

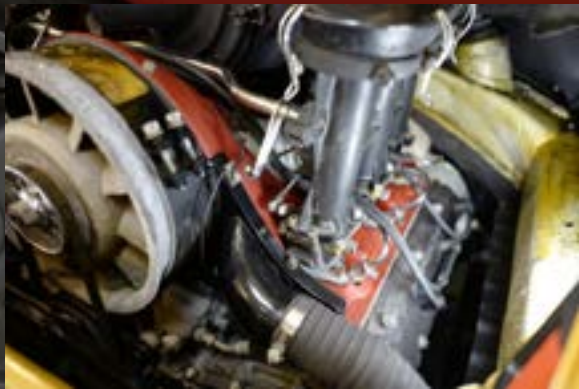
THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

FEBURARY 2020



- 10** Come Ramble With Us In Cooperstown on April 24-26
- 14** NER Board/Committee Chair Retreat
- 16** NER Sim Racing League



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Editor's Corner

by: Anker Berg-Sonne

We dedicate this February issue of the NOR'EASTER to the memory of Chris Acres, husband of Adrienne (Ross) Acres.

It has been three months since we last sent you a NOR'EASTER. As you can see, the wait is now over. We haven't been idle, as you will also see, and in this issue you will find an almost complete calendar of events for the 2020 season. In addition, we will be reintroducing gimmick rallies and sim racing as part of the NER activity repertoire. If you would like to know more about these, you will find some information in the magazine.

I am very excited to have Larry Levin join the NOR'EASTER team. Larry did all of the hard work converting the raw input we receive into an attractive and enjoyable package. You will notice that Larry has done some gentle refreshing on the look and feel. A welcome change after almost two years of my style.

The next issue of the NOR'EASTER will be the annual print issue that we send to all primary members. It should hit your mail boxes the first week of April.

We still need more members of the NOR'EASTER team. If you feel that you would like to give something back to the club, please contact me at membership@porschenet.com.

See you on the track, the autocross field, drives, social activities, tech sessions and many other fun and exciting 2020 events.

Front and Back Covers



Photo by Larry Levin



Photo by Larry Levin

— 2018 —

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Event Calendar

Signature

| | |
|------------------|------------------------------|
| April 24 | NER Ramble 2020 |
| July 26 | 3rd Annual Summer Party |
| October 3 | 2020 NER Concours d'Elegance |

Driver Education

| | |
|------------------------|---|
| March 7 | 2020 Driver Education Ground School (intro to track events) |
| May 4 | NCR DE Event at Limerock Park |
| May 22-24 | DE at Thompson Speedway Motorsports Park |
| June 12-14 | DE at Palmer Motorsports Park - Clockwise |
| July 3-5 | DE at Le Circuit Mont-Tremblant |
| July 17-19 | NCR July DE at Tamworth Club Motorsports |
| August 7-9 | DE at Watkins Glen |
| August 11-13 | NER DE at Calabogie: A Deep Dive for Solo Drivers |
| August 22-23 | NCR DE at NHMS |
| September 25-27 | DE Season Finale at Palmer Motorsports Park |

Autocross

| | |
|---------------------|---|
| April 25 | NCR - Autocross Event #1 |
| May 3 | NER Car Control Clinic (formerly AX School) |
| May 17 | NCR - Autocross Event #2 |
| June 6 | NER - Autocross Event #1 |
| June 20 | NCR - Autocross Event #3 |
| July 25 | NER - Autocross Event #2 |
| August 8 | NCR - Autocross Event #4 |
| August 16 | NER - Autocross Event #3 |
| September 5 | NER - Autocross Event #4 |
| September 12 | NCR - Autocross Event #5 (Zone 1) |
| September 26 | NCR - Autocross Event #6 |
| October 25 | NER - Autocross Event #5 and Party |

Event Calendar - Continued

Social

| | |
|---------------------|---|
| March 22 | Newcomers Meeting |
| May 3 | Cars & Coffee - Northborough, MA |
| May 16 | American Heritage Museum - Collings Foundation |
| June 7 | Cars & Coffee - Northborough, MA |
| June 13 | 24 Hours of LeMans kick-off Cars & Coffee |
| June 27 | Heritage Museums and Gardens tour |
| July 12 | Cars & Coffee - Northborough, MA |
| August 15 | Herreshoff Marine Museum / America's Cup Hall of Fame Tour |
| August 16 | Cars & Coffee - Northborough, MA |
| September 19 | Norman Rockwell Museum Tour |
| September 20 | Cars & Coffee - Northborough, MA |
| October 10 | Cars & Coffee - Northborough, MA *Food Drive to benefit the Veterans Inc Food Bank* |
| October 11 | Porsche On The Mountain 2020 |

Tech

| | |
|--------------------|--------------------------------------|
| February 22 | Factory Five Tour |
| April 18 | Detailing Tech Session at Q Car Care |

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Come Ramble With Us In Cooperstown on April 24-26 ***Registration Opened Wednesday, January 22*** by: Dennis Friedman

Why should you join us for NER's 35th Annual Spring Ramble? It's simply the best way to start the driving season! 175+ Porsches (some Ramblers do occasionally drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel. You'll arrive Friday (or earlier at our inviting rate), and begin your social and partying activities before the serious driving commences on Saturday morning.

After last year's travelogue on Cape Cod, this year's 35th edition will be back to primarily driving on 2-lane country roads in the beautiful Catskill mountain area south of Cooperstown, NY. Come experience secluded roads and scenic vistas that pass by rushing streams, meandering rivers, peaceful lakes, and more than a few mountainsides. You may even have a chance to traverse a covered bridge or two along the way.

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

On Friday from 6:00–7:15 p.m., see old friends and meet some new PCA'ers at the Welcome Reception – sponsored again this year by Porsche of Warwick. We'll be in the beautiful Rotunda and nearby Ballroom serving complimentary hors d'oeuvres and snacks along with a cash bar. So please stop by, pick up your name badge, and say hello before you head out for dinner on your own. There are lots of restaurants to choose from



in Cooperstown (reservations are recommended) offering various cuisines and price points, or you can choose to eat on the property at the Hawkeye Bar & Grill, or the 1909 Restaurant for finer dining. For reservations at the Hawkeye Grill call (607) 544-2524, and for the 1909 call (607) 544-2548.

On Saturday morning, registration will be open from 7:00–8:30 a.m. in the Small Glimmerglass room, with continental breakfast continuing until 9:30 a.m. next door in the gracious Glimmerglass and Fenimore dining rooms overlooking the lake. The mandatory drivers and passengers safety and route briefing will convene at 8:35 a.m., after which drivers will head out on a navigational, directions-based tour exploring the Catskill mountain area south of Cooperstown, concluding at our lunch destination in Windham, NY.

Following the buffet lunch, you'll embark on another navigational, directions-based tour that will take you back to The Otesaga. Or, if you prefer to return sooner to begin your partying, get a massage (request your 15% discount at the Hawkeye Spa), hike, shop, or whatever, simply take the more direct route that will also be provided.

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



At 6:00 p.m. Saturday evening, we'll meet for cocktails and hors d'oeuvres back in the Rotunda and Ballroom. Our plated dinner begins at 7:30 p.m., just across the lobby in the adjacent Glimmerglass and Fenimore dining rooms. After dinner there's time for more socializing. From 7:30–10:00 a.m. Sunday morning, a full, hot, buffet breakfast will be served back in the Glimmerglass, after which you're on your own again to head home, or stay longer and enjoy the charms of upstate New York.

Remember, this is a Tour, and we expect you to follow all the laws and regulations pertaining to the public roadways we'll be traveling. We'll be on many narrow, 2-lane roads, so please give pedestrians and bicyclers a wide berth. If you have the urge to exercise your Porsche more fully, we would highly recommend attending one of the many Driver's Education or Autocross events hosted by the Northeast Region. **IMPRUDENT OR DANGEROUS DRIVING BEHAVIOR WILL NOT BE TOLERATED DURING THE RAMBLE.**

- The Friday rate is for your room only and includes all taxes and fees. Subject to availability, this same rate applies for 3 nights pre & post Ramble should you wish to extend your stay.
- The Saturday Package Rate includes your room, Saturday cocktail hour with hors d'oeuvres (cash bar after you've used your 1 drink ticket/person), Saturday night dinner (jackets for men and festive attire for the ladies), Sunday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The resort fee is included in the room rate and includes free wireless internet, the fitness center, and parking.



Come Ramble with Us Cont.



- Your registration fee covers the Friday Welcome Reception with hors d'oeuvres and snacks, Saturday's continental breakfast, Saturday's lunch, your 2020 commemorative Ramble pin, an event T-shirt, your magnetic plastic name badge, and other costs incurred in organizing and running the Ramble.

- Unless you like being on a waitlist, register for one of the 147 rooms in our block once you receive your registration confirmation. We expect to sell out the entire hotel. Check-in is 4:00 p.m. and check-out is 11:00 a.m.

Our room block includes 132 rooms at The Otesaga. There are also 15 rooms at The Cooper Inn (it's sister bed & breakfast property), a 3 minute walk around the corner from The Otesaga, and just off Main Street in Cooperstown.

| | | |
|-----------------------------|----------|----------|
| Traditional Rooms | Single | Double |
| Friday | \$239.74 | \$239.74 |
| Saturday with Meals Package | \$355.24 | \$470.74 |

Only 11 of these rooms are available on a first come/first served basis.

| | | |
|-----------------------------|----------|----------|
| Deluxe Rooms | Single | Double |
| Friday | \$268.96 | \$268.96 |
| Saturday with Meals Package | \$384.46 | \$499.96 |

| | | |
|-------------------------------|----------|----------|
| Suites (some with lake views) | Single | Double |
| Friday | \$299.87 | \$299.87 |
| Saturday with Meals Package | \$415.37 | \$530.87 |

Only 26 suites are available on a first come/first served basis.



| | | |
|-----------------------------|----------|----------|
| The Cooper Inn | Single | Double |
| Friday | \$199.78 | \$199.78 |
| Saturday with Meals Package | \$315.28 | \$430.78 |

15 rooms are available at The Cooper Inn

We have arranged to have breakfast included in the room rate for anyone who chooses to avail themselves of our attractive rates, arriving before Friday or staying beyond Sunday.

PLEASE DO NOT CALL THE OTESAGA INN TO MAKE YOUR RESERVATION BEFORE YOU HAVE REGISTERED ONLINE AND RECEIVED YOUR CONFIRMATION EMAIL. We will be matching registrations against the hotel-supplied rooming list on a weekly basis, and those registered will receive priority within our room block. A ROOM RESERVED WITHOUT AN EVENT RESERVATION IS NOT GUARANTEED.

We expect to occupy all of the hotel's rooms, so please make your reservations with The Otesaga promptly after you receive your registration confirmation to avoid disappointment.



NER Board/Committee Chair Retreat

By: Bill Seymour
November 2, 2019

On Saturday November 2nd our region held a “retreat” to discuss the future of the club. The background and purpose for doing this can be summarized with these points...

- We recently conducted a survey of our membership. Members reported being very happy with the activities that the club runs. But we were accused (legitimately and by quite a few) of being a club of “old men.”
- The automotive world, including the space in which the Porsche brand operates, is changing.
- Going forward, what changes or additions to our activities should we consider in order to keep our current membership happy while attracting new members?

Current and incoming (2020) Board members and all Committee chairs were invited. In addition a few younger, heavily engaged members were invited to provide their viewpoints. There was near perfect attendance – only two of the invitees were unable to attend – and, even more impressive, everyone arrived on time. The session lasted from 9am to about 12:30 and was facilitated by Rosemary Driscoll.

This was the process used...

1. Participants submitted “mission statements” for the club in advance of the day. These were posted for participants to review as part of the first task.
2. In advance the facilitator generated a list of 16 separate ideas/themes that were represented in the submitted “mission statements.”
3. Task #1: participants reviewed the “mission statements” and the list of ideas/themes. They were asked to add any idea/theme not included in the 16. They then “voted” by applying green stickers for “good” or red stickers for “negative” to the ideas/themes. These were discussed.
4. Task #2: The 23 participants were divided into 4 groups and each assigned to create a mission statement

based on the ideas/themes and subsequent discussion from Task #1. Each group presented their mission statement and these were discussed.

5. Task #3: Participants were again split up into 4 newly configured groups and each assigned to brainstorm what the club should do differently: either do more of, less of, or add new activities/initiatives/programs.

As expected, there was spirited discussion and a lot of enthusiasm on display. Have a look at the chart showing how the participants “voted” on the Ideas/Themes and I think you will agree that these are the core pillars of our club...

- “It’s not just the cars, it’s the people” (PCA National’s motto – reflecting the social aspects of the club)
- A broad range of activities (DE, Autocross, Concours, Ramble, Tours, etc.)
- Driving and performance

This is further reinforced when you see the “mission statements” that were produced by the four groups (the consensus winner is indicated). Also note how similar they are.

Finally, please review the suggestions for things that we could do more of, do less of (not much enthusiasm for anything in this category) or new. A lot of great ideas.

Going forward the Board and Activity Chairs will have these issues to wrestle with...

- What is the right balance (in terms of where we spend our energy) between retaining current members and attracting new?
- How hard should we work to attract owners of “4-door” Porsches to the club?
- What new initiatives should we do that will provide the greatest value to club members/prospects but not overburden volunteers?

The Board would like to hear from you, the members. Please examine the results reported here and provide your thoughts. And, most importantly, if you see a new idea that you like... volunteer to help!! The club is probably willing to do any legal, PCA approved activity that has someone willing to lead and enough members interested. **LET ME REPEAT THE IMPORTANT POINT: IF THERE IS A NEW ACTIVITY THAT YOU'D LIKE THE CLUB TO DO, VOLUNTEER AND THE BOARD WILL HELP!** It's your club so speak up and let us know.

Special thanks to...

Kristin Larson for making her homeowner's association clubhouse available to us.

Kristin, Dave Berman, Jerome Gangitano and Lisa Davis for organizing logistics and food.

Rosemary Driscoll for facilitating and providing a summary/write-up.

Ideas/Themes Culled from Individual Statements (Task #1)

1. Friends/the people/social/people who share your passion (12 green votes)
2. Range of Activities (Driving, non-driving, social) (12 green votes)
3. Performance/driving experience (8 green votes)
4. Provides infrastructure/support to maximize enjoyment of members/activities (8 green; 4 red)
5. Learn to drive your car safely/the way it was intended (7 green votes)
6. No matter how you use your Porsche, NER has something you enjoy (5 green votes)
7. Year-round activities (5 green votes)
8. Passion for Porsches/Porsches enthusiasts/Love our cars (5 green votes)

Proposed Mission Statements (Task #2)

(Consensus "winner") "A welcoming community for Porsche enthusiasts. All about connecting people, driving and events. Celebrating the heritage and embracing the future."

"A welcoming community of passionate Porsche owners who share an appreciation of the heritage and excitement for driving into the future."

"The Northeast Region welcomes all and helps its members maximize the enjoyment of all Porsches, in the company of those who are similarly enthusiastic. We do this by providing a wide range of activities on a year-round basis. We aim to evolve with the brand, the market and the automotive environment as they change."

"NER is a welcoming community of people who share a passion for Porsche and choose to spend their time in our variety of activities."

Ideas for Club Going Forward (Task #3)

(**Bold**=ideas group thought were highest priority.)

If more than one group had this idea, the number of groups is in parentheses.)

Do More of...

1. **Tech events/How to specifics (like a real life Rennlist; providing knowledge, sharing tools)**
 - a. **Could be a forum; Facebook event; Instagram**
2. **Produce more videos like the AX one (way to get to know NER and specific events)**
3. **Winter events (2)**
 - a. **Could be non-car (ski, snowmobile, Go Kart, SIM)**
4. **Need to appeal to younger people**
 - a. **Coupons for DE; free AX**
 - b. **Discounts from PCA**
5. More winter/off road/4 door events: Winter AX option (2)
 - a. Recruit dealers to bring demo cars
 - b. Plant experienced members in events
6. Family events (2)
 - a. Your kid (16—22) drives free day
 - b. Parent/kid scoring
7. SUV AX day (in season) (2)
 - a. Recruit dealers to bring cars
8. Open Houses for Shops (2)
 - a. Social and Tech
9. Tech events/Hands-on, car type specific?/DIY maintenance (2)
10. One day DE event for new/novice drivers only (2)
11. Advertising and connecting with NEW members: online, pamphlets, enlist dealers as ambassadors)
12. Document (or video?): What to expect in your first AX, DE, Ramble, etc—"DE for Dummies"
13. Charitable work
14. Broader range and locations for activities (different geographic areas)
15. Vintage DE/vintage run groups at events
16. Pamphlets to dealers
17. Cars & Coffees
18. Videos from events, posted to social media
19. Member meetings to talk schedule, ways to participate
20. More Merchandise: better variety of items to buy
 - a. Use for door prizes/raffles/small giveaways
 - b. Available to buy at events
 - c. Give recognition for volunteering (or give credit to store)
 - d. Perks for contributors to Nor'easter
21. Keep doing all the events we do (Ramble, Concour, DE, AX, Gala, Coffees)
22. More/better dealership connections
23. Smaller/less formal Tours
24. Rally School
25. Taycan Intro Event
26. Membership Directory with contact information
27. Create an electronic library (archive history, heritage, connection to future); on social media
28. AX Pre-event Promotion
29. Informal events (unspecified)
30. Food sponsors at AX
31. Lecture Series



NER sim Racing League

by: Anker Berg-Sonne

As I mentioned in my *Rearview Mirror* column, I have started sim racing in the PCA sim racing league and Robert Galejs's Wednesday evening league. In this piece I will explain what sim racing is about and why I think everyone would enjoy it and benefit from it.

So what is sim racing? In a sim racing session you and the rest of the participants will be sitting in the comfort of their own homes in a car simulation rig, racing against each other. Everybody will be using the same software which will simulate the performance, behavior and feel of a simulated car and the characteristics of the course as realistically as possible. How realistic is dependent on how much you have invested in your rig. As you race, you see the other participants cars around you, and if you make contact with other cars your simulated cars will get damaged, if you lose control you will

depart from the track and make contact with guard rails and tire walls, also with resulting damage. In addition, you will get black flagged if you violate race rules or damage your car enough to be recalled to the pits. Everything is geared to be as realistic as possible. Even though there is a passing similarity to car racing games they are very different animals. Simulators are aimed at being realistic, while games are geared towards performance and pure excitement. Realism is secondary in car racing games.

Why sim racing? You can get much more seat time and spend much less money than you could possibly get as a club racer, DE participant or autocrosser. You will also be able to drive your car much closer to the limit when practicing than you would in real life, thus learning how to control your car at the limit. You can try



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different approaches to driving the track without risking life, limb and wallet. At the same time, when sim racing you are penalized for losing control and violating racing rules and rewarded for safe driving with good control. If you both sim race and DE or club race you can become familiar with a particular track on the simulator before you take your precious car to the actual track. Everything you learn on the simulator is transferable to the physical track and car. In addition, there is the fun aspect! You can switch to any car you want. Like to drive a Lamborghini around the Nurburgring Nord-schleife? Go ahead and embarrass yourself!

Reading the above I am sure you constantly were thinking “what does it cost?”, “how realistic is it really?”, “will I embarrass myself in front of the expert drivers?”. There are good news on all fronts. Let me describe my own setup and my experience:

The first thing you need is a simulator and an internet connection. The simulator will typically consist of a steering wheel, a pedal set, a shifter and a seat, all connected to a gaming PC. Let me describe my specific setup that is shown in the two images.

Internet connection:

The great news is that the speed requirements aren't that big, 256 kb/sec. Pretty much any wired or newer WiFi connection is fast enough. Even a cell phone personal hotspot will usually have enough bandwidth.



NER sim Racing League Cont.

PC:

I bought a used, relatively old, gaming PC for \$100 from the estate left after a close friend passed away. Pretty much any modern PC and laptop has enough performance. Here are the minimum requirements:

- Windows 8.1 64-Bit, Windows 10 64-Bit
- 64-bit Windows
- 4 core CPU or better – Some examples (but not limited to): AMD FX-6300, Intel Core i5-4430, Intel Core i5-2320, AMD Ryzen 3 1200
- 8 GB of RAM
- A gaming graphics card with at least 2GB of DEDICATED memory – Some examples (but not limited to): Nvidia GeForce GTX 660 @ 2 GB / GTX 1050 or ATI Radeon HD 7850 @ 2GB / AMD RX 550 or better
- 10 GB of free disk space (40 GB for all cars and tracks)
- Microphone optional, required for voice chat

If you already have a PC and want to know if it will support iRacing there is a handy system tester at <https://tinyurl.com/https-www-systemrequirements>.

Another option is to buy a used or refurbished PC on Craigs List, eBay or from a manufacturer or reseller. I have had a lot of luck purchasing refurbished from parties I trust.



The good news is that the PC doesn't need to be dedicated to sim racing. Mine isn't.

Rig:

I bought a Logitech G29 Driving Force Race Wheel for \$399.99, a 6 speed Logitech shifter for \$62.99 and built my own frame from 1" PVC piping and plywood for next to no \$. The seat is a dining room chair. What is important is that the rig doesn't move around as you are racing. The seating position is more upright than in a car, but suffices until I can find a well used racing seat from which I will build a more realistic rig. The current rig works perfectly well and takes up very little room.



The rig, or components of the rig, can also be purchased used or refurbished, just like the PC. Personally I would prefer to go refurbished rather than just used because of potential wear and tear on the components. There is nothing more annoying than a badly functioning wheel or shifter.

Software:

PCA and the NER sim races run on iRacing. iRacing is a subscription service that costs \$12.99 a month. You get a discount if you pay annually. For that you get 18 cars and 18 tracks. For the racing leagues you will probably need to purchase additional tracks and cars. They each cost a one-time fee at \$11.95 or \$14.95.

If you get addicted you may want to subscribe to other software packages like Asetto Corsa. I functions very similarly to iRacing.

Driving has four modes. Initially you will probably want to test a car and a track in test mode. In this mode you are all alone, nobody can follow you and you will not be penalized for anything. Test mode is often used to get familiar with a track before a race so you know how to drive it before joining practice. You can also do this at any time. You select a car, a track, weather and track condition and off you go. I suggest you start with a Miata or similar, low powered car. When you have become comfortable with this and you can go around a track without crashing all the time or going off course with reasonable track times you are ready to join a league and start racing.

Races are scheduled by the league manager and consists of practice, qualification and racing. Practice sessions are typically an hour long and you will be on track with other league members. Some leagues have several classes with novices, intermediates and experienced racers. You are advanced to a higher class by driving safely, not just by being fast. There is no requirement to join qualification and a race, you can just practice until you are comfortable with the car and the track. Once you reach that stage you join a race. The first stage is qualification. In the PCA league you get two qualification laps. They will determine your place in the grid. My suggestion is to start by focusing on not crashing and going off course in qualification. I also deliberately try to end up in the back of the grid. When qualification is over the race starts. You join the grid, wait for the lights to go out and off you go! Again, focus on not losing control and keep an eye out for other cars in your rear view mirror. In a race you get penalized and potentially disqualified. Going off course costs a lot more time than driving slow enough to be

safe. In the novice class I have found that the best strategy is to drive safely and wait for the aggressive drivers to go off course, crash or be penalized. The ones at the front of the grid tend to be aggressive and the middle of the grid at start is typically not a good place to be.

So where is the limit? The sky! Take a look at VR Motion Labs, one of our sponsors/advertisers! In between my cheap setup and a VR Motion Labs rig is an almost infinite number of possibilities. To make the experience more realistic you may want to go to a three display setup where you have a 180 degree view first. I am looking at upgrading to virtual reality goggles like Oculus Rift next where you turn your head and up, down, left, or right and your view changes smoothly. I mentioned getting a used sports car seat. More extreme is a rig that tilts so you can feel the G forces. You can either build yourself or buy finished.

I haven't mentioned that a sim racing setup may also be the cat's meow for your significant other and your kids. I would love to have a kids racing league to get them hooked on high performance driving. Just make sure that they have their own iRacing accounts. You will not be happy to be penalized for their bad habits!

Right now you can request admittance to PCA's sim racing league and our league. From within iRacing. Search for PCA Sim Racing and Late Apex Racing and request admission. Robert is also in the process of setting up a NER specific league with junior and senior divisions is in the works. He is also considering a golf-like handicap feature. Look for announcements here and on our web site, Porschenet.com.

Trust me, you will not regret this, even if you never plan to race your Porsche.





Squiggly Lines

Nick Shanny, NER President

Happy New Year! I hope everyone is enjoying the winter season, especially those lovely days in the mid-sixties. For those of you looking for snow and a reasonable ski season, you might have better luck looking westward.

The board lineup for 2020 is now set and was announced at the recent Gala event. Please welcome Alan Davis to his new role as Secretary. I would also like to thank returning board members either continuing in their prior roles or the assuming a new role.

A special thanks to our prior board members: Kristin Larson, Lisa Davis, Jerome Gangitano, and Bill Seymour. Our club depends on the membership to volunteer their time at all levels, be it on the board or throughout the many different activity groups the club supports. Without volunteers, the club offerings would be severely limited. So, a big shout out to all the volunteers.

We have an exciting lineup of events planned for the 2020 season. Along with the normal slate of AX and DE events, we have the 3rd annual summer party returning to Wachusett Mountain as well as several regional museum and garden tours. I highly recommend you visit the events page on porschenet.com to see the complete list of events. In addition, our monthly email blast will contain news, links to interesting articles, and a list of upcoming events.

I look forward to meeting many of you throughout the year. I am typically attending the DE events and will be attending many of the club sponsored events. If you have questions or concerns, please reach out to me at president@porschenet.com.





2019 in the Rearview Mirror

Don Kelly, NER Treasurer

Having completed my first year as Treasurer of the Northeast Region, let's have a look at 2019. For starters, I would like to say how impressed I am at the commitment and effort by all the many volunteers that make this club work. I would also like to say that I did not fully realize just how many activities and events the club actually hosts until I saw them from the Treasurer's point of view. Before being Treasurer, and enjoying the club as most of us do, I knew there were always things going on although I only participated in a portion of them. When seeing them all together it was amazing to me the quantity of activities and the number of dedicated volunteers it takes to make them all happen.

As Treasurer, I am responsible for all things finance; billing advertisers and sponsors, collecting and depositing funds, issuing payments for expenses, monthly/annual financial reporting, budgeting, oversight of tax prep, participating in Board meetings, etc. The Club enjoyed a healthy 2019. Most activities met or exceeded budget expectations. This in turn keeps our Club financially sound and permits us to continue to host excellent experiences. I think all would agree that we do a terrific job with our events, top notch.

A solid year also permits us to make significant contributions to some worthwhile charitable organizations. This year the Autocross group was able to contribute five thousand dollars to the Loaves and Fishes food pantry. Loaves & Fishes' mission is to provide nutritious food, in an atmosphere of kindness and respect, to individuals in need who reside in Ayer, Devens, Dunstable, Groton, Harvard, Littleton and Shirley. This is the general area surrounding the location of our Autocross events at the Moore Airfield in Devens.

Also, our Club was able raise over fourteen thousand dollars for our designated charity, Homes for Our Troops, whose mission it is to build and donate specially adapted custom homes nationwide for severely injured post-9/11 Veterans, to enable them to rebuild their lives. The funds were raised by a combination of a club contribution, a contribution from the Concours group, parade laps conducted at various Drivers' Education events, and through items donated and sold at our annual gala. Our community service efforts are very much appreciated by the recipients.

During the year a committee was formed to review and modify our advertising and sponsorship package. Our advertisers and sponsors are very important to assist with the cost of providing our communications and with some of the expense of hosting various events. Our advertisers and sponsors are very much appreciated, and of course, we would encourage patronizing them.

Currently, in January, the 2019 financials have been completed and the 2020 budgets have been prepared by the various activity chairs, and reviewed and approved by the Board of Directors. These individual budgets are then "rolled up" into the comprehensive Club Budget. This is an important exercise to inform the Board of expectation for the year to ensure we remain on a healthy financial foundation. This also allows the Board to consider if new activities may, or should be undertaken, and if existing activities need to be modified.

The year 2020 is once again full of great activities and events. Hopefully you will get out and enjoy some of these great occasions!

The Long & Winding Road

Bill Seymour, Past NER President



I'm not sure if Past Presidents are supposed to write a column or not. Let's try a couple out and see what happens. As we all know last year was NER's 60th anniversary year and I think it was a very good one. (If you think otherwise please email us and tell us what we should be doing differently!) We submitted an application for the Ferry Porsche Region of the Year Award and, while I'm guessing we are a long shot, your Board and Activity Chairs were proud of the way the past year went. Our regular activities were hitting on all 6 cylinders (unless you have a 718 or a 356 or a 928 or whatever) plus we had a spectacular Concours, a great Summer Party and a number of other special features. We will be planning for an even better year in 2020 with your help as participant and volunteer. Stay tuned.

On a personal note I appreciate the chance to have been your President for the past two years. It was fun. Thanks. And now I can go to Board meetings and just listen.

Anker tells us that the theme for this February NOR'EASTER is a retrospective look back at 2019 and a tease as to what is to come for 2020 (with the full event schedule as part of the planned print issue in April). So my look back is to report the sad departure of my 1988 Caterham. Normal people (unlike me and you who are reading this) would not get sappy about selling a car but an old friend is gone. In the winter of 1993-4 I had committed to getting something a bit sportier than the 356 that I had inherited from my Dad (a sweet car but easily passed by the Kia Sephia available at that time). I had in mind either a Mini Cooper (as in the original kind of Mini Cooper – I had bought one new in 1967) or a Lotus 7 (I had always admired them when watching SCCA races at Thompson and Lime Rock as a kid). In the process of the search I

discovered that a neighbor – 20 years my senior – had one of each. The Mini wasn't running but we went for a drive in the right hand drive Lotus with cycle fenders and that settled it. The Caterham I then bought in early 1994 had 6,000 miles on it and had been the actual test car in a Car and Driver review. Lou, the neighbor, and I became good friends.

What do you do with a Caterham? Well you autocross it, of course. Lou and I went to SCCA autocrosses where you got 3 runs and were yelled at by the SCCA chairlady. There had to be a better way and there was – on the basis of being a Porsche owner I could join the Porsche Club where you got 6 or more runs, the people were nice and I often had FTD. And so it started.

After a few years I rose to be co-Autocross Chair for one season (and shared "Enthusiast of the Year" with Eric Kessel – apparently a very weak year for enthusiasts!) but then work and soccer coaching took priority and my attention waned. But when I got my first Cayman in 2007 I came back to Autocross and was Chair from 2011-2016. And what of the Caterham? Well by then Nora was old enough to participate so I would drive the Cayman and she the Caterham. The pinnacle of these exercises was the day she finally had a faster time than me and still had one run in hand. Nick Durham asked if he could go with her in the right seat and she said "Sure, but I'm going to spin." He pointed out that she wasn't displaying much confidence but quickly learned that wasn't what she meant at all: she overcooked it on purpose (or so she claimed afterwards).

But Nora is now in Oregon, Chris Ryan is doing a much better job than me as AX chair (not making people skip lunch to get 14 runs) and I'm at DE or an endurance race a lot. The Caterham has averaged under 50 miles a year for the past 4 years (and don't ask about the 356 either!). It needs work and the guy that services them retired and moved to Florida. I'm not much into wrenching.

Selling it made sense but I figured I needed to clear it with Nora. I told her that, of course, I wouldn't sell the 356 but might sell the Caterham. Her reply was something along these lines..."Whatever you and your Dad had going with the 356 is fine but if you were going to keep one for me I want the Lotus." Glad I asked. Anyway, she understands that it wouldn't do very well on the roads to the trailheads in Oregon.

So I found it a good home. It will stay in the NER family in Anker's hands. He thinks I gave him enough of a break on the price that he promises to let me co-drive it at autocross a couple of times. He has already done a lot of things that I should have done and is happy so far (wait till something expensive breaks!). But I would be lying if I didn't admit it was hard to see it go – an era ended.

But I am also supposed to supply a tease as to what lies ahead in 2020. Well, with the Caterham sales proceeds in my hand (almost exactly what I paid for it in 1994) I figured I could afford to upgrade the Spec Racer Ford to Gen3. This is mostly an engine swap from an older Ford engine to a 1.6L Ford Sigma double overhead cam engine that increases horsepower by 25% while taking out 100 pounds (down to 1,400). In the hands of the best drivers (i.e. not me) and maybe with some drafting it will do a 54 second lap at Lime Rock.

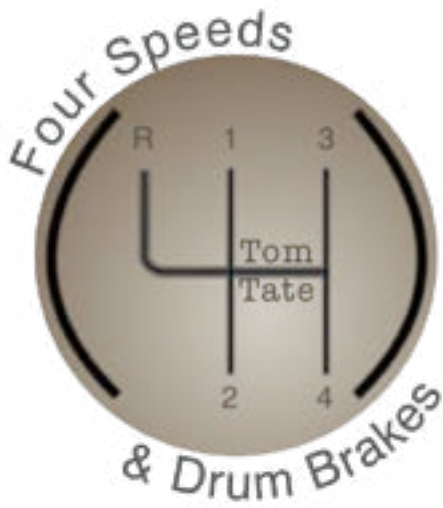
And since my recent experience is driving something with 105 horsepower, I'm pleased to report that the Jamaican Bakin' team will be campaigning a new car in 2020: a 2014 Ford Mustang Boss 302S (Ford factory race car) that has 444 horsepower. What could possibly go wrong? Onward, ever upward!



Nora at the wheel



Lou's on the right (hand drive)



The Rear View Mirror - 2019

It has been a terrific year for our hobby and as the days get shorter it's time to look back at all the places our Porsches have taken us. I say us because old guys with old cars tend to travel in packs for road support and I'm no exception.

The start of the car show circuit began in June with German Car Day at Larz Anderson Auto Museum in Brookline MA. That always draws a huge crowd and this year was no exception. We were able to park the cars based upon model and that seemed to make it easier for spectators to see and compare the cars. The Museum was able to open up more space for cars and vendors above the main building which allowed more cars to be displayed Porsches filled the center lawn as the weather cooperated for a perfect day.

The very next week was the expanding Medfield Car Show done on the grounds of the old Medfield State Hospital. This show included all manner of cars from Brass Era to modern supercars and every Hot Rod in between. With over 700 rides displayed it took all day just to walk past them. I'm just ½ mile away so I grabbed a shady spot early on and got a first place "bowling trophy" in the '65 356SC.



Next up was a drive to Portland, Maine for a show benefiting the Dempsey Center and put on by the Down East Region of PCA. Patrick Dempsey, a big Porsche fan, brought his Paris- Dakar rally tribute 911 for all to see. The weather on the Maine coast was perfect and over 225 Porsches were on display.

Another stop on a sunny Sunday at Larz Anderson Auto Museum for Porsche Day filled the lawn again the weekend after Labor Day. There were another 200 cars on the grass, many that had not been seen before. The Summer has really played to the car show crowd and it only got better.





Our own Region put on a picnic at Wachusett Mountain and the location and the weather drew cars like a magnet. We had rides up the mountain, music, great food and a car show. I think the location and space could make this an annual event, I sure hope so.

Our local 356 group, TYP356NE, put on their Club Day at the Collings Foundation American Heritage Museum in Hudson, Mass and that brought all the Tubs out for a late summer drive. We got a tour of the new digs, the displays were impressive. The Collings Foundation is a private non-profit educational foundation located in Stow, Massachusetts, founded in 1979 by Robert F. Collings and Caroline Collings with a mission dedicated to the preservation and public display of transportation-related history,

namely automobile and aviation history. It's like a car show for tanks.

Summer lasts a lot longer down south so a number of us made the drive down to Helen, GA for what has become an every other year event. The 356 guys put on a great low key event called the Southern Drive in the north Georgia mountains with terrific roads, a pig roast and a chance to see old friends from all over the country. The Puddle Jumper that didn't make it both ways on its own in 2017 was ready to go with the original engine newly rebuilt. 2550 miles round trip and 30.3 mpg, it never missed a beat.



This event has become so popular that with entries restricted to 150 people it fills up in less than a month. The group of us that caravanned down together decided that a similar Northern Drive on the off years would be a big hit and we've already found a German resort in PA that would be a perfect location. There are great roads in western PA too. It didn't even take much beer to get the idea rolling, we're calling it the "Catskills 356 Treffen", stay tuned.



We also had a chance to see the Type 64 Tribute car built by Dave Miller on the streets of Helen. It looked right at home in a town that looked like Gmund in the '50's. The week we were in the mountains the last original Type 64 crossed the block at a well-known auction house but did not find a new home due to the accent of the auctioneer. It's a long story. Check the internet.

The roads around Helen, including Georgia Rt 356, are terrific for our Tubs and one of them is the famous "Tail of the Dragon".

I got back just in time to join the Northeast Region in Newport for their annual Concours held in conjunction with the Audrain Automobile Museum Motor week. The inaugural event included four days of shows, manufacturer displays at various mansions and celebrities like Jay Leno, Tommy Kendall and Justin Bell Jay unveiled a new Bugatti but the real draw for Porsche fans was the red 356 Outlaw built and displayed by Rod Emory, a well know left coast builder. The first 2020 911 Speedster in the country was also on display.

As my loyal reader can see it has been a terrific Spring, Summer and Fall and I didn't even cover the Autocross events or the LeMons race that just ran at NHIS (finished both days in the Audi TT turbo diesel). I may have to retire soon just to have time for all the car events if next year is anything like 2019. -KTF





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Seeing 2020 Ahead

Robert Jacobsen
VP Administration

To a person, we have all probably heard more “seeing clearly” or general eyesight quips than we ever dreamt possible in the first two weeks of 2020. So, (avoiding more dad jokes) as we... examine our future calendars... Let’s survey some of the great things coming down the road this year. For starters we have the Winter Warmer on January 26th. By the time you are reading this article though it will have passed. So, for those who attended, thanks and it was good seeing you. For those who did not come, your loss, but you still have opportunities for some other great social events happening soon.

Friday Feb. 21 – Factory Five Tour

Sunday Mar. 22 – Newcomers Meeting at Porsche of Norwell

Saturday April 18 – Detailing tech session at Q Car Care

Sunday May 3 – Cars & Coffee at Lala Java in Northborough

Saturday May 16 – Collings Foundation/ American Heritage Museum Tour

Sunday June 7 - Cars & Coffee at Lala Java in Northborough

Saturday June 13 – 24 Hours of LeMans Kick-off Cars & Coffee at the Newport Car Museum

Saturday June 27 – Heritage Automobile Museum and Gardens Tour

Sunday July 12 – Cars & Coffee at Lala Java in Northborough

Sunday July 26 – Summer Party at Wachusett Mountain

TBD – Friday Night Lights at Chestnut Hill

Saturday Aug. 15 – Herreshoff Museum and America’s Cup Hall of Fame Tour

Sunday Aug. 16 - Cars & Coffee at Lala Java in Northborough

Saturday Sep. 19 – Norman Rockwell Museum Tour and dinner at the Red Lion Inn

There will be more events added during the year including a new date for the annual gala, so stay tuned!

In driving news, the Miata will start the DE season, the way it finished (minus the corded tires). During the season I plan on upgrading to wider wheels and tires as well as upgrading the suspension. This will be done progressively over the course of the DE season so as to fully experience the incremental improvements. I will also be looking to shed a few pounds from the car as I am not really interested in adding any power, but would like it to be a bit quicker. The Willys is deep into the engine rebuild and then my 993 is vying for time as I would like to do the suspension on that as well this summer. Time is unfortunately a limiting factor, but such is life. “Looking” forward to seeing you at NER’s events this year.



Communications Horsepower

Sterling Vernon, VP Communications

Communications. It's a word that feels both vague and important at the same time. Like horsepower. You know it when you feel it at work. As the incoming VP Communications for the club, it feels like time for us to have a bit of a think about what we all need and how best to accomplish it. The most important part of this new role, for me, is making sure I understand what you, our members, need from your club communications. We have a history and some traditions, sure, but the world has also changed a bit over the past sixty years. What is the right path forward now?

Let me start by saying that I want to hear what you think. Email me. Call me. Text me. Slack me. Say hi at an event. Yell at me as I give you a point-by on track. Whatever works. My role in this club is to do what you, collectively, need and want our communications team to do. As a volunteer position, I'm free from the typical biases that we all experience in most work situations. I'm very happy about that. But there are still politics and conflicting ideas and the need to collaborate and compromise. To help us make good choices, I'd recommend letting our communications team know what's important to you, personally, so we can make smart compromises.

A Proud Tradition

Our club has a proud tradition of creating a monthly publication known as the NOR'EASTER. The publication began as a hand-typed, hand-reproduced sheet to help everyone stay on top of what was happening. The stories from way back appear to have been fun to write and are fun to read today, especially when they seem to

have some sort of cheeky, inside-joke type of content that now reads as more of a mystery. I especially like seeing the names of club members from the early years with my retrospective viewpoint to appreciate what they did to make this club into a vibrant and fun place to meet other Porscephiles. Their investment of time into the club, energy for the pastime, and willingness to share that passion with others forms my mental model for what club communications should have at its core.

Around this core, it would seem we need to apply the same pragmatic thinking that likely got the club going at the beginning. When there was no tradition to uphold, it was a simple matter of doing what made sense. Right now, it feels very complicated. We have this wonderful printed-newsletter tradition. It has grown from a hand-typed, double-sided sheet to a glossy, 60+ page magazine that recently went largely online due to printing/ mailing costs. We have a website that has actually been around for quite some time now. We have the ability to send email to many of you. We have social media. And, as always, we have great events where people meet up and talk. If you bear with my lingo and call each of these a "channel," we can say that we have many more channels to work than we did in the past. The cost of communicating in these channels has changed over time, too. Printing and sending a single issue of the NOR'EASTER out to every regular member of our club costs about \$10,000, for instance. With about 2,000 regular members, that is \$5 per issue per person. While the per-issue/per-person cost sounds fairly reasonable, remember that we need 100% participation to achieve that

economy of scale - \$60 per person times 2,000 people (for 12 issues). If we printed 12 issues per year for everyone, printing and mailing the book would become one-third of our club's entire annual budget! For comparison, a post to our Facebook group reaches about 1,000 people instantly and is free.

The next reality is the time to create the media that goes into these channels. This past fall, I did a back-of-the-napkin analysis of how much time our communications volunteers spent working in each of these channels. And then I looked at how many of you, our members, are reached via these channels. It's an imperfect science, to be sure, but I think it's important that the limited amount of work we can put into this club have as much impact as possible, blended together with the fact that some folks will do what it takes no matter what just because it's something they enjoy doing. I continue to applaud the efforts of the Webers, Adrienne Ross, and Anker Berg-Sonne and their forebears for the incalculable hours they have devoted to our printed book. Larry Levin has graciously volunteered to help Anker with creating the book this year, so our proud tradition can continue. We've already had to scale back the number of issues we produce in total each year and we continue to plan to print one issue each year to send to each of you in April (no extra charge, largely due to the generosity of our advertising supporters - thanks again!).

The Path Forward

I'd love to say that the path forward is clear and friction-free. I'd love to say that we have a clear plan and a machine standing by to execute the plan. In some ways, we do...but it's never that simple. The club evolves and changes over time. There is never full agreement with major changes even among our small team, so compromises must be made and incremental change becomes far more acceptable. As of late, it's been easier to add channels and to add new things here and

there. Take Richard Viard's excellent autocross introduction video series, for example. Take our club Instagram channel @pca_ner that is seeing excellent organic growth with little effort, as another. The only problem with constantly adding is that the work also constantly grows. With a small, volunteer crew, there are limits. When we try to do too much, it usually shows up in the quality of the products.

For 2020, I will be looking for direct feedback from as many of you as I can connect with. I want to hear more about what's working for you now, what's not, and what you would prefer. Think of our communications team like a vehicle - you need to push the pedal a bit to unleash the horsepower. We'll try to respond to as many of your thoughts in real time as possible, but others may require time, reflection, planning, and a majority vote! But the only way I think our communications team can serve you well is by listening. I look forward to hearing your thoughts.



Back to Basics

2019 in the Rearview Mirror & a Look through the Wind Screen at 2020

Anker Berg-Sonne, Membership Chair

2019, our 60th year, was a great year for NER. Highlights of the year for me were the summer party at Mount Wachusett, the NER Concours at Chateau-sur-Mer, the Gala at the Andover Country club, publishing and mailing the print NOR'EASTER to the full membership, the Retreat, volunteering at Treffen Vermont, and a terrific autocross season. The only major event that I missed is the Ramble because it always falls on my youngest grandchild's birthday, at which my presence is mandatory.

Is it possible for 2020 to be an even greater year? Yes, absolutely! Coming out of the Retreat (covered by Bill Seymour's report elsewhere in this issue) we confirmed that the long-term success of the club hinges on engaging our membership in the club's activities. That is not a static process, but one that hinges on adapting to the changing demographics of our membership and changes to the car market. As we all know, the latter is going through very dramatic changes with more to come. Domination of SUVs, increasing automation, the growth of electric vehicles are just examples.

As the Membership Chair, my favorite board position, I will be focusing on engagement. To that end we will implement two new activities, rallies and sim racing in 2020.

At a date yet to be determined we will run a gimmick rally. We used to run rallies, but haven't recently, so you may not be familiar with the concept. A gimmick rally is very different from a time-speed-distance rally where the focus is on staying on track and time. Instead, a gimmick rally is one where the focus is on having fun while driving. I will give you two examples of gimmick

rallies that we have run in the past. The simplest one first. Here the task was to pick a card at every check-point on the route and assemble your best poker hand at the finish. The winner was the one with the best hand of all cars. The only issue not completely left to chance was that if you missed one or more check points, you had a smaller hand. The other example presented you with a multiple choice test at key intersections. Next to each possible answer would be a way to turn, straight, left or right, for example. You would choose what you thought was the correct answer and make the turn next to it. If you chose the wrong answer you would be off course and realize it when the rally directions didn't make sense, so you would have to backtrack and select another answer, hopefully the correct one. The car with the shortest distance driven would be the winner. Doing well in a gimmick rally doesn't require any specific performance, driving skill or type of car. A Cayenne or Macan will do just as well as a 911 or Boxster. We may actually give the SUV an edge in the upcoming rally by rewarding the increased seat capacity ability to transport more passengers. Another possibility being considered is to give you an edge by having tasks for youngsters that can give you additional points. Gimmick rallies are also suited to our heavily trafficked roads. You don't drive as a group, but by yourself with staggered starts. Rallies have a destination, and we will plan one that has something for people of all demographics, old and young, male and female, ...

I have volunteered to be the initial activity chair for rallies. Whether I continue in this role is up in the air. If someone else with a passion for running rallies steps up I will be delighted to relinquish the role.

This rally will be a pilot and our hope is that it will be a roaring success and become a staple of our activities. Robert Galejs has been running a sim racing league where league members race against one another on race simulators from their homes on Wednesday evenings. The board has decided to give Robert's initiative a higher profile and direct support from the club. As with all other activities, it is up to the activity chair and team to structure and run the activity, so look to Robert, with the help of a team to decide how the now official activity will be run.

I have started sim racing in both the PCA National sim racing league and Robert's league and will write a separate piece on how to get into sim racing inexpensively and on how sim racing is a valuable tool for improving your skills in car control, autocross and DE.

My personal plans for 2020 are exciting. I did mention that I was elected to my favorite board position, Membership Chair for 2020, thank you! I have had this role previously, in 2018, prior to my one year role as VP of Communications in 2019. I look forward to doing my utmost to help both current and new members get as much enjoyment as they can out of their membership. I thoroughly enjoy getting to know the membership and get a deep sense of accomplishment whenever I am able to help others.

I have been a passionate autocrosser ever since I joined NER, starting from the embarrassing, initial, realization that I was not as good a driver as I thought. Over my three year career I have been able to increase my skills in spite of my advancing age and deteriorating body. I have also been able improve my times by making moderate investments in my 2004 Boxster S, FUNTOY, ensuring that the car was never an impediment to my performance.

Two years ago I had a glimpse inside Bill Seymour's barn and saw his 1987 Caterham Super 7, a follow-on to the famous Lotus 7 that was introduced in 1957. Caterham bought the rights to the Lotus 7 design in 1973 and, incredibly, Caterham still builds and sells this model as both factory built cars and kits. Upgrades and improvements have been made over the years, but the Caterham Super 7 still looks the same and is still an awesome performer.



I didn't know the above when Bill showed his Caterham to me, but I immediately knew that I wanted one because of my long term love for British Sports cars of the 50's. Back when I was a teenager in Tanzania in 1963 I drove in and worked on a gorgeous MG TD and have always desired one. The Caterham Super 7 is in the same mold, but on steroids.

I have been working on Bill ever since and in December everything fell into place and I became the proud third owner. It is everything I wanted and expected, and more. It is the ultimate car toy, uncomfortable, noisy, drafty, has a zero to 60 time less than 6 seconds and corners like nothing else. If it rains you get wet!

This winter I have an ambitious plan to service and upgrade the Caterham and then use it for fun drives and as my autocross vehicle. For autocross I will put it on R rated tires and hopefully give the other non-Porsche, R rated, drivers a run for their money.

A happy and fun 2020 to you all!



2019 Concours in Review and 2020 Concours Preview

David E Melchar, NER Concours Chair

Last year's NER Concours was held on Saturday, October 5, at the Chateau-sur-Mer estate in Newport, RI. The success of the Concours was the direct result of the combined efforts of NER member volunteers who participated as judges, set-up helpers, Porsche parkers, registrars, Concours committee members, other volunteers and NER Board members. The Concours was part of the first Audrain Concours and Motor Week activities that took place October 3-5, culminating on Sunday, October 6, with a Concours d'Elegance at The Breakers, the former Vanderbilt estate.

Chateau-sur-Mer is a landmark of High Victorian architecture, furniture, wallpapers, ceramics and stenciling. It was the most palatial residence in Newport from its completion in 1852 until the appearance of the Vanderbilt houses in the 1890s.

Last year's NER Concours at Chateau-sur-Mer included 85 entrants in three categories; Full, Werks and Top Only. The Full category used traditional judging



sheets, examining Porsche exteriors, interiors, storage compartments, engine compartments (where viewable), and wheels/wheel wells. The Top Only category utilized informal judging by Top Only participants. Participants in Werks prepared their cars for the Concours, but unlike traditional Full Concours or Parade style judging, Werks judging considered not only the appearance but also the history of the car, its usage by the owners, and overall aesthetic appeal.



The Concours had over 200 Porsches on the lawn, between Concours entrants and spectator Porsches. Porsches began arriving before 7:00 am with volunteers, followed not too long after by entrants. Brewed Awakenings, one of our sponsors, was ready for all the early arrivals with hot coffee and tasty breakfast pastries, courtesy of Porsche Warwick, our major sponsor. Volunteers quickly got to setting up the registration tables, directing the parking of spectator Porsches, parking Concours entrants in their respective classes, setting up the admin area and P/A system. By 9:30 am, a judges meeting run by Paul Whooten for Full and Lee Hower for Werks assigned the judge teams and provided final instructions.

NER Concours attendees were able to leave their Porsches on the Chateau lawn until 6:00 pm after the conclusion of the Concours to visit nearby Audrain auto manufacturer exhibits, including McLaren and Bugatti. Thanks to enough NER member volunteers, judge teams were able to start judging at 10:00 am and were completed by 12:00 pm, as scheduled. The awards ceremony commenced shortly thereafter. Just prior to the awards ceremony Rod Emory of Emory Motorsports



arrived with a 1956 356 red Outlaw coupe that his firm had just built for the Audrain Museum. The interior features tan leather speedster seats and door panels. It has a 911 four-speed transmission and a fuel injected cut-down four-cylinder 964 engine producing 260 horsepower. Rod gave a brief description of the build, captivating the Porsche audience.

Porsche Warwick had on display a new stunning 2020 992 Coupe and a recently delivered spectacular 2019 GT2 RS, painted in special order Chromaflair Urban Bamboo with a bespoke interior and storage compartment in white leather. Porsche Warwick General Manager, Denis Rochefort, selected Robert Bolton and his striking red 1989 911 Speedster for the Porsche Warwick Award.

Our other sponsors included South Shore Auto Works, Quonset Motor Sports, Grenon's of Newport fine Jewelers, and Brewed Awakenings coffee. Justin Becker of South Shore awarded their own Spirit of Porsche Award to Dick Yirikian for his beautiful 1970 Signal Orange 911. Quonset Motor Sports also had a nice display and held a free raffle for a \$350 auto detailing. Rick Lavigne, of Quonset Motor Sports, selected Paul Whooten and his pristine 1986 White Gold 930 for his Sponsor's Award.



Join us!

2020 NER Concours d'Elegance

October 3, 2020 at The Elms



Concours trophies consisted of 7 ½" tall rectangular crystals, with a crystal base. First place Concours recipients also received a bottle of Bob Anastasi's private reserve white wine. The high quality of Porsches entered in the Concours was only in keeping with the prestigious location of Chateau-sur-Mer.

Whether attendees were competing in the Concours or parking their Porsche as a spectator, an elegant time was had by all. The numerous NER volunteers allowed the event to function with timely precision. Particularly valuable were those members who shared their enthusiasm and expertise by serving as judges for the Full and Werks categories. The NER Concours was a special event for its members, in keeping with the celebration of NER's 60th anniversary.

This year the NER Concours will again be held in conjunction with the Audrain Concours and Motor Week, on Saturday, October 3. Our Concours site has been relocated to The Elms, a large mansion (sometimes facetiously called a "summer cottage") located at 367 Bellevue Avenue, Newport, Rhode Island, completed

in 1901. It was the site of two previous NER Concours, the latest in 2014.

Aside from the change in location, the conduct of the Concours will be the same as last year. The spectator Porsche parking area is slightly less than what was available last year. Advanced entrant and spectator parking registration is recommended. Registration will open on our Porschenet.com website on May 1.







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2019 Annual NER Gala Recap

NER held its annual gala on January 4, 2020 at the Andover Country Club and despite the attendance being lighter than previous years, there was still over \$6,000 raised by the silent and live auctions in addition to a club donation of \$8,500 all going towards Homes for Our Troops. Also, thank you to everyone who wrote down location and/or personal information on the photo collages. This was very helpful and resulted in much more information being gathered than anticipated. During dinner the annual awards were given out for DE and autocross. For DE the Most Improved Driver of the Year went to Jerome Gangitano. Instructor of the year went to Dave Berman. Autocross awards included Rookie of the Year going to Jeff Boardman, Worker(s) of the Year going to Autocross Tech co-Captains Neil Halbert and Georges Rouhart. A special award was also awarded to Richard Viard for his work producing an excellent three-part instructional video series

on Autocross. Season class winners included Bill Aubin, Adam Small, Georges Rouhart, Lev Tabenkin, Mark Skala, Jeremy Mazzariello, Chris Lindquist, Ollie Lucier, and Rob MacAlpine. The board deliberated over several very good nominees for Enthusiast of the Year and in the end decided to present the award to David Melchar for his tremendous work surrounding the car show at the Summer Party and his yeoman's work running the Concours during the Audrain weekend in Newport, RI. After dinner Bill Seymour did an excellent job running the annual business meeting. Finally, significant credit must be given to Lisa Burke for all of her work with the event and specifically the silent auction. Also, a special thanks to Lisa Davis for making all the wonderful centerpieces that decorated each table.

Thank you to all the members who attended.





Minutes of the Board

Lisa Davis
Secretary

November 2019 Board Meeting Minutes

This month's board meeting will go down in the annals of shortest meeting in NER history! The board met via conference call and were done before the answer to Final Jeopardy!

In attendance were:

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

Not in attendance were:

Kristin Larson – Past President
Anker Berg-Sonne – VP Communications

The board approved the minutes of the October meeting and the Treasurer's Report. President Bill Seymour noted that an accrual report would be due next month.

The board moved to review old business:

- Board members are working together to get in touch with prospective 60th Anniversary interviewees.
- Membership is to work with activity chairs in follow up with those who would like to be a club volunteer.
- The Gala Event is up on the website. Silent auction organizers are fielding responses from past and new contributors. VP Administration, Robert Jacobsen to get recommendations for the band.

The board discussed the Enthusiast of the Year Award that is given at the Gala. The board members will nominate and vote for the award winner at the December board meeting. The board also made the decision to continue with the Ferry Porsche Trophy – PCA Region of the Year Award with the admission of a wonderful composition from Chris Ryan, AX Chairperson.

There is still work to be done with the implementation of the 2020 Ad/Sponsor Package, according to Paul Skinner, VP of Driving, including approaching new advertisers.

The 2019 NER retreat follow-up will be written in the January NOR'EASTER, once it is approved by the Extended Board members. The 2020 Board will consider new activities that came from the retreat workshops at the January meeting.

In new business, the board voted to approve the donation of \$5000 from autocross to Loaves and Fishes of Ayer, MA.

The next board meeting will be December 11th at the home of President Bill Seymour. The board will discuss the logistics of the January 2020 Board of Directors meeting at that time.



Minutes of the Board

Lisa Davis
Secretary

December 2019 Board Meeting Minutes

We had the honor of incoming president and incoming secretary, Nick Shanny and Alan Davis in attendance at our last board meeting of 2019. Our hosts, Bill Seymour and Rosemary Driscoll treated us to a wonderful homemade meal of “Dave Berman’s Favorite Chicken Parm” and warm hospitality.

In attendance were:

Bill Seymour – President
Kristin Larson – Past President
Robert Jacobsen – VP Administration
Anker Berg-Sonne – VP Communications
Don Kelly – Treasurer
Lisa Davis – Secretary
Jerome Gangitano – Membership
Stan Corbett – DE Registration

Not in attendance:

Paul Skinner – VP Driving Events
Sterling Vernon – Incoming VP Communications

The meeting commenced with the approval of the November meeting minutes and the Treasurer’s Report. Treasurer Don Kelly went over the accrual report noting it is close to final and on target.

The board moved to review old business:

- The deadline for submission of the last 60th Anniversary interviews was cited. VP Communications, Anker Berg-Sonne also gave deadline information for the January issue of the NOR’EASTER, which will have a year-in-review format.

- Anker Berg-Sonne announced that volunteers have offered to help with the production of the NOR’EASTER. In addition, Membership Jerome Gangitano, will provide a list of interested volunteers to the activity chairs. The board also discussed spreading its workload into specific subgroups, as well as enticements for volunteers.

- The board voted on the Enthusiast of the Year and will award the recipient at the Gala on January 4th.

- With hopes of being awarded the Ferry Porsche Trophy / PCA Region of the Year Award, the board is close to completion of NER’s submission to PCA headquarters. The board thanks each of the activity chairs for their help. Ad/Sponsor Committee Chair Don Kelly reported on the sponsors who have committed for 2020 and the board reviewed the advertiser and sponsor list. The responsibilities for contacting the advertisers and sponsors were clarified and assigned. Potential additional advertisers, such as an insurer and a tire vendor, were discussed.

VP of Administration Robert Jacobsen reported on the Gala preparation, noting that the facility planning has been completed. The board was pleased to hear that the band, Soul City, has been hired for the night. In appreciation of our larger donors (\$500 or more) to the silent auction, the board voted and approved the opportunity for donors to provide brochures within their 2 feet of auction table space. Board members also offered to pick up silent auction items near to them. The board approved to send out two email blasts as a reminder to sign up for the gala. The emails will also include a request to members for future gala location ideas. The board also approved the donation of an additional \$8000 to Homes for Our Troops, to be given at the Gala.

Lastly, President Bill Seymour thanked all the board members for their work. We thank you, as well, Bill. The first board meeting for 2020 will be January 11th at the home of incoming Secretary Alan Davis. Board members, as well as activity chairs will be asked to attend.



Minutes of the Board

Alan Davis
Secretary

January 2020 Board Meeting Minutes

Board members braved harsh sunshine and 60 degree weather to attend the January board meeting hosted by Alan Davis. Keeping with tradition, this first of the year meeting was on a Saturday and a delicious brunch was provided by Lisa Davis. Several activity chairs attended to review their budgets and plans for the year.

In attendance were:

Nick Shanny – President
Bill Seymour – Past President
Robert Jacobsen – VP Administration
Anker Berg-Sonne – VP Membership
Paul Skinner – VP Driving Events
Don Kelly – Treasurer
Alan Davis – Secretary
Chris Ryan – Autocross Chair
Dave Melchar – Concours Chair
Adam Schwartz – DE Chair
Stan Corbett – DE Registration

Not in attendance:

Sterling Vernon – VP Communications

The meeting commenced with the approval of the December 2019 meeting minutes and the Treasurer's Report. Treasurer Don Kelly reviewed the annual accrual report for 2019 and went over the profit and loss for each activity.

Continuing on the financial track, the board began a high-level review of the available activity budgets.

- The Autocross budget was discussed and approved.
- The Driver Education (DE) budget was approved.

Adam and Stan have revamped the registration fees to ensure that all of regular DE venues can be included in 2020 while keeping the fees reasonable and the overall program self-funded. Adam noted that he is in need of a DE marketing volunteer to handle email communications with the DE'ers. Registration is now open for the DE Ground School on March 7th.

- The Concours budget was approved. The 2019 NER Concours at Chateau sur Mer in Newport was a spectacular event and Dave Melchar is sure that our next Concours on October 3, 2020 will not disappoint. NER will again be alongside "Audrain's Newport Concours and Motorweek". Many of the details need to be worked out, but we may be at an even better mansion in 2020.
- While only a week had passed since our great 2019 Annual Gala, Robert Jacobsen is already working on plans for our 2020 event. The board discussed the budget and the challenge of finding an appropriately priced venue that will be within a reasonable drive for our members. The board agreed to target dates in early November and possible non-county club sites for the next Gala.

The board reviewed NER's current calendar of events for 2020. While our usual events are on the schedule, we want to add more events that may be appealing to more members. To accomplish this effort, we need volunteers to help organize the new and additional activities. Possible events include more Cars & Coffee, more Tech sessions, and a Gimmick Rally.

The next board meeting will be on February 12th at the home of President Nick Shanny.



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- DESERT HOT SPRINGS
- INDIAN WELLS
- RANCHO MIRAGE
- PALM SPRINGS

LA QUINTA RESORT AND SPA
 La Quinta (Palm Springs), California



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laquintaresort.com

VIP's - Very Important Persons

New members as of February 1st, 2020

Stephen Ashekian

Norwell MA
1997 911 Carrera 4S

Ryan Baccari

Narragansett RI
1987 911 Carrera Targa

Gregory Braden

Longmeadow MA
2016 Boxster GTS

Hugo Brown

Wayland MA
1985 911 Carrera

Kara Brown

Wayland MA

Michael Callewaert

Weston MA
2011 Cayenne Turbo

Mike Charland

Andover MA
2017 911 Carrera S

Fredric Cramer

Center Harbor NH
2002 911 Carrera

Mark D'Amato

Methuen MA
1981 911 SC

John Daly

Lowell MA
2018 Macan

Joe Davin

Boxford MA
2007 911 GT3

Veronica De Pietro

Westport Island ME
1988 911 Carrera Targa

Andrew Dionne

Harwich MA
2004 911 Carrera

Mark Duffy

Warwick RI
2016 Macan S

Karen Fontaine

Carlisle MA
2005 Boxster

Steven Garrett

Wellesley Hills MA
1972 911S

Jeffrey Howe

Leominster MA
1999 911 Carrera

Lauren Howe

Leominster MA

David Howley

Franklin MA
2017 718 Boxster

Pete Kalafatas

Wilmington MA
2019 911 Carrera GTS

Michael Katz

North Andover MA
2008 911 Carrera

Beau Landis

Brighton MA

Kevin Leary

Needham MA
1999 911 Carrera

James Leigh

Cambridge MA
2010 911 Carrera 4S Cabriolet

Charles Lenis

Worcester MA
2007 Cayman S

Mark Lepler

Arlington MA
1988 911 Turbo

Keith Lin

Northborough MA
1979 911 SC

Coleman Maguire

Cranston RI
1986 944

Raymond Masse

Providence RI
1973 914 1.7

Sean McLaughlin

Burlington MA
1983 944

Jamie McManus

Weston MA
2018 911 GT2 RS

Raoul Moore

Little Compton RI
2001 911 Carrera

Mike Murphy

West Warwick RI

VIP's - Very Important Persons

Continued

Craig Olmsted

Gloucester MA
2019 911 Carrera

Lillian Olmsted

Gloucester MA

Joseph Pavao

Lynnfield MA
2013 911 Carrera S

Justin Pessa

Norton MA
1997 911 Carrera

John R. Phaneuf

Plymouth MA
2003 Boxster

Claude Pierre-Antoine

Framingham MA
1986 911 Carrera Cabriolet

Brandon Pollock

Boston MA
2004 911 GT3

Mark Puccio

Sagamore Beach MA
2019 911 Targa 4 GTS

Ronald Rakow

Elkins NH
2006 Boxster

Andy Riley

Northborough MA
1999 911 Carrera

Eric Shobe

Upton MA
2006 911 Carrera 4S Cabriolet

Mark Sullivan

Wellesley MA
2014 911 Carrera S Cabriolet

Chad Swan

Worcester MA
2016 Macan Turbo

Hans VanLancker

Milton MA
1982 911 SC

Jack Washington

Mendon MA
2019 Macan

Brian Wells

Concord MA
2009 911 Carrera

Chris Wessen

Marshfield MA
2007 911 Carrera 4S

Peter Winfield

Hope RI
2007 Cayman S

Jay Wynn

Belmont MA
2013 911 Carrera S

Anniversaries

Anniversaries



December 2019

January 2020

February 2020

61 Years

Edgar Broadhead
Nancy Broadhead
Eileen Patkin
Murray Patkin

60 Years

Martha Dow

49 Years

Leigh Tate
Thomas Tate

47 Years

Michael Caldwell
Paige Caldwell

45 Years

Sharon Beech
Michael Tosi
Paul Tosi

43 Years

Kenneth Hull
Valerie Martin

42 Years

Philip Gaudet
Philip Gaudet
Christine Leeds
Jeffrey Leeds
Alan Merchanthouse

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

Anniversaries, continued

35 Years

Jim Colligan 35
Tim Kirk 35
Nann Weissenberger 35
Donald Wolcott 35

30 Years

Michael Eisenman 30
Evelyn Lannon 30
John Lannon 30
Allen Marcum 30
Sandra Pepin 30
Anne Ross 30
Steve Ross 30
Amanda Savenor 30
Athan Tsourides 30
Dion Tsourides 30
Craig Welence 30
Tyler Welence 30

25 Years

Dana Falk 25
Eric Falk 25
Glen Hatfield 25
Stephen Hatfield 25

20 Years

Leslie Clingman 20
Palmer Clingman 20
David Clough 20
Jane Clough 20
David Ilsley 20
Tammy Kim-Weaver 20
Gregory Klanderman 20
Noah Loren 20
Rebecca Loren 20
Andrew Weaver 20

15 Years

Patty Anzalone 15
Robert Anzalone 15
Bobby Baker 15
Dena Baker 15
Ian Daley 15
Stephen Daley 15
Alex Filias 15
Carol Friedman 15
Dennis Friedman 15
Gordon Greer 15
Gary Martinelli 15
Mary Martinelli 15
David McLaren 15
Kim McLaren 15
Alan Polo 15
Becky Porcaro 15
Gregory Porcaro 15
Michael Sarli 15
Paula Sarli 15

10 Years

Wendy Brown 10
Winfield Brown 10
Christopher DeGrace 10
Dania DeGrace 10
Barry Friedman 10
Scott Friedman 10
Matthew Griswold 10
Anne Newselski 10
Jan Newselski 10
Kathy Provost 10
Nicholas Tsantes 10

Anniversaries, continued

5 Years

Matthias Bahlke 5
John Brough 5
Barbara Callahan 5
Mike Chung 5
Noah Decker 5
Joseph Federl 5
Camille Galejs 5
Robert Galejs 5
Michael Halsall 5
Michael Heyison 5
Maria Hill 5
Tim Hill 5
Mike Hollinger 5
James Horgan 5
Mary Ann Horgan 5
David Hsu 5
John Jones 5
Bruce Katz 5
Lauren Keeney 5
William Keeney 5
Brian Kender 5
Rich Kender 5

Lisa Beth Koufman 5
Brian Kwon 5
Matthew Labovites 5
Stephen Lang 5
Ray Moorman 5
Ryan Moorman 5
Charles Morang 5
Holger Noreke 5
Syed Quadri 5
John Reed 5
Janice Richards 5
David Richardson 5
Kerry Richardson 5
Art Schwope 5
Heidi Sharron 5
Jason Sharron 5
Craig Spears 5
Brandon Tobin 5
Kathryn Ventura 5
Matthew Ventura 5
John Ware 5
Rick Ware 5
Chris Yates 5



Throwback photo ~ April 2019 Ramble ~ Cape Cod, Mass.

2019 Board of Directors

President: Nick Shanny
president@porschenet.com

VP Driving: Paul Skinner
driving@porschenet.com

VP Administration: Robert Jacobsen
admin@porschenet.com

VP Communications: Sterling Vernon
communications@porschenet.com

Treasurer: Don Kelly
treasurer@porschenet.com

Secretary: Alan Davis
secretary@porschenet.com

Membership: Anker Berg-Sonne
membership@porschenet.com

Past President: Bill Seymour
pastpresident@porschenet.com

Zone 1 Rep: Mike Bryan
mike@brycorp.ca

Committee Chairs

Autocross Chair: Chris Ryan
autocrosschair@porschenet.com

Autocross Registration: Jeff Johnson
autocrossreg@porschenet.com

Concours d'Elegance: David Melchar
concours@porschenet.com

Driver Education: Adam Schwartz
trackchair@porschenet.com

DE Registration: Stan Corbett
treg@porschenet.com

Porsche on the Mountain: Sterling Vernon
decomm@porschenet.com

Dow Tour Chair: Gary Cooper

NER Communications Team: Anker Berg-Sonne,
Sterling Vernon, Lisa Burke, Larry Levin, Pete
Mazzone, Richard Viard

DE Communications and porschenet.com
Webmaster: Sterling Vernon
decomm@porschenet.com

Ramblemeister: Dennis Friedman
ramble@porschenet.com

By the Numbers

Primary members: 2054

Affiliate members: 1064

Total members: 3118

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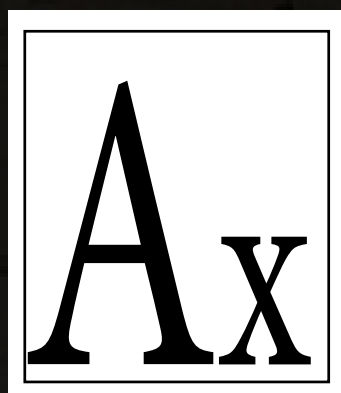
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AUTOCROSS

2020 Devens Autocross Schedule

NER

**5/3/2020
(AX School)**

6/7/2020

7/25/2020

8/16/2020

9/5/2020

10/25/2020

NCR

4/25/2020

5/17/2020

6/20/2020

8/01/2020

9/6/2020

(Zone 1)

9/26/2020



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