-present rain for the grand opening of the American Heritage Museum in Hudson, MA. The museum was built on the grounds of the Collings Foundation and houses one the largest private collections of military vehicles in the world. The contents of this new museum were graciously donated to the Collings Foundation by the family of Jacques Littlefield who passed away in 2009. The Collings Foundation proceeded to build a new 70,000+ square foot building to display about 1/3 of what was originally

offered by the Littlefield family with the remaining 2/3 being auctioned off to pay for the construction. The result is a world class museum right in our own backyard. If you were not able to attend this event, you should make it a point to visit soon. There will also be a battle waged on the grounds of the museum over Columbus Day weekend with many of the tanks and vehicles in the collection being used (all the vehicles in the collection are drivable with only two exceptions). If the town of Stow approves the noise, there will also be an aerial aspect to the battle as well.







14 April 2019 South of Boston (SoBo)

Porsches and Coffee

Text and images: Rog Slocum

In preparation for the upcoming Porsche Ramble I had my Carrera4's yearly service at Inskip, Warwick. Although approaching 100k miles, my 996 had no issues. However, I did decide to clean up and repaint all four rims and install new Porsche logo tire rim center caps. The original interior of the rims was not smooth or glossy, so I had that part of the rim cleaned up and painted as well. The rims now have a depth in their sparkle and accent the C4's black metallic paint.

Rosemary and I were looking forward to hosting our first coffee of the season and arrived at the Moose Café' around 9:45 AM with maybe 10 Porsches already parked. The event became a perfect spring day and we hit more than 50 Porsches in attendance. I am often asked (email) if you have to be a PCA member to attend our coffees; the ONLY requirement is that you come in a P car, although I encourage membership.

One of the many new comers was Gerald Arcilla, driving in with his silver 1976 912E. It is Gerald's first Porsche, which he purchased and shipped in December 2018 from Washington State. It is the car he always wanted and he is most enthusiastic. Not light footed, Gerald's Porsche passion was expressed as he scooted from the Moose Café'.



Gerald Arcilla's 76 912E

Volker and Brigitte Wollschlager parked his well-cared silver 2017 Carrera; this is his third Porsche. His first was a 924 while living in Germany in 1983. Moving to the US, his second Porsche, in 2004, was a Cayman.



Volker & Brigitte Wollschlager's 2017 991

Volker related an interesting story about his BMW M4 that he had prior to his current Porsche. Buying new, the M4 exhibited shuddering when braking from 60 to 40 after about a thousand miles. After some research (Google?) Volker determined it was the brake pads. It seems that the factory pads are soft and leave a residue on the rotors. During hard braking the residue comes off in spots causing the shuddering. The dealer, suggesting when that happens, to just go to a safe place and do some hard braking to clean the rotors and then they will be OK for another 1000 miles. Volker asked that the pads be changed; the dealer said that that would negate the warranty. That's when Volker got his current Porsche.



Bob Pulley's 2001 911 C4

Bob Pulley drove in with his first Porsche, a seal grey 2001 911 C4. The interior is black with wood accents on steering wheel and emergency brake handle, a Kenwood stereo, along with a Finster sport exhaust. Purchased two years ago, Bob's enjoyment of the drive is when he hits the curves. Bob's C4 is for sale (19k); he wants to move to a turbo model.

Peter-Paul Henze arrived in his silver 1999 996.1, his second Porsche. He just purchased it four months ago from a dealer in New Hampshire. His first Porsche was a 88 G model, which he had from 2002 to 2009. Henze says the one of the best things during the drive is the sound



Lot shot #1 at the Moose



Peter-Paul Henze's 99 996.1

The next SoBo will be on Sunday, 19 May, 10AM – noon at Sweet Berry Farm, 915 Mitchell's Lane, Middletown, RI 02842. Free, the only requirement to park on the grass is your Porsche. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully, and, as always, for any SoBo related questions, please email me at: rr356c@aol.com

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Lot shot #2 at the Moose



Lot shot #3 at the Moose



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