

# THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

APRIL 2020



## Features

- 10 The New England Ramble**
- 12 Catching up with Jerry Pellegrino**
- 35 Southern Hospitality ~ History Behind SoBo**

# Editor's Corner

by: Anker Berg-Sonne

We hope you will be pleased with the 2020 annual print edition of the NOR'EASTER. The calendar is almost complete, missing a date for the Gimmick Rally and the 2020 Gala, both of which still are in the works. There are also a number of great articles that we are sure you will enjoy.

This print edition also kicks off the driving season. I see more and more Porsches on the road and my 2004 Boxster S will be pulled out of winter hibernation for the March board meeting. During the driving season we will publish monthly electronic editions of the NOR'EASTER, which you will receive in your email inboxes just after the 1st of every month. To ensure you get these, this may be a good time to verify that you have an email address registered for your account and for any associate or family members who would like to receive their own copies. Log in to PCA.org, click on Edit in the secondary tabs, make sure there is a correct email address in the Email field, also make sure that you have **not** checked "Opt out of regional emails", and, most importantly, click the Save button at the bottom of the form.

If you have young kids, grand kids, nieces or nephews that have any interest in Porsches, I also recommend that you enroll them in PCA Juniors. They will receive a nice introductory goodie packet and we will be organizing regional activities to entertain them, like car judging, sim racing and more.

Our best wishes for an exciting driving season from the NOR'EASTER team!

## Front and Back Covers

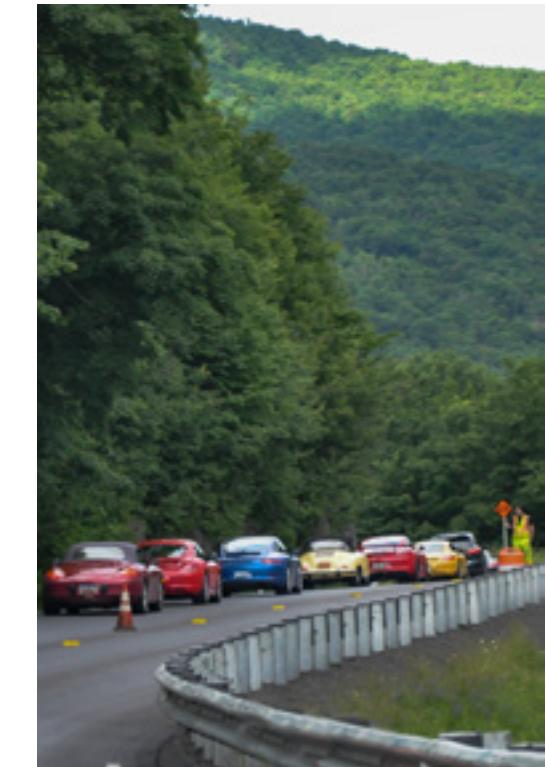


Photo by Larry Levin ~ 2018 NER Concours  
*The NOR'EASTER*

Photo by Larry Levin ~ 2016 PCA Parade

3

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Volume 61  
Issue 2

# INSIDE THE NOR'EASTER

## Features

- 10 The New England Ramble**
- 12 Catching up with Jerry Pellegrino**
- 35 Southern Hospitality ~ History Behind SoBo**

## Columns

- 3 Editor's Corner**
- 10 The New England Ramble**
- 12 Catching up with Jerry Pellegrino**
- 16 Squiggly Lines**
- 17 Manual Transmissions ~ It Speaks to Me**
- 18 The Long & Winding Road**
- 20 Four Speeds and Drum Brakes**
- 26 Driver Education 2020**
- 28 Membership Plans for 2020**
- 33 NER Concours, The Elms, Newport, Oct. 3, 2020**
- 35 Southern Hospitality ~ History behind SoBo**
- 41 NER visits Factory Five**
- 48 Minutes of the Board**
- 56 Turbo and Gordo Go To School**
- 58 PCA Northeast Region Autocross School**

## Departments

- 3 Front and Back Covers**
- 7 NER Event Calendar**
- 47 New Members**
- 50 Anniversaries**
- 52 Board of Directors**
- 52 Committee Chairs**
- 52 By the Numbers**

## Advertisers

- 2 European Performance Engineering (EPE)**
- 4 Porsche Norwell**
- 6 South Shore Autoworks**
- 9 Kachel Motor Sports (KMC)**
- 32 VR Motion Labs**
- 32 Porsche Parade 2020**
- 34 Skinner Auctioneers and Appraisers**
- 40 Hollis Insurance Agency**
- 53 Assabet Advisors**
- 55 Autobahn Performance**
- 59 Skip Barber Racing School**



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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

### Autocross

April 25	NCR - Autocross Event #1
May 3	Autocross School
May 17	NCR - Autocross Event #2
June 7	NER - Autocross Event #1
June 20	NCR - Autocross Event #3
July 25	NER - Autocross Event #2
August 1	NCR - Autocross Event #4
August 16	NER - Autocross Event #3
September 5	NER - Autocross Event #4
September 12-13	NCR - Autocross Event #5 (Zone 1)
September 26	NCR - Autocross Event #6

### Driver Education

May 4	NCR DE Event at Lime Rock 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 11-13	NCR September DE at Tamworth Club Motorsports
September 25-27	DE Season Finale at Palmer Motorsports Park

# Event Calendar - Continued

## Social

April 19	SoBo Season Opener Cars And Coffee
May 3	Cars & Coffee - Northborough, MA
May 16	American Heritage Museum - Collings Foundation
May 17	SoBo Cars And Coffee at Moose Cafe
June 7	Cars & Coffee - Northborough, MA
June 13	24 Hours of LeMans kick-off Cars & Coffee
June 14	SoBo Cars & Coffee at Sweet Berry Farm
June 27	Heritage Museums and Gardens tour
July 12	Cars & Coffee - Northborough, MA
July 19	SoBo Cars & Coffee at Sweet Berry Farm
August 9	SoBo Cars & Coffee at Sweet Berry Farm
August 15	Herreshoff Marine Museum / America's Cup Hall of Fame Tour
August 16	Cars & Coffee - Northborough, MA
September 13	SoBo Cars & Coffee at Sweet Berry Farm
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

October 18

SoBo Cars & Coffee at Sweet Berry Farm

## Tech

April 18

Detailed Tech Session at Q Car Care

## Recurring

**Wednesdays 8 PM** Late Apex iRacing, check NER Facebook Group for updates

**Saturdays 8 AM**

Cape Cod Porsche Gruppe Cars & Coffee

The image shows a screenshot of the Kachel Motor Company website. At the top right is the company logo, "KMC KACHEL MOTOR COMPANY". Below the logo is a close-up photograph of a car engine's cylinder head with valves and springs. To the left of the engine image is a sidebar with the heading "Get In Touch!" containing contact information: phone number 617-759-8973, address 425 Canal St., South Lawrence, MA 01840, and email info@kmcauto.com. To the right of the engine image are five service categories with icons: "Maintenance & Upgrades" (wrench), "Custom Fabrication" (gear), "Race Prep / Track Support" (flag), and "Dyno Cell" (tachometer). Below these sections is a video thumbnail titled "TOUR THE KACHEL MOTOR COMPANY" featuring a red sports car. Further down the page are two more photographs: one of a white Porsche 911 on a lift in a workshop, and another showing various automotive parts and tools on a workbench.

[kmcauto.com](http://kmcauto.com)

# The New England Ramble

## Dennis Friedman, Ramblemeister

What is the Northeast Region's Annual Spring Ramble? There are a number of ways to answer this question. One could start by saying that with 371 people attending in 2019, it's the largest single event run by NER, and one of the largest regional events in PCA. You could also simply say it's the very best way to start the driving season! But is it a driving event or a social one? Frankly, it's a delightful combination of both, that includes 190+ Porsches, good friends, good food and a weekend at a top-notch resort hotel. Most attendees arrive Friday to begin their social and partying activities before the serious driving commences on Saturday morning, but nearly 50 people chose to arrive on Thursday this year to spend more time with their Ramble friends.

While many Ramblers have been enjoying this event for 10, 20, and a few for 30 years, each year our ranks swell by 40-50 first-timers. The passion for the event is underscored by the fact that we get over 100 registrations within days of registration opening in mid-January. And during the course of the weekend, you'll see many people sporting commemorative Ramble pins that uniquely represent each year's event.

The New England Ramble has traveled a long way from a Saturday drive for about 20 Porsches way back in 1985. That first Ramble was hosted at the Queechee Inn, an historic Vermont country inn with 24 rooms. As the event has grown in size and length, we've visited lovely resorts in Massachusetts, Maine, New Hampshire, Vermont, and New York. We've outgrown properties like The Red Lion Inn, The Wolfeboro Inn, Cranwell, The Woodstock Inn, The Black Point Inn, and The Wequasset Inn. But we've found new locations like Cliff House Maine and the Chatham Bars Inn to join old favorites like The Equinox, The Sagamore Inn, The Samoset Resort, The Otesaga Resort, and the Omni Mt. Washington,.

Our Overall Event Sponsor for nearly 20 years has been European Performance Engineering in Natick, MA, and 3 years ago we were able to upgrade our Friday night Welcome Reception by adding a new sponsor, Porsche of Warwick. On Saturday morning, everyone registers, enjoys continental breakfast, and then attends the mandatory drivers and passengers safety and route briefing, after which drivers hit the road.

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

Given all the time that's spent on the route planning, I hate to say it, but there are some people who don't drive the route at all. They've come to enjoy a getaway at a lovely resort with their Ramble friends. Others just partake of the morning tour, and tarry around their lunch table chatting with new and old friends. I'm told this past year it also had something to do with multiple portions of delicious chocolate cake, or maybe it was the clam chowder or lobster sliders! Frankly, it warms my heart to see so many old and budding friendships occurring before my eyes. I think of it as a family reunion, but this extended family doesn't require a blood relationship for inclusion.

Saturday evening we meet for cocktails and hors d'oeuvres, followed by a plated dinner, and more

socializing during and after the meal. With so many attendees, we pretty much take over the property, so many people just walk up to others and start talking. And for the few non-PCA'ers around, perhaps they'll get the urge to buy a Porsche so they can become a Rambler themselves.

Sunday morning offers up a full, hot, buffet breakfast, after which people are on their own again to head home, or stay longer and enjoy the charms of that year's scenic locale. For several years now we've had 40+ people start their Ramblin' on Thursday, and we've also begun to see a dozen or more people staying over Sunday night to stretch out their enjoyment.

Our region offers lots of ways to enjoy your Porsche. The Ramble is a navigational, directions-based tour that is designed to be enjoyed while driving at the posted speed limit. We insist that everyone follows all the laws and regulations pertaining to the public roadways we'll be traveling. We traverse many narrow, 2-lane roads, and need to give pedestrians and bicyclers a wide berth. If someone has the urge to exercise their Porsche more energetically, we highly recommend attending one of the many Driver's Education or Autocross events hosted by the Northeast Region as imprudent or dangerous driving behavior is not tolerated during the Ramble.

Let me share an anecdote. My wife and I took over chairing this wonderful event in 2017, and had more than a little apprehension about meeting attendees and NER's expectations upon taking over from Bruce Hauben who had served as the Ramblemeister for 15 years. To add to my stress level, Greg Halverson had flown in from National to check out how we ran the event. Upon arriving at the Saratoga Auto Museum for lunch, several people came up to me and inquired if I knew why a couple of Porsches had been pulled over by a State



Trooper. My heart sank as I had visions of living in infamy as the guy who screwed up the Ramble. As each new group arrived, I anxiously inquired about the incident. Finally the alleged offenders arrived, and shared the following story. Apparently, a group of Corvettes had been "terrorizing" the sleepy hamlets on a part of our tour the past 2 weekends, so the Staties were out in force. The 2 Porsches who were pulled over didn't know what they had done since they were rambling along in the middle of 8 or 9 other cars who had not been detained. When they rolled down their windows, the State Trooper explained that after seeing 100 Porsches drive courteously by, he was wondering what was going on! I suppose it's "no harm, no foul", but it didn't do my digestion any good until I heard the explanation.

2020 will mark a milestone of our own, as Ramblers gather together from April 24-26 at The Otesaga Resort in Cooperstown, NY, to celebrate our 35th annual New England Ramble. As an indication of people's attachment to the event, just after Labor Day I typically start getting an email or two every week or so asking when registration will open. We're all looking forward to sharing another memorable weekend of Porsche-worthy roads with good friends, and enjoying good food and drinks together. Perhaps you've heard – It's all about the people!



Jerry at Daytona

As the PCA Northeast Region (NER) celebrates not only its 60th, but now its 61st Anniversary, it has been on a quest to hunt down some of its long time members and ask if they might take a stroll down their memory lane of NER and share some experiences. Wrestling through challenging schedules we were able to finally get ahold of Jerry Pellegrino. Jerry, owner of European Performance Engineering (EPE), has not only been a long time member of NER, but also a longtime supporter of club activities. As a point of reference, Jerry is a whisper older than NER itself, but not nearly as old as the first 356.

#### NER: Where did you grow up?

JP.I was born in the Bronx but have lived in Massachusetts most of my life.

#### NER: When did you become interested in Porsches and how did that transform into a life's work?

JP. Before I can answer that question, I think some background information is needed so my answer makes sense. As a teen, I was not a car kid like many of my friends, who were driving and modifying muscle cars and looking for jobs at the local gas station or speed shops. I was working two jobs, though, and made enough money to buy a used Alfa



Jerry Back in the Day

## Catching Up With Jerry Pellegrino

Interviewed for NER by Kristin Larson & Don Kelly

Romeo. When it needed repairs, I took it to the local dealer where a technician named Keith always worked on it. When I went there one day, I was told that Keith no longer worked there. Without the benefit of today's search technology, I eventually found that Keith, who was a British Master Mechanic, had decided to open his own shop in Upton, MA servicing many makes of European automobiles including Alfaholics, Porsches, Mercedes and, of course, Aston Martins.

While my two jobs paid well, they were not very interesting work. I decided to ask Keith about working at Cars International, his new shop. Having no experience working on cars, I offered to work there for free for three months. After much discussion, Keith agreed to hire me but insisted on paying me the then current minimum wage. Interestingly, one of the reasons that I was hired was because I had no experience, and therefore no bad habits. Keith was keenly aware that he would be able to teach me to think, work and learn exactly the way he wanted me to. This experiment ended up the most amazing and life changing apprenticeship I could have ever imagined!

A few years later, Cars International closed. With the experience I gained working for Keith and confidence in myself, I decided to start a company with a client for whom I had been providing race support on weekends. After about a year, I sold the company and founded what would become EPE. After operating out of facil-

ties in Upton and then Waltham, EPE moved to Natick where we have been for over thirty years. After being located in downtown Natick for eighteen years, we moved into our current location about twelve years ago

So, getting back to your original question...The reason that we became the "Porsche only" company that we have become is because of a local (and no longer in existence) Porsche dealership. In the late '80s, this dealer, who was about 3 miles from us, was selling lots of cars but their service department was a bit less than world class. More and more owners were bringing their Porsches to EPE for routine maintenance and major repairs. As our client base grew, we decided that in order to provide the level of service they deserved, EPE decided to specialize exclusively in Porsche. So, the fact of the matter is, it was more of an opportunity that came to us as opposed to me having a brilliant master plan decades ago. Since making that decision, we have continually strived to maintain that same high level of service and commitment to our clients.

**NER: When did you join NER and what were you driving at the time?**

JP: I became a member in 1987 and was driving a 1978 930 at the time.

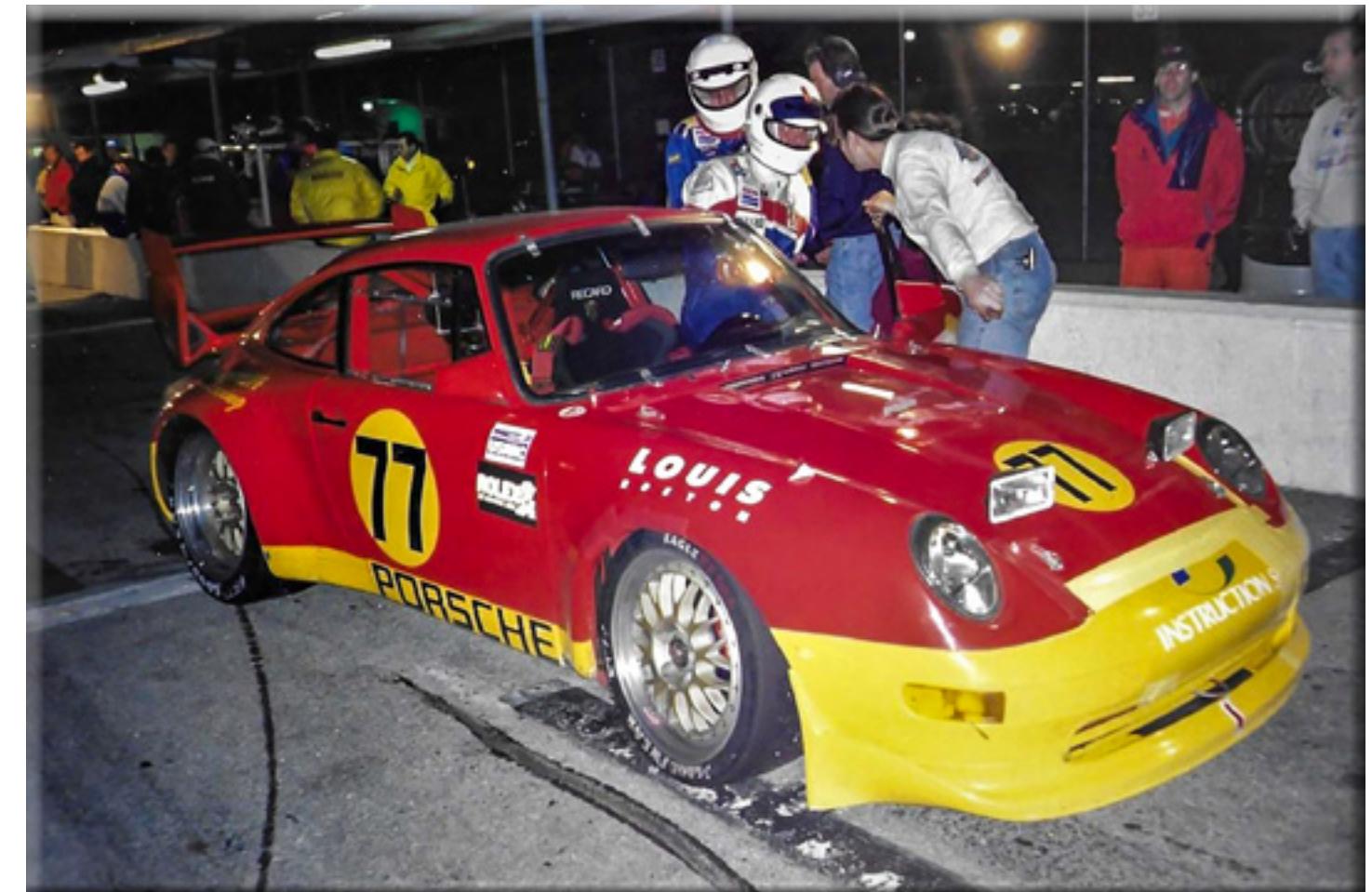
**NER: What types of driving activities did you do with the club when you first joined?**

JP: I participated in some DE events at Bryar Motorsports Park in NH, maybe 1 or 2 autocross events.

**NER: What sorts of social activities did you do when you first joined?**

JP: I went to Rambles all over New England, the Annual Galas, wine tastings, and many Tech Events.

**NER: Of the activities have you done which have you liked best?**



Testing at Daytona 1997

JP: It's very hard to choose one over another as the wide range of activities differ widely from each other. All offer a different type of emotional return which is important. Plus, as a sponsor of many events, it has always been very important to me to share personal experiences with as many other club members as possible.

**NER: EPE has been a valued supporter of Club activities for a long time, can you tell us about that?**

JP: EPE has sponsored most Rambles since I joined the Club in 1987. EPE has also hosted many Tech Events and sponsored DE events as well. In addition, EPE has been a long-time advertiser in each monthly edition of the NOR'EASTER.

**NER: What are some of your best memories of the early days in the club?**

JP: The friends made over the years whose company I still enjoy. Many of my oldest friendships are with fellow PCA members both local and distant.

**NER: What else can you tell us about the early days?**



JP: The club was, and continues to be, a very friendly and supportive group. Virtually everyone was inclusive and welcoming to me as well as all other new members.

**NER: What committees have you been on, what positions have you held?**

JP: I have served as Chief Instructor in NER's DE program for a couple of years, but most of my activities and involvement could be termed behind the scenes.

I have been present and highly visible providing technical advice and "on site" repairs at track events, both DE and Club Racing, as well as Rambles for the last 30 plus years.

I have also been involved with PCA at the National level, when I directed all technical aspects of the 1991 Porsche Parade that was held in the Boston area.

**NER: Have you friends from other regions?**

JP: By virtue of being at dozens of race tracks across North America I have made and maintained many friendships with PCA members from all over US, Canada and overseas as well.

**NER: How did you find yourself at all these race-tracks? Was it DE, Club Racing, Spectator, Professional?**

JP: I have had the honor of supporting clients who are involved in motorsports on many levels including building, preparing and supporting cars that have competed in IMSA and Grand Am. EPE clients have achieved two top-five class finishes in the Rolex 24 at Daytona and many overall finishes in the top twenty. While the staff at EPE provided on-site race support, we also prepared every aspect of these cars, including engine building and tuning, gearbox building and setting up the suspension and chassis. While this may seem obvious to some, the fact is, most teams do not operate this way. Instead, the engines and gearboxes go off to a few specialists for rebuilding including Porsche Motorsport amongst others. In addition to these noteworthy successes, EPE has also supported teams in professional races from Laguna Seca in California to Sebring International Raceway in Florida and dozens of tracks in between.

The PCA club race series has also been very popular with EPE clients as well. They have claimed many top finishes including numerous wins and pole positions over the years. One car, the famous pink 911 that we built sat on the pole at the first ever PCA club race at Lime Rock Park.

The PCA Drivers Education program also has many EPE clients over the years, where they have benefited from our vast wealth of racing experience and applied it to extend and enhance the fun and competitiveness of their Porsches at DE events.

**NER: Over the years what Porsches have you owned? What do you have now? Which was your favorite? What other cars have you owned/liked?**

JP: I am not sure of the exact number but most have been air cooled. Two exceptions would be the two factory race cars that I owned back in the early 2000s. Over the years I have owned five or six RS Americas, which is an amazing fact considering the small total number of RSAs sold. We currently own a Guards Red 1987 911 coupe that is earmarked for our daughter right down to the vanity plate with her name on it. I also recently re-purchased an all original black 1974 911 coupe that I had previously owned but needed to sell a few years ago. It needs a bit of work, but I am sure it will be a pleasure to drive very soon.

**NER: If you could have just one Porsche, new or old, what would it be? Why?**

JP: I would have to say it would be either a 1973 911RS or a 1998 993 Turbo S. Both in my opinion are the best of their generation and, while very different, both are amazing cars in their own way.

**NER: What do you think of the newest Porsches?**

JP: While the latest Porsches are amazing vehicles, I feel they are almost too good. Their performance range is so vast and the car's limits so extreme that, for me, the cars are not very engaging or fun unless they are driven at speeds that are so high as to be socially and personally irresponsible unless they are on a race track.

As Porsches, and all cars for that matter, become more technologically complex and feature-laden, the purity of the driving experience that we fell in love with many decades ago continues to be diminished. This phenomenon, in my opinion, has been a major reason for the increased interest and value of classic air-cooled Porsches over the last decade.

**NER: What do you think will be the future of Porsche and of automobiles in general?**

JP: I think the future is very bright for Porsche despite my opinion expressed above. Porsche, like all manufacturers, are moving towards more efficient and alternative fuel models. While not a panacea, I believe this is environmentally responsible and socially practical.

As for autonomous vehicles, I am less bullish but realistic. The risks to the public, both on and off the road, are very real. Safe, dependable use, ethical concerns and instilling public confidence are just some of the issues that need to be resolved. While today's technology is better than ever, computers still fail. While autonomous cars will eventually have their day, considerably more time, testing and redesign will be required before they become practical and acceptable means of transportation.

**NER: Jerry, thanks so much for taking the time to share your thoughts and experiences with us. Thanks also for your long time support of NER. See you at the Ramble!**



# Squiggly Lines

Nick Shanny, NER President

I hope everyone is enjoying the spring-like weather we have been having. I keep waiting for the real New England winter to show up, dumping large amounts of snow to ensure we do not become acclimated to 50-degree days. My 911 continues to run with snow tires and that will not change until the end of March. Call me cynical.

I encourage everyone to visit the website, [porschenet.com](http://porschenet.com), to stay abreast of upcoming events. The 2020 season is upon us and there are many exciting activities coming up. Rambles, driver education, autocross, summer picnics are just a few of the events we have scheduled throughout 2020.

Sim racing, otherwise known as e-racing, has become a major online sport. Many pro drivers participate in online racing events, taking them quite seriously. The events can mimic actual races such as the 24 hours of Daytona. Anker wrote an excellent article in the Feb edition of the Nor'Easter that I hope everyone read. We also have our racing league, Late Apex Racing, hosted on iRacing by our very own Robert Galejs. I would love to see more participation from our club members, young and old.

It has been well documented by our past President that I am part of the “JB” racing team. I love endurance racing, the camaraderie, as well as all the “seat” time one has when racing eight to twelve hours. This year, in addition to the JB team racing events, I decided to try my hand at PCA Club Racing. There is plenty of information out there describing what exactly Club Racing is, so I will not clutter this article up with repetitive information (hint: <https://pcaclubracing.org>).

I am racing a 2009 Porsche Cayman I purchased from a shop in the Midwest. It was already prepared for the GTB1 class, so outside of a few modifications it is ready to race, or so I thought. Working with Justin at South

Shore Autoworks (SSA), the car was gone over, changes were suggested, pieces and parts came off, and eventually reattached. Ideally, before heading to my first race, it would be wise to test the car out. Since the Northeast does not have an abundance of tracks open at the end of January, I had to look south.

Luckily for me there was a club race being held at Sebring International Raceway at the end of January as well as a two-day DE-style event immediately afterwards. I could learn more about how the club races were run and then go and test the new car out.

The club race held at Sebring was a large event with participants coming from all over the country. The cars ranged from old air cooled 911's to the newest GT4 Club-sports. PMNA (Porsche Motorsports North America) was present showing off the newest 718 GT4 Clubsport as well as the spectacular GT2 RS Clubsport. The races were quite good, and for the most part, the drivers tried not to occupy the same space at the same time. The sights and sounds were stunning and well worth attending if you get the chance.

The shakedown of my car proved to be useful in that it found problems, which is exactly what needed to happen. Sebring has a reputation for being hard on cars, and after driving on it for two days, I now understand why. Suspension parts came loose, headlight covers tore away from their mountings, and ultimately, one of the rear half shaft seals developed a leak. Most of the problems were easy enough to fix at the track except for the leak. By all accounts Sebring was a success given that it found problems prior to race day.

My first race is April 2nd at Road Atlanta, a track I have never driven in person. Fortunately, though, my racing sim allows me to drive the track virtually so I will know when to turn left and right once there. Until next time...



## Manual Transmissions It Speaks To Me

Sterling Vernon, VP Communications

Now, we could certainly once again question your sanity for choosing a generally depreciating asset like a car as a hobby. But I'd like to point out that it's a very sensible alternative to having boats, airplanes, horses, and extra spouses (I'm from Utah, stuff happens). If I've offended you, please think about how your wallet must feel. And Porsche, as a marque, can often hold its value reasonably well. So it feels like a smart choice. Good, we're happy again.

But, personally, I got started in this long before I read my new favorite Psychology Today article. And Porsche values did not play into my decision making. All I knew is that they cost a lot of money so I'd better get to work and make some. What I really knew down deep was that I needed a Porsche in my life. It spoke to me. The shape always catches my eye. And the sound, even the 718's four banger and the electronic Jetson's sound in the Taycan to a degree, grabs my attention and makes me look. Every time.

It's fun to rationalize this passion, the one I'm always glad to try to help communicate to you, our amazing members and families. It's fun to work with a great team of people to do our damnedest to try to cover the fifty - FIFTY! - plus events that our club will do this year. If I don't see you out at at least one of them this year, you're running short of excuses and must be ignoring benefit number one above of having a hobby. Get your priorities straight!

We've got a great year ahead, for sure. And if anyone asks why you're so crazy about cars and the Porsche Club, here's what you can tell them:

For the small price of your Porsche Club membership and the occasional per-event fee, science says it makes you into a better person! (actual results may vary)

[1]: <https://www.psychologytoday.com/us/blog/happy-trails/201509/six-reasons-hobbies-make-us-happier>

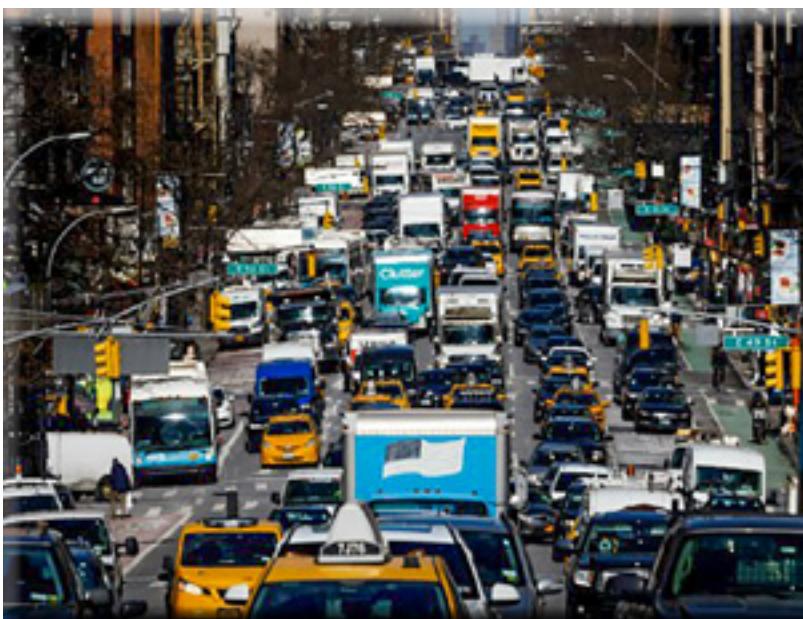
# The Long & Winding Road

Bill Seymour, Past NER President



One of the missions embraced by my generation is that of helping Millennials cope with the rapidly changing times in which we live. To that end I will sometimes use this column to report on important trends in technology. So, a couple of things to note...

Even the Millennials, I suspect, have heard of the new ride sharing companies Uber and Lyft. One of the main benefits promised by the growth of this new technology was the reduction in road congestion. In fact it seems like its adoption has led to the opposite: as the use of Uber/Lyft has accelerated, the average travel speeds in major metropolitan areas has de-accelerated (for example, the average speed in Manhattan below Central Park is 7.1 mph). Why? For openers, the use of pooled Uber/Lyft rides is only 20-30% - in a strong economy riders are willing to pay the premium to travel solo. Furthermore, the fact that ride-sharing fees are lower than traditional taxis has pulled riders from other alternatives – one study estimated that 60% of Uber/Lyft riders would have used public transportation, biking or walking. Finally, the new ride sharing services have attracted more vehicles to the roads and, in New York City, it is



estimated that Uber/Lyft drivers have a passenger only 40% of the time. Is there a lesson here? Is the solution to buy a Taycan (0-60 in 2.6 seconds)?

On to the next paid advertisement. There is a new service blossoming: companies bringing gasoline to you rather than you having to go to a gas station. Locally a company called Yoshi offers this: for a \$16/month fee you get gas priced equally to the lowest price within two miles ("Compared to gas stations selling branded, Top Tier™ gas and accepting credit cards with no additional fees to their advertised price") which is delivered weekly and pumped into your car while it sits in your driveway. You can order additional services like tire checks, washing and even oil changes (not sure how they do that). If you buy the extra services you get a discount on the gas price.

Wait a minute. I thought Uber and Lyft were going to have a fleet of autonomous cars so that I could order up rides and not need to own my own car. Maybe Yoshi will fill these up – apparently we need to get more vehicles on the road? Is this a great country or what?

OK, my reader is screaming, enough of that foolishness and tell me what the Jamaican Bakin' team is doing in the off-season. The quality of both cars and drivers in the race series we compete in (American Endurance Racing) has been getting better and better – some pro drivers and cars up to and including Ferraris and GT3 Cup cars. We needed to up our game and, while we of course aspire to be better drivers, we figured that the more predictable path was to trade up from our BMW E30 to a faster car. Looking at the cars that were successful in AER and at least somewhat affordable we decided to look for either a BMW E46 or a Ford Mustang. We wound up

getting a 2014 Boss 302S Mustang. Being a Porsche guy I knew relatively little about Mustangs and was somewhat surprised to learn that Ford made factory race cars that don't have a VIN and are purchased through the parts department, not as a registerable vehicle. Ford made 50 Boss 302S's each year from 2012 – 2014 that were intended as track cars or to race in SCCA's Pirelli World Challenge GTS class. The cars have the stock 302 "Coyote" double overhead cam V-8 (444 hp) and live rear-axle but are stripped, caged and have upgraded suspensions and brakes. (There is also an even fancier one called a 302R that was intended for the IMSA Continental Tire Sports Car Challenge series.)

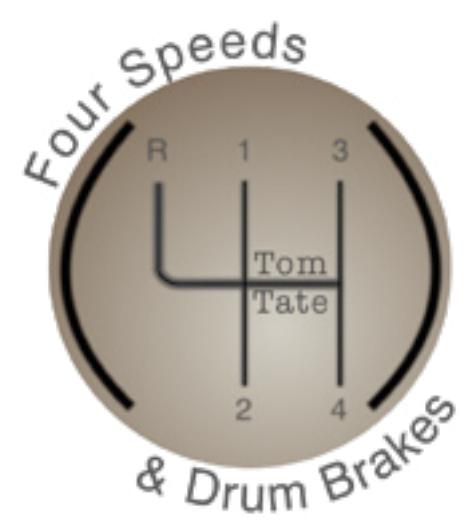
Needless to say we haven't driven it yet - but it sounds fantastic! And of course there is a long list of things needing to be done: freshen fluids and belts, new harnesses, corner balance, add a rain light, add a diff cooler, transfer the radio, cool box and telemetry equipment from the old BMW, etc. The biggest project, however, is to add a fuel cell as the stock 16 gallon tank wouldn't even last us an hour (and we need to be able to go 90 minutes between stops to be competitive given the fueling rules). So we have some work to do.

More importantly, we need to get used to the car. (My usual track car has 105hp – what could possibly go wrong?) Our likely first race is at Watkins Glen in May

and we all need some serious seat time before we are going wheel-to-wheel. One option that we are exploring is renting a local track on a weekday in April. If there are never more than 6 cars on the track you can use the track's insurance and the rental cost for the day is around \$5 - 6,000 (no flaggers so some increased risk). So that would be about \$1,000 for our team (which is only \$200 per person) if we can find others who are interested. But it wouldn't have to be multiple people sharing one car. You could make a "team" and each have your own car (nice to have friends and you can go out for a frosty af-terwards!). Or we could create run sessions like a DE so an individual, for example, could be on the track half the time - 30 minutes on, 30 minutes off - for \$500. Please let me know if you are interested.

Let me close with my usual plug for volunteers as we approach a new driving season. We can't survive without them. The established activities like DE, Concours, Ramble and Autocross generally have good luck finding the help they need (more is always appreciated, of course) but we are always looking for help with communications (NOR'EASTER, social media) and to start new activities. Example: thanks to Robert Galejs for starting up the Sim Racing League! But we will also need some help to add a rally or another tour or maybe you have other ideas of new things we should be doing. Just contact any Board member. And thanks in advance.





## Tombstone Travels

I figured that I would snag more readers with the title above than "Arizona Auction Report" but a little of both will be in this month's column. I know that this is a car site but I've been told that I could expand my audience if I expanded the subject matter a bit. Here's trying.

The Scottsdale auction scene was a great time this year as it always is in Jan for anyone who lives in the Northeast where the ground is frozen and cars are parked for the winter. With temperatures in the 70's every day the crowds seemed bigger than ever. As far as the numbers were concerned, the total sales in Scottsdale for all auctions was \$244 million, just a couple of Ferraris off of last years \$250M or 2018's \$247M. The sell rate was 77% compared to 2018's 81% so sellers seem to be expecting more than they were getting. That didn't seem to be the case for Porsche owners as those numbers seemed stronger than ever.



Front view of a white Porsche 356 coupe at a car show.

At the Gooding auction, where almost a quarter of the cars were from Stuttgart, the surprises were all on the positive side. A very nice '65 356SC in Heron Gray that I thought was worth \$130- \$140k brought \$190K and a well restored Ivory '65 356C brought \$140k, about \$40k more than I figured. I guess I'm just not keeping up with prices.

There were Barn Finds on the block at Gooding this year and even they brought big numbers. A '60 coupe (T5) in white that had not run in 30 years and needed everything brought \$41k and a '58 356A cab pulled \$81k out of someone's wallet. It had a removable hardtop but no convertible top and was found in the same barn as the T5.



The real surprise from the barn was a '57 T1 Speedster that was not only a mess but had been tinkered with by someone who was not familiar with these old Tubs. The gauges had been removed at some point and they were put back in the dash in the wrong holes. Everyone knows that Porsche considers the tachometer the most important gauge and it is always centered in front of the driver. This car had the



gas/temp gauge in the middle and the tach over on the right side. Checked and peeling paint (referred to as "charming patina" in the catalog) and an engine that wasn't running didn't prevent a bidder from spending \$340k. My guess is that it will take another \$100k to restore the car but maybe a mechanical refresh is what the buyer had in mind. If so, it will be at least \$100k less than that comedian spent a couple of years ago on his patina example.

The other Speedster under the tent seemed a real bargain at \$395k. It was a nicely done restoration in black with a black interior and factory Rudge wheels worth over \$60k alone. It was one of 7 Supers in black that year. My own car is the same year, 1958, and is one of 4 black Normal Speedsters built that year. Black was not a popular color back in the day.



A big money winner at the Gooding Auction was the owner of the 914/6 GT that was first in class at the Daytona 24 hr in 1970. It brought a staggering \$995k.

There were fewer Porsches at the Bonhams auction but there were still surprises. A 1978 928 with only 21k miles in beige with a tan interior looked like a brand new car. I figured that since it was an early version with less horsepower and not the best color maybe \$30k would win. The House estimated its value at \$45-\$55k, I laughed. Nobody was laughing when the hammer fell at \$75k, they were clapping. Especially the 928 owners in the audience.



A nice Signal Orange 1970 911T coupe only brought \$72k but a '68 912 soft window Targa commanded \$61k, who knew. The only 356 in the Bonham catalog was a 356B S90 cab but it had been withdrawn.



The big surprise at Barrett Jackson was that they had a 356 and it was an excellent example. One of 248 1963 twin grill roadsters it was powered by the original S-90 engine. According to the catalog only 58 were so fitted. It was in Oslo Blue with tan and given recent sales, I figured that it was a \$350- \$400k car. Slow bidding let it leave the stage at only \$258k. Good thing I wasn't standing there when that happened, my house might have been on the market the next day.

There is a lot to be said for having the right people under the tent when you auction an old Porsche. B J did have the Paul Walker BMW collection on offer and of the four 1995 M3 Factory lightweights, one brought \$385k, at least \$200k over the most expensive one ever sold. That crowd may not have been familiar with Dr Porsche but they certainly knew who Paul Walker was.



Now that I've skimmed over the auctions, let me tell you about Tombstone, AZ. About three hours south of Phoenix and 40 miles from the border with Mexico, in 1877, the city of Tombstone was founded by Ed Schieffelin. At the time, there was an Army scouting voyage in Tombstone against the Chiricahua Apaches. Ed was part of this mission and was staying at a place called Camp Huachuca. During his stay, he would leave the camp to look for rocks within the wilderness despite the fact that fellow soldiers at his camp warned him not to. The soldiers told him that he wouldn't find stones out in the wilderness and would only eventually find his own tombstone. Fortunately, for Ed, he did not find his tombstone, but he did find something: silver. Taking the advice his fellow soldiers gave

him, his very first mine was named The Tombstone. At its peak there were 14,000 residents but as the mine petered out due to flooding at the 520 ft depth and lack of silver elsewhere, the town was all but abandoned. Today there are 1400 people that keep the history alive with a few of the original bars still open and daily reenactments of the shoot out at the OK Corral.

That was a confrontation between the Earp brothers (including Sheriff Wyatt Earp) and three cowboys (outlaws) that insisted on carrying their guns which was against the prevailing law in Tombstone in 1881. The shoot out which I thought was an all day affair with gangs in the Wild West only involved six people and lasted about 30 seconds. The three lawbreakers were dead, two Earps were wounded, but survived, and Wyatt was back in charge. I know that was true because I watched the whole thing

The entire town seems to be active in keeping the story of the town alive, a town that was "too tough to die". That title was in part due to the fire that burned down half the town in 1881 and destroyed 60 businesses, mostly bars. After rebuilding and less than a year later, the other half of the town burned to the ground. That portion was also rebuilt and a new fire dept was established which is still active today.

Boothill Graveyard is also a huge part of Tombstone. Founded in 1879, Boothill Graveyard was used until the new cemetery – New Tombstone City Cemetery – opened in 1884. After the new cemetery opened and began being used, Boothill Graveyard was called "The Old Cemetery." The newer cemetery is still being used today. Stories say that Boothill received its



name from the fact that the individuals there had died unexpectedly or violently and were buried boots intact. However, Boothill was in fact named after the pioneer cemetery in Dodge City hopefully helping tourism in the late 1920s. Many individuals from Tombstone are in this cemetery, including victims from the shootout that took place in 1881 between the Cowboys and Earps on Fremont Street. For years, though, the cemetery was neglected. It was taken over by the desert and gravestones were removed by vandals. Some began to clean up The Old Cemetery in the 1920s and doing research so that the grave markers could be properly replaced.

Tombstone is not a tourist trap that one might expect as the prices are reasonable, beers are \$3, a Bloody Mary made by hand, no mix, by Miss Kitty was only \$7 and the Shoot Out show was only \$10. A great time and a stop that I would recommend.

The great outdoors called again the next day and while we didn't have time for a climb up the Camelback Mt. we



did have a go at the White Steps range. That hike was like walking up the steps of the Prudential building in Boston, all 60 floors. Once at the top the view of the Valley of the Sun was terrific. Phoenix and Scottsdale were off in the distance and it was easy to see why the early settlers stopped in this valley surrounded by mountains.

The Valley of the Sun is always a great spot to visit when the winds are howling and the snow is falling in New England as it was this weekend. One adjustment needed was to dial back my Boston driving style. Everyone is so courteous on the highways that it seems unfair to be taking advantage of them by driving up to the end of a merge point and cutting into the line. Even though that has been shown to move traffic the best with the least delay that style would make a driver look like a jerk or worse in Arizona. I not sure that I could make that change permanent but for a few days it was doable. I'll have to give that some serious thought. Old habits die hard.

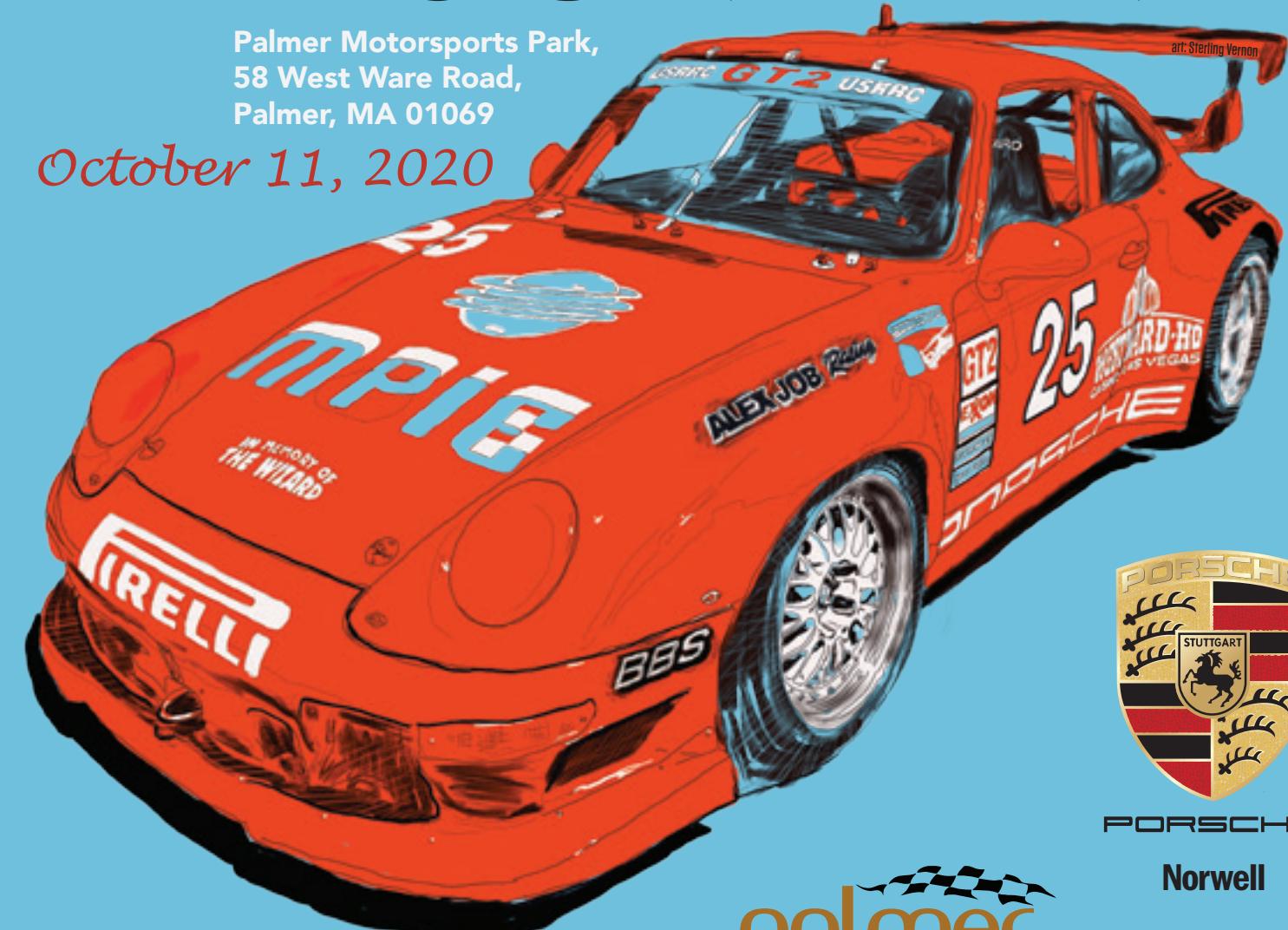
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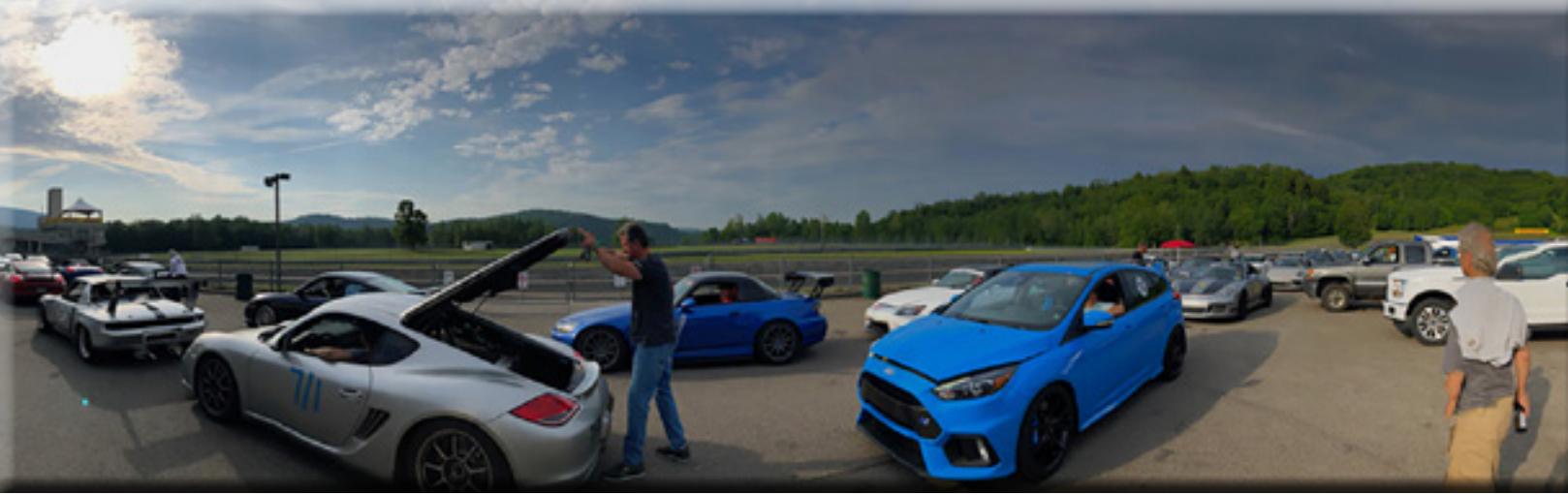
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## **Driver Education 2020**

**by: Adam Schwartz**

The NER Drivers Education track committee is back for 2020, and we are ready for the upcoming season. The schedule is posted on [porschenet.com](http://porschenet.com), and registration is already opened for most of the events. So sign up early, and come to as many events as you can! You can register at <http://clubregistration.net>

The 2020 North East Region Drivers Education season kicked off, as it always does, with our “Ground School.” The event was held in early March at HMS Motorsports in Danvers. A breakfast was held at the event that featured items from Panera Bread, and was sponsored by Dave Peterman (So thank him when you see him!). The event is run in conjunction with our brothers and sisters at PCA’s North Country region. The goal of this event is to introduce DE to the novice crowd, with presentations and the opportunity to ask questions of the Track Committee. The main goal being that we want new members to understand what to expect. This can help folks be more excited and less nervous on their first day.



The rest of the season includes our standard fare with lots of fun, and lots of time to socialize. We will run a pair of events at Palmer Motorsports part, running both clock-wise and counter clock-wise. We will be at Palmer in June 12th -14th and then again September 25th to the 27th.

The Mont-Tremblant event once again coincides with the Jazz festival, and is over the July 4th holiday. We will once again see our NNJR friends as NJ is co-sponsoring the event. Its shaping up to be a wonderful time. Join us, July 3rd – 5th.

The Watkins glen event is always one of my favorites; It really is our signature event. The track is just so wonderful, and the Dinosaur BBQ will be catering again. Whichever part of the event you prefer, be sure to join us. I might actually enjoy the ribs more than the track time (Kidding!). The Glen will be Aug 7th-9th.

If you really want to have a great week, book both Watkins Glen and Calabogie together. We run these 2 events with one day off between for travel. I really think of it as like summer camp for adults. Also, 6 days on track is a great way to really improve your driving skill. We are actually still working on the training schedule for the Calabogie event, but it’s shaping up to be a really special event. With typically only about 50 people at the event, folks will get significantly more track time than normal. Additionally we will have pro-coaches and extra class time. If you ever wanted to really improve your driving skill; this is a great opportunity to do just that. The Calabogie event is Aug. 11th – 13th.

Now, that’s a lot of track days, but I know you probably want more. Look no further than the schedule below, which also outlines all the NCR events. All your friends will be at those events too- I know I plan to go to many of them. So see you at the track! Come check me out; I am car 818.



## **Track Schedule (NER & NCR)**

- March 7 - Sat - HMS Motorsports (NER)
- May 4, 5 - Mon, Tue - Lime Rock Park (NCR)
- May 22, 23, 24 - Fri, Sat, Sun - Thompson (NER)
- June 12, 13, 14 - Fri, Sat, Sun - Palmer (NER)
- July 3, 4, 5 - Fri, Sat, Sun - Mont-Tremblant (NER/NNJR)
- July 17, 18, 19 - Fri, Sat, Sun - Tamworth (NCR)
- August 7, 8, 9 - Fri, Sat, Sun - Watkins Glen (NER)
- August 11, 12, 13 - Tue, Wed, Thur - Calabogie (NER)
- August 22, 23 - Sat, Sun - NHMS (NCR)
- September 11, 12, 13 - Fri, Sat, Sun - Tamworth (NCR)
- September 25, 26, 27 - Fri, Sat, Sun - Palmer (NER)



## Membership Plans for 2020

Anker Berg-Sonne, Membership Chair

In addition to enjoying the variety of events organized by NER, I will continue to be involved in NER management as long as the membership is happy with my performance. This year my main responsibility will be as Membership Chair. In addition to the ongoing efforts at making the club welcoming to new members, and making sure local purchasers of new Porsches know about it, I will focus on making PCA events family friendly. One tool will be the PCA Juniors program, launched by National a couple of years ago. I will work on leveraging and extending this program within our region. To get support from National it is extremely helpful if you would enroll your children, grandchildren, nieces, and nephews in PCA Juniors. If you need help, I can do it from my cell phone. Each enrolled kid will get an age-appropriate welcome gift from PCA, and NER will get support from National to organize activities for the kids. More to come!

I will also continue to be involved in editing the NOR'EASTER until my involvement is no longer needed. Larry Levin is already doing the heavy lifting, for which we all should be grateful. My focus is now on the administrative side: Supporting Larry, hustling for content, working with advertisers, printers, budgets, etc.

Ever since I joined NER I have been doing a lot of photography for the club. My goal is to ensure that have a photographic record of our activities and enough photographic content in the NOR'EASTER to make it interesting and attractive. This responsibility is a breeze because of the other enthusiastic photographers in the club: Richard Viard, Sterling Vernon, Larry Levin and Peter Mozzone. Having adequate resource for a club responsibility minimizes the stress and increases the enjoyment for all involved.

Getting NER Sim racing going is also going to be a major

activity for me. The limited exposure I have had already taught me to drive much better through corners and sweepers using trail braking and throttle steering. Without sim racing I am not sure I ever would have learned to do it reasonably well. It is something you have to practice and practice until it becomes second nature because it is so counter intuitive. Having tried it, I think it is an under-utilized tool for improving car control and performance at an extremely reasonable cost. Fears about intimidation are well addressed though the ability to do solo practice and having racers divided into classes, and you can get into it for very little money, less than a set of tires. PCA sim racing has four classes: Rookie, Sportsman, Club Race and Pro. Advancement from class to class is driven by driving ability and safety, not simply by performance. To raise awareness I hope I will have the time to build a simple, portable system that I can bring to events such as the Summer Party so you try before you buy, or build. If you have an interest, concerns or questions, feel free to contact me at [membership@porschenet.com](mailto:membership@porschenet.com)

I am also looking forward to organizing NER rallies again. They used to be one of the major activities of the club, but haven't been run for several years. Hopefully we will have chosen a date for the first gimmick rally by the time you read this. And if the first rally proves popular, we will try to run another later in the season and make rallying a fixture of the club again.

One of the many motivators for both sim racing and rallies is to broaden the appeal of the club beyond our current core, sometimes characterized as "rich, grey-haired men." We hope sim racing will become popular among younger members of Porsche families and also those who aren't into "hard core" activities like DE and Autocross. Again, if you have any questions, concerns, or ideas, let me know by email.

## Personal Plans for 2020

Anker Berg-Sonne, Membership Chair

The big news is that I am going to switch to a different autocross car. This winter I will be doing a great deal of work on the Caterham 1700 Supersprint that Bill Seymour was kind enough to sell me. We didn't understand exactly how kind he has been when we completed the transaction, but I already have two individuals who have told me that if I ever decide to sell it they want to be first in line! I already made a couple of minor tweaks that had a major impact. Adjusting the carburetor balance, the individual throat mixture and the ignition timing cured it of spitting through the carburetors. But the big items are still waiting for me to return from Florida (this was written in February). I will be installing a modern cooling fan that should cure the overheating issue that plague a lot of Caterhams. I'll replace the carburetor manifold gaskets and nuts, and while the carburetor is off I will install a new distributor that wasn't made by the prince of darkness (Lucas, if you have been living in a cave). I'll also install an oil catch can and reroute the crankcase breather, which will reduce oil consumption and oil fumes. In preparation for next winter I will be doing a leak-down test to determine where there is the most wear on the engine. Against Bill's specific advice I will be installing cycle wings (front fenders that just cover the front tires and move with them), simply because I like the looks of them. The current wings will be reconditioned and kept so they can be mounted again with little effort. Specifically for Autocross I will mount Toyo R888Rs on the 13" minilight rims that I also bought from Bill and with help from my friend Chris Schuch I will make a rack that allows me to transport the Toyos to Moore Airfield. I am very anxious to see how well I can drive the Caterham in autocross. It will probably be a disaster the first few times. FUNTOY, my 2004 Boxster S has a tendency to understeer and the Caterham has a strong tendency to oversteer, so it will take some getting used to. On top of that I have never driven on semi-slicks, so watch out! I am now a member of 5 clubs that autocross in Ayer, so I should get plenty of time to get used to it.



The Caterham is more than I ever expected. It is spartan: No ABS, no brake booster, no power steering, lots of wind, lots of exhaust noise, hard to get in and out of, so low that you can touch the ground from the driver's seat, and if it rains, you get wet. Brings me back to my automotive roots and beyond my greatest expectations and ambitions. If you want a ride I'll be happy to give you one.

I have written several columns about the home made data logger that I developed. I am now on generation three. GPS technology has improved by leaps and bounds since I started. The basic GPS chips now support GNSS, which means that it receives signals from several "GPS" systems concurrently (US GPS, Russian Glonass, Chinese BeiDou, Indian IRNSS, Japanese QZSS and European Galileo, with more to come). Refresh rates also continue to improve. The base GNSS unit I now use does up to 18 HZ refresh. For not much more money you can get 25 HZ. The most impressive improvements are in accuracy. For a premium price you can now get receivers that offer 2 cm accuracy. To deliver that accuracy you need a continuous corrective signal which either can be delivered over the Internet or from a stationary base station on site. This year I'll work on making that work for me. I also bought a new 3D printer that can build durable cases. Because of the rapid advance of technology I have made the loggers modular and upgradable so when a newer and better component reaches the market I can switch to the better one, and owners of the older component can upgrade their units. I have not made much progress with analysis, mainly because I find that Google Maps and Excel do almost as much as you need. If you read this and would like to attack this side of the technology, let me know. In the meantime, if you would like a low cost logger I'll be happy to share how I make them, or even make one for you at a reasonable price.



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## NER Concours, The Elms, Newport, October 3, 2020

**David E Melchar, NER Concours Chair**

The NER Concours will again this year be held in Newport, Rhode Island, on Saturday, October 3. The Concours will be part of the Audrain Concours and Motor Week activities that will take place October 2-4, culminating on Sunday, October 5, with an invitational Concours d'Elegance at The Breakers, the former Vanderbilt estate. The NER 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 like last year, open for entrants and spectator Porsche parking from 8:00am-1:00pm. Full and Werks judging will be available. Parking on The Elms lawn will be permitted until 6:00pm the day of the Concours. Spectator parking for non-Porsches will not be available.

An advanced entrant or spectator Porsche parking reservation is recommended. Registration opens May 1. Additional information and registration, when available, may be found on [porschenet.com](http://porschenet.com). Information and schedule of the Audrain Motor Week activities can be found at [audrainconcours.com](http://audrainconcours.com).



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# Southern Hospitality



*The history behind “SoBo”  
Cars & Coffee events from  
three long-term PCA members*

Edited by Sterling Vernon

Photos by Larry Levin and Sterling Vernon

**O**n a damp, winter morning, the NOR'EASTER paid a visit to three long-term members,

## **Roger and Rosemary Slocum and David Melchar**, to hear about how SoBo (South of Boston) Cars & Coffee events came to be and about their history with PCA and NER.

**David Melchar:** Roger and Rosemary, good morning! We're here to talk about your experiences with Porsche, with the Porsche Club, with the Northeast region. How did you get started with Porsche?

**Roger Slocum:** I started in Porsche 1968. I purchased the '65 356C from an engineer who was single and his

mother was ill and she couldn't get in and out of the car anymore. That was my first Porsche. It was blue with a red interior. And I had that for 16 years. When I bought it, I was in the service, based in San Diego. I had a shipmate on our submarine that also had a '64 356. Shortly after that, another shipmate bought a '62 356. So, there were three of us on

the same sub which is pretty unique for San Diego - three of us shipmates who owned Porsches. We would have our weekends when we were in port, which is very seldom, where we would detail our cars and then go for a drive to La Jolla. We would often stop at



Bully's and park the cars along the curb. A lot of cars would stop to look. What a scene with the three Porsches together!

**David:** Were you in the Porsche club at that point?

**Roger:** No, I wasn't a member until I retired from work when I was 67. At that time my wife said, "OK, you're gonna stop working. What do you want to do?" I said, "I want to get another Porsche and stay in cheap motels and see the United States." She says, "that's the dumbest idea ever." However, most men, when I told them what I wanted to do, said, "that's a great idea." So, shortly after I bought this Porsche [Roger's second Porsche, a 1999 911], I joined the PCA. And it's really been more enjoyable for my wife, I think, because I remember her saying a few years ago, "what on earth would we be doing if we didn't join the Porsche club?" There are so many social events that she really enjoys. And that's really important when you both stop working. What are you going to do with your time? It's been a real benefit for us to be members.

**David:** What is your second Porsche that you own now?

**Roger:** It's a 996 Carrera 4 - one of the best buys I ever made. It's a '99 - first year. Tremble. Tremble. [laughs] It's been a very enjoyable car. I did the IMF bearing and it's been a very, very enjoyable car. I've been to every Ramble since I've owned this Porsche. So, it's been over twelve years.

**David:** This is our forty-seventh year in PCA. We joined in 1973 when we bought our first 911, which was a '72 911 T. I traded a Corvette. After



having had Corvettes, once I got this 911, a Euro with ten thousand miles on it, I thought I'd died and gone to heaven. It was so different in fit and finish. Even though it didn't have as much power as a Corvette did, the feel of it, the lack of engine heat, just the way the car drove and handled - it was just a beautiful machine. We were sold. Over the years, I think we've had 14 or 15 Porsches, mostly 911s, except for the 356 that we have.

I was on active duty, as you were, for some of that time. We were in a number of different regions. We started in the War Bonnet region in Oklahoma and we were in the Potomac region and DC and did some, we used to call them time trials in those days on the tracks - basically a DE. We went out to Monterey in the Monterey region. Then down in New Orleans, Louisiana.

You started "SoBo", Roger and Rosemary, which is the South of Boston Cars and Coffee, held here in Rhode Island. Can you tell us how that started and how it has evolved?

**Roger:** When I joined the Porsche Club, so many of the activities were in Boston and north of Boston that, occasionally, my wife and I would have to get a motel room because by the time it took to get to the activity and then the lunch or the dinner, it would be so late we wouldn't want to drive back home. One day she said, "You know, we've been spending so much time on these Porsche activities and money for staying overnight or having to have dinner and stuff on the road...why don't we have something like that here?" I said, "OK, great idea."

**David:** I remember going on some of the early ones with you. What were some of the challenges we saw on the early ones?

**Roger:** One of the things we had to do was to find places that had enough parking. We found some in South County in Rhode Island and we had some activities there. But the problem was often the summer traffic and the heat.

In one of the early phases [of SoBo], I tried adding a little drive. I never realized how long it takes you to organize, say, a 45 minute or hour drive - for the instructions and so forth. We did that a couple times. It would take Rosemary and I over three hours on a weekend to do that, to lay it all out, and document everything like that. And not everybody wanted to do it. Out of maybe 35 cars, there were about fifteen people that went on the drive. So, we stopped doing that.

I always do it on a Sunday from 10 to noon. Even on a Sunday, if it's beach time, the traffic is just horrendous for coming over the bridges. And so, we decided to keep it somewhere on the other side of the Newport Bridge. That gave us a couple places to go to.

Our favorite is Sweet Berry Farm in Middletown. And the other place is the Moose Cafe on Stafford Road in Tiverton. At Sweet Berry, when you're walking on the grass and getting the cool breezes off the ocean, it is a delightful place and it's very scenic at the same time. It's an organic farm and there is a small shop where you can buy coffee and pastries and it has some tables. It has a gravel driveway that leads back to a football-field-sized lawn. That's very nice. That's what they allow us to use for the cars and coffee.

**Rosemary Slocum:** We would talk a lot about that everything was up north. And we were like "the forgotten people" down south. We thought maybe it'd be fun just to have a monthly coffee. First, we were going to do it on Saturday and we drove around looking for places with a big parking lot. There are a lot of coffee places, but no place to park cars. We found Saturday wasn't successful. We went to Sunday. People came from Massachusetts and Rhode Island, which was great because that included the people that were South of Boston. And that's how it came to be "SoBo" - South of Boston - to try to include Rhode Island and people down south. Then someone said, "Try Sweet Berry Farm." The thing that's nice about Sweet Berry is the changing environment because it's a farm. Sometimes there's sunflowers. Sometimes there are apples. That's what makes it an interesting place.

It's beautiful land. So that's kind of how it came to be. It gets everybody involved in a casual way.

Another nice thing about the SoBo is that a lot of women come - women drivers, women sitting in the cars with their partners, or whatever. It's nice because women, I think, come because other women are there. I think it makes a difference. There are some women there who talk cars, who come driving their cars - we have quite a few. But there are other women who are there for the Sunday drive and they're not as interested in talking cars. It's a beautiful location. It's like going to a park. You have a nice view. Even in the summer there is usually a breeze.



I think it's a win for Sweet Berry because people are going in and buying their produce and eating. And it's a win for us. We have a beautiful spot to talk to people. It's fun.

**David:** Lately, how many cars do we tend to get on a nice day during the season?



**Roger:** We've actually had over 50 once. Typically, it's thirty five plus. The dates of the SoBo are published right now on the website.

**Roger:** So many people know me because of the cars and coffees. It's really tough to attend some of the social events. I feel so guilty. I can't remember everyone's names. But it's very gratifying for people to come up and say hello to me.

I always tell people who come who aren't members that they will get more out of being a PCA member because there are a lot of social aspects to it. There's a lot of sharing their stories, sharing of experiences. There's a commonality of everyone enjoying that throaty sound when the Porsches take off. I find the members to be easy to talk to and very welcoming, no matter if they also own horses and planes. They still like their Porsches. And that's the commonality.

**David:** The people in the club for the most part were easy folks to get to know and we had our Porsche interest in common, and sharing advice and information where to have the car serviced and who to use and things to do – it really makes owning the car much more pleasurable.

I don't know that there's a marque that has quite the network that the Porsche Club does – and the kind of people. At least that's what we've found.

## 2020 SoBo Schedule

(All on Sunday, 10-Noon)

- |        |                      |
|--------|----------------------|
| Apr 19 | Moose Cafe, Tiverton |
| May 17 | Moose Cafe, Tiverton |
| Jun 14 | Sweet Berry Farm     |
| Jul 19 | Sweet Berry Farm     |
| Aug 9  | Sweet Berry Farm     |
| Sep 13 | Sweet Berry Farm     |
| Oct 18 | Sweet Berry Farm     |





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# A Fine Bit Of Kit

The inside story from David Smith, founder of Factory Five.

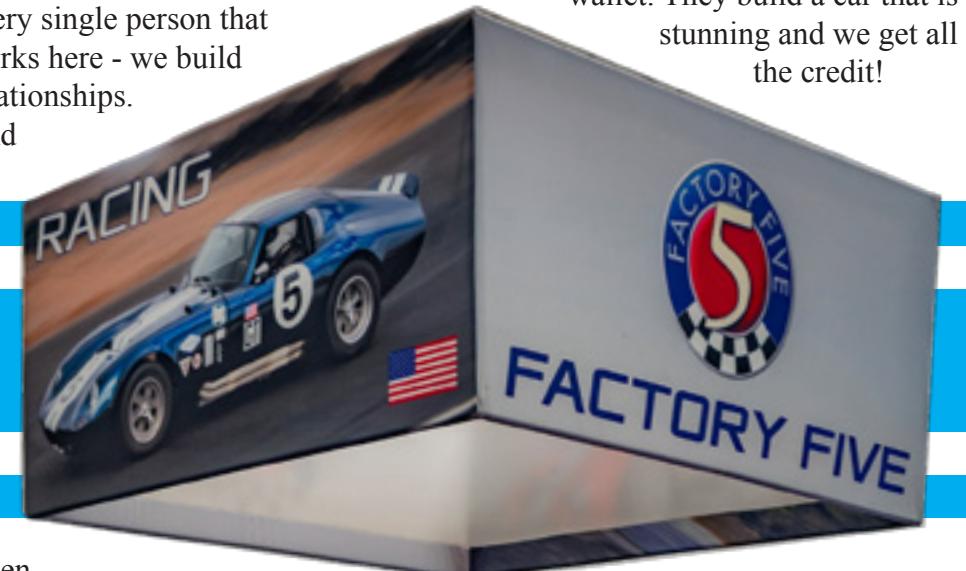
Photos and transcription: Sterling Vernon

"The biggest and most important question in the world is, 'why are we doing this?' Most companies doing this [kit cars] don't know why. Understanding 'the why' starts everything right and keeps you on the right path. Here's the why: we build things. The last thing we build is the car. We don't build cars. When people buy a kit from us, they build value. When someone buys a kit from

own community. And that is central to the concept of building.

We're building a partnership - every single person we deal with - not just our customers - it's the suppliers, employees, the team members, every single person that works here - we build relationships. And

As I thought about it, the guy was 180-degrees wrong. Our business has succeeded exactly because of it. The person at home puts in 200, 300, 500 hours. They then go to car shows with it. They carry pictures of it in their wallet. They build a car that is stunning and we get all the credit!



us, when they are done, it better be worth more in aggregate than the sum of the parts. The old stereotype of kit cars was that you spend 10x the money to get a car that doesn't drive well and it's worth half of what you have into it. We have to build value. Every decision that goes into this car has to do with performance and safety and quality and return value - all the things that build.

We build stories. I built this car [the red Cobra] with my son. If you offered me a half million dollars for it, would I take it? No, I wouldn't. It's a memory that I wouldn't sell. When people build a Factory Five, they become friends with people who build Factory Fives. It's a lifestyle - kind of like the Porsche Club. We have our

when you build things like that, the end product becomes really remarkable. That's what's happened over 25 years. We've focused on building - building stories...building a family heirloom...building fun...building excitement...building value...building performance - we race. At Lime Rock, we've had cars run 55 seconds - that's pretty quick! And those are cars that are \$30,000 cars.

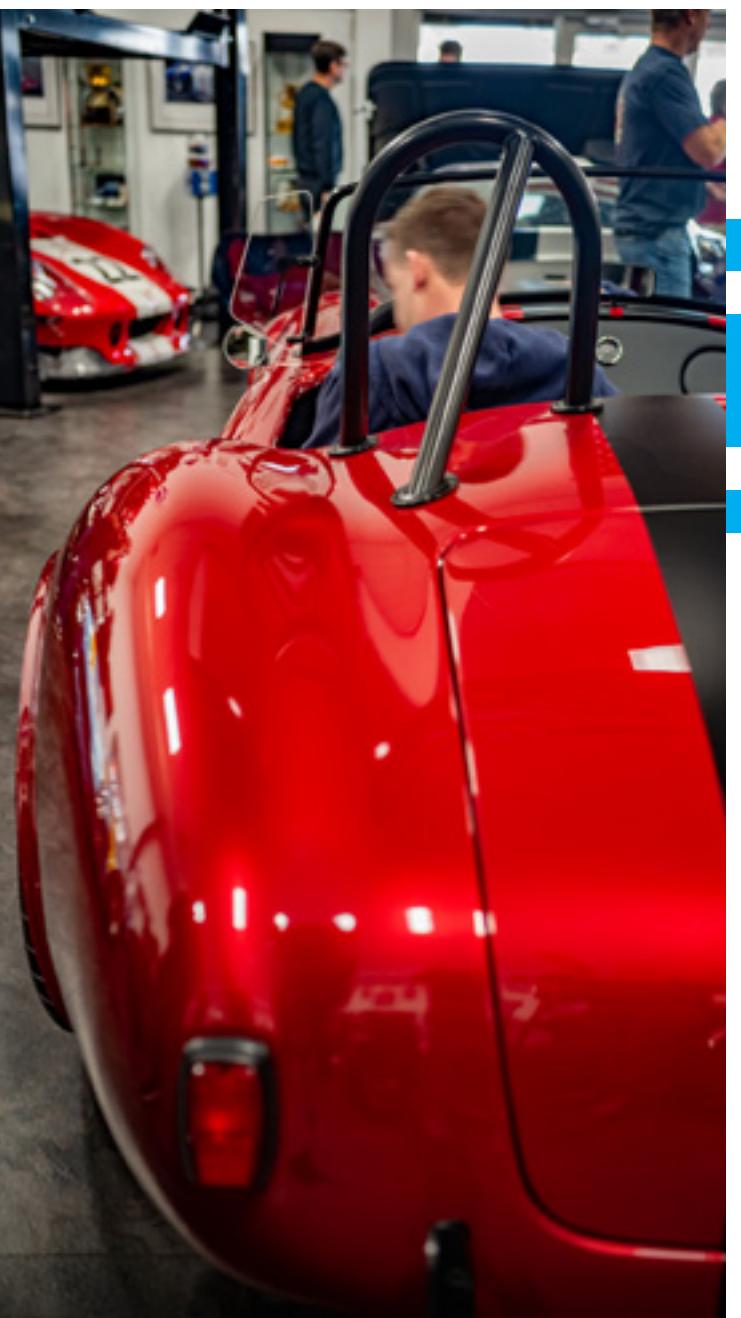
These are build-it-yourself car kits. What you see in this room is the biggest head-fake in the history of the world. A consultant once told me our number one fatal flaw is that our reputation is dependent upon the customer's work, out of our control.

David Smith points out the fine point of the newly announced F9 while Robert Jacobsen, event organizer, examines its skeleton and V12 LS engine.



## That's the why of Factory Five.

We are in the golden age of cars times one million. A new Kia minivan will outperform a Ferrari Daytona! Technology has delivered so much performance. For each of our models, we have a street car version and a race car version. We've added a '33 hot rod. We wanted to do our own design so we did a GTM. We knew kids like Subaru running gear so we created the 818 - for the younger generation. We've built over 500 of those cars. The 818 is also great for export since the powertrain already exists overseas. They can't get crate engines like we have here.



For the newly announced F9 - it has a V12 LS engine in it right now. It's an 850lb engine, 850hp. It's got a resonance like a V8. It's got 9.5 liters of displacement. This engine is 100% splash - just for SEMA. It will get a V8 in production. Our body is coming from England - from the same company that does the carbon for Lotus and Aston.

I don't think we're ever going to build a finished car. There is a path to do that now - there's a new law that lets us build up to 325 cars per year. Don't know if I'm going to do that.

"Built Not Bought" - we trademarked that. Sounds cliche but no one had trademarked it, so we did.

My biggest job was smashing the kit car paradigm. It was a four-letter-word. And now, a component car, a do-it-yourself kit car, is a world-class car. That was done with engineering. I started this before there was the Internet. Now, we have a Factory Five forum with 25,000 members. You can

get answers to all kinds of questions. We have a three-day build school once a month. It's going on right now. It's in Michigan. 15 students a month go to Michigan and they build a Cobra just like this starting from the frame up. You pay \$900 for the class, you get \$300 off the kit, but the main benefit is you get to learn on someone else's car. They all get built. The story of the unfinished kit car does not apply to Factory Five. There is a local guy who will buy any unfinished project and find it a new home. It's a testament to good engineering and the community that has developed around these cars.

It's a lot like the Porsche community. We do track days together, we go out to dinner and go to events together. There's a huge esprit-de-cor because you put a couple years into building it. There's a lot of skin in the game."



A big thanks to David and the team at Factory Five for a great tour and for letting us all be a part of what he's been building for 25 years.



# VIP's - Very Important Persons

## New members as of March 1st, 2020

### Erik Askin

Wellesley MA

### Richard Askin

Wellesley MA  
2011 911 Carrera

### Allison Cole

Salem NH  
2014 Boxster

### Sterling Cole

Salem NH

### Dick Cross

Concord MA  
2019 911 GT3 RS

### Michael Daversa

Middletown CT 2015  
Panamera GTS

### Jeremy DuBois

Hudson MA  
1987 944

### Nabil Enayet

Boston MA 2017  
Macan GTS

### Phil Evans

Newton MA  
1996 911 Carrera Cabriolet

### Al Ferioli

South Yarmouth MA  
2019 Cayenne

### Corey Fonseca

Warwick RI  
2006 Cayman S

### George Giggey

Burlington MA  
2007 Cayman S

### Robert Giller

Swampscott MA 2010  
911 Carrera Cabriolet

### James Grabbert

North Kingstown RI  
2007 Cayman S

### Cliff Guller

Middletown RI  
1999 911 Carrera 4

### Henry F. Hall

W Somerville MA  
2007 Cayman S

### Millard Hennessee

Cotuit MA  
2018 911 Carrera 4S

### Jeff Hulton

Natick MA  
2017 911 Carrera

### Matthew Keefe

Framingham MA  
2016 Cayman GT4

### Kevin Kelemen

Randolph MA  
1984 944

### Timothy Oakes

Chelmsford MA  
2008 Cayenne GTS

### Paul Petrocelli

Scituate MA  
2018 911 GT3

### T C Shepard

Marblehead MA  
1984 944

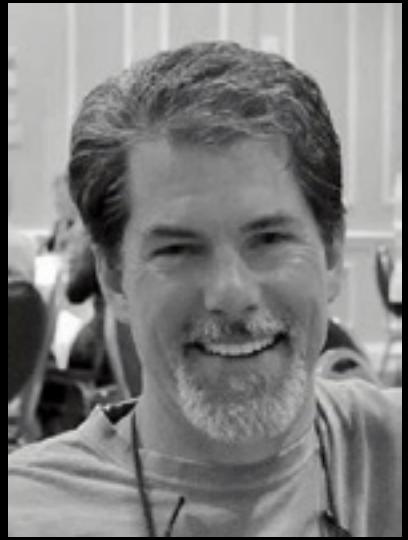
### Stefan Solvell

Wellesley MA  
2018 Macan S

### Danyil Vendland

Boston MA  
2010 911 Carrera 4S





# Minutes of the Board

**Alan Davis  
Secretary**

## February 2020 Board Meeting Minutes

The February board meeting was hosted by Nick and Kay Shanny, who prepared a delicious dinner of tossed salad and Chicken Marbella. Nick's chocolate chip cookies, a delightful surprise, were edged out by a surprise birthday cake for him from Bill Seymour. To get a better understanding of SIM racing, prior to the actual meeting, Nick showed the group his race simulator rig. Paul Skinner didn't hesitate to get behind the wheel to take a few laps around Watkins Glen. Paul managed to hit a few walls and guard rails at full speed in the 991 RSR race car – simulated of course.

In attendance were:

Nick Shanny – President  
Bill Seymour – Past President  
Don Kelly – Treasurer  
Robert Jacobsen – VP Administration  
Sterling Vernon – VP Communications  
Paul Skinner – VP Driving Events  
Alan Davis – Secretary

Not in attendance:

Anker Berg-Sonne – VP Membership  
Stan Corbett – DE Registration

The meeting began with the approval of the January 2020 meeting minutes and the Treasurer's report. Don Kelly reported that the club's 2019 tax returns are done. The Board then reviewed the following action items:

- The 2020 Summer Party, to be held at Wachusett Mountain, will be sponsored by Porsche of Norwell. Possible secondary sponsors were discussed and will be offered the opportunity to sponsor and participate at the event.
- At the last meeting, the board agreed to target dates in early November for the 2020 Annual Gala. Robert Jacobsen reviewed a few possible locations including Fenway Park, Lombardo's in Randolph, and the Newport Car Museum



# Minutes of the Board

**Alan Davis  
Secretary**

## March 2020 Board Meeting Minutes

The March board meeting was hosted by Don and Cindy Kelly at their home in Southboro. Good food with good friends always makes the meeting enjoyable.

In attendance were:

Nick Shanny – President  
Bill Seymour – Past President  
Don Kelly – Treasurer  
Robert Jacobsen – VP Administration  
Paul Skinner – VP Driving Events  
Anker Berg-Sonne – VP Membership  
Alan Davis – Secretary  
Stan Corbett – DE Registration

Not in attendance:

Sterling Vernon – VP Communications



The meeting began with the approval of the February 2020 meeting minutes and the Treasurer's report. The Board then reviewed the following items:

- Robert Jacobsen presented two options for the 2020 Gala to be held in in early November. We compared the attributes, logistics, and costs of two impressive locations, both in Newport. The board agreed to support Option 2 and Robert will work to finalize the arrangement. We hope to reveal the chosen venue to our members soon.
- The board reviewed the plans for our annual Newcomers Meeting, scheduled for March 22nd at Porsche Norwell. Currently, the event is expected to proceed as planned.
- Next on the agenda, we discussed how our various events and activities may be affected by the Coronavirus and how the club might best proceed. Based on this discussion and any directions from PCA headquarters, Nick Shanny will prepare a message that will be sent to all NER members via email and posted on our web site and to our Facebook Group.
- Planning continues for our first-in-a-long time Gimmick Rally. Anker and Kirsten Berg-Sonne have begun plotting a possible route and are targeting a mid-June date.
- Anker reviewed the plan for setting up an NER Photo Archive, which will store the photos taken by our club photographers and make those photos available for use in the club's publications, communications, and social media. The board agreed to support this plan.

*Sterling Vernon will host the next board meeting will be on April 8th.*

# Anniversaries

## Anniversaries



March 2020

April 2020

48 Years
Frank Fantasia
Vincent Fantasia
Darlene Tobolski
Edward Tobolski
44 Years
Chuck Burton
John Burton
43 Years
Connell Cannon
Kathy Cannon
41 Years
Joan Coughlin
Tom Coughlin
Wayne Mackie
40 Years
Marcia Bechtold

35 Years
Barbara Allen
John H. O'Brien Jr
R Robinson
30 Years
James Hazen
Melissa Smith
25 Years
Jeffrey Checkoway
R Checkoway
Daniel Finn
Howard Finn
20 Years
Michelle Duffy
Ted Duffy
Jill Urban
Kenneth Urban
15 Years
Patty Anzalone
Robert Anzalone
Bobby Baker
Dena Baker
Peter Beale
Jerome Cormier
Shirley Cormier
Jacquelyn Fritz
John Fritz
Lloyd Keigwin
Reed Keigwin
Frederick Leaf
Kimmy Leaf
Clement Napolitano
Valerie Napolitano
Amy Neary
Christian Neary
Mary Louise Perry
Norman Perry
Milena Quinci
5 Years
Rick Archambault
B.K. Boley
Bud Clark
Steve Delbanco
Darren DeSimone
Michael Eldredge
Brian Ganger
Benjamin Jacobson
Thomas Jacobson
William Jacobson
Pierre Juillard
Leo Kim
Ian Krane
Michael Krish
Pradeep Kumar
Shawn Kumar
Martin Lamb
Michael McCabe
Polly McCabe
Nicole Mottley
Martin Mroz
Jason Neuffer
John Noble
Nick Pappas
Keith Pentland
Melissa Philbrick
Christopher Seely
Jeff Sudman
Joshua Teverow
Patricia Ventura
Robert Ventura
Stephan Waite

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

## 2019 Board of Directors

President: Nick Shanny  
[president@porschenet.com](mailto:president@porschenet.com)

VP Driving: Paul Skinner  
[driving@porschenet.com](mailto:driving@porschenet.com)

VP Administration: Robert Jacobsen  
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VP Communications: Sterling Vernon  
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Treasurer: Don Kelly  
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Secretary: Alan Davis  
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Membership: Anker Berg-Sonne  
[membership@porschenet.com](mailto:membership@porschenet.com)

Past President: Bill Seymour  
[pastpresident@porschenet.com](mailto:pastpresident@porschenet.com)

Zone 1 Rep: Mike Bryan  
[mike@brycorp.ca](mailto:mike@brycorp.ca)

## Committee Chairs

Autocross Chair: Chris Ryan  
[autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com)

Autocross Registration: Jeff Johnson  
[autocrossreg@porschenet.com](mailto:autocrossreg@porschenet.com)

Concours d'Elegance: David Melchar  
[concours@porschenet.com](mailto:concours@porschenet.com)

Driver Education: Adam Schwartz  
[trackchair@porschenet.com](mailto:trackchair@porschenet.com)

DE Registration: Stan Corbett  
[tcreg@porschenet.com](mailto:tcreg@porschenet.com)

Porsche on the Mountain: Sterling Vernon  
[decomm@porschenet.com](mailto:decomm@porschenet.com)

Dow Tour Chair: Gary Cooper

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

DE Communications and porschenet.com  
Webmaster: Sterling Vernon  
[decomm@porschenet.com](mailto:decomm@porschenet.com)

Ramblemeister: Dennis Friedman  
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## By the Numbers

Primary members: 2066

Affiliate members: 1067

Total members: 3133

# 2020 Devens Autocross Schedule



Ax  
AUTOCROSS

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**  
**9/12-13/2020**  
(Zone 1)  
**9/26/2020**

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[parts@autobahnperformance.com](mailto:parts@autobahnperformance.com)

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# Turbo and Gordo Go To School

by: Bill Seymour

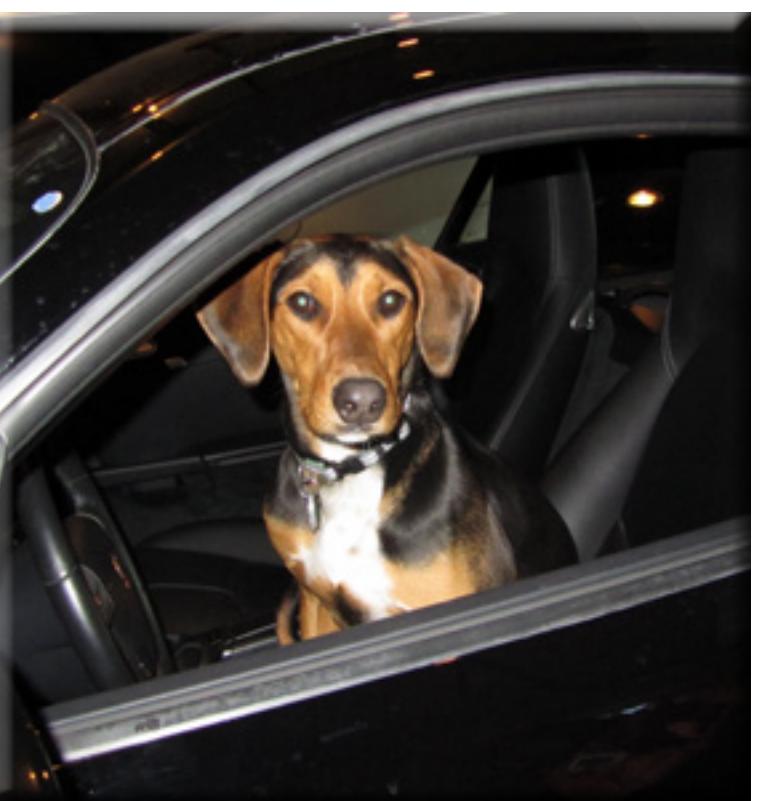
Turbo here. I'm a dog. Bill asked me to write his column for him this month because I had such a good time at the Autocross School. "Write" isn't exactly it because what I really do is tell the story to my friend Gordo and he puts it in the computer, just like I say it. My paws are a little big for the computer. *Yeh, right. He blames his paws but he can't spell and he thinks a mouse is what I chase in the basement. I'd point out that he is a dumb dog but that's redundant. I agreed to type what he tells me but I reserve the right to add clarification as required. And, by the way, I'm Gordo, the cat.*

You humans are lucky. You can drive a car all by yourself. But if I'm sitting up high enough to see out and steer, I can't reach the pedals. So I team up with my buddy Gordo – he stays down on the floor and pushes the pedals when I bark to him. It generally works OK but we pretty much have to stick to driving the minivan which is an automatic. We tried to sneak out with the Cayman once but Gordo got all confused with the clutch and everything and we scraped the garage door. Bill was mad. *I got confused with the clutch? You were the one steering, fish breath! I can only do what you tell me to do.*

Anyway, we heard that at Autocross you only have to get into second gear and then after that it's all gas, steer and brake. We could actually drive the Porsche! So I gave Bill and Rosemary a sad puppy face and they agreed to give it a shot. *I'll give him that, the sad puppy face is the only thing he does well.* We got up very early on the day of school and drove to some place called Fort Devens. I'm not sure what Bill put down on the registration form because when we got there Mr. Johnson (Editor note: Jeff Johnson is Autocross Registrar) asked me for my license

and PCA card. I showed him my license and my rabies tag too but I didn't have a PCA card. Gordo says it is a Pet Control Administration card. *If you look up "gullible" in the dictionary you find a picture of a dog. But Mr. Johnson was nice and said we could drive. I slipped him a twenty.*

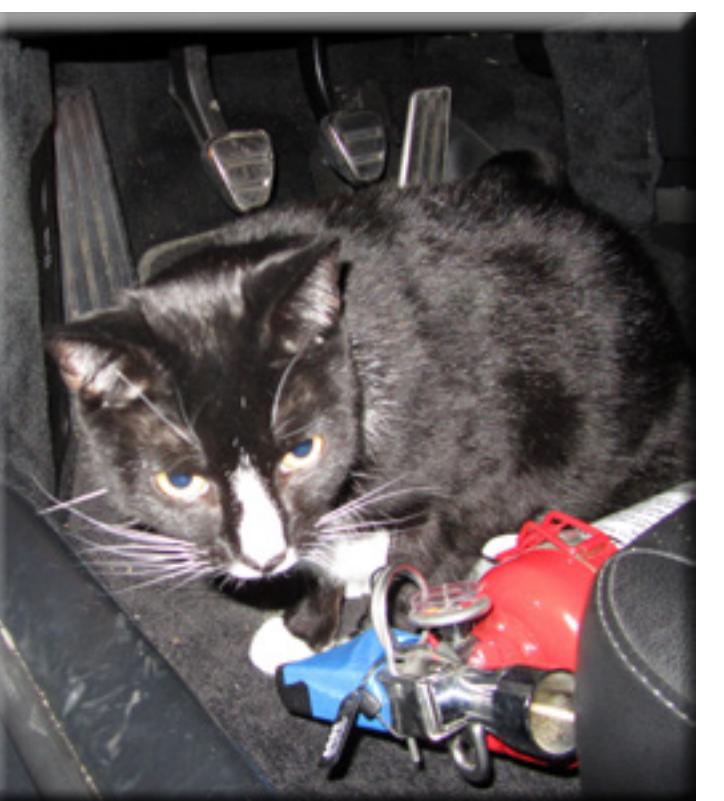
The first thing we did at the school was listen to a nice talk about how to drive. Some of it was over my head but I really liked the part about the ocular driving. That's kind of like the way I chase squirrels! *He pronounces "ocular" as "ockler" – he could be George W's dog! I thought the chalk talk was good but it didn't go into left foot braking very much. Of course, with four paws and cat reflexes I have a few more options than humans. If only I didn't get all my information filtered through Bonehead!*



Turbo at AX School

After that we did some driving exercises. Gordo is good with the clutch and the gas but we needed a little practice shifting to second. I have to move the stick thing with my mouth so I can't see to steer when I shift. We didn't hit anyone but I think a couple of people had to jump out of the way. Then a few times when we were doing the exercises the car would go all funny and spin to a stop. The instructors kept telling me to turn the wheel the other way when that happens to keep the car from spinning around. They also kept telling Gordo not to push the PSM button. Gordo says that stands for Please Stop Meddling. *You know the motto: in a spin, four feet in! Hey, how are you going to learn the limits if you never cross them? That PSM is for pussies, not real cats.*

After the exercises we had lunch. I practiced my sad puppy face and made out pretty good. While we were eating Mr. Scruffy changed the cones around to make a short autocross course. We were all excited about trying it out but they split us into two groups and Gordo and I had to work first. *Dog ate enough pizza to feed half of Ayer. I was amazed he didn't boot in the afternoon driving. What we had to do for work was stand on the pavement and retrieve cones that got knocked over by the cars. I got to run around a lot and it was really fun. I showed Stupid where to put the cones after he shagged them. That Tom Sawyer got nothing on me.*



Gordo at AX School

But finally we got our turn to drive. Our instructor was Mr. Durham and he was nervous – dogs can tell you know – but we'd done the exercises so Gordo and I were ready to go. Mr. Durham told us to go slowly the first run to make sure we knew the course so I barked less to Gordo and we went pretty slow and it was OK except I ran over one cone. *I thought I'd better take it easy until the pizza was digested.* The second run I barked a little more and Gordo pushed a little harder on the gas and the brake. We went really fast and it was great fun. Even Mr. Durham seemed to have a good time and said we'd have one more try to get a really good run. *While he was talking to Turbo he didn't see me turn off PSM. I wasn't sure when we would get another shot at autocross and I figured we should go for it.* On the last run Gordo started purring just before we started. I barked for gas and off we went, we were going even faster this time. When we got to the first turn the car went all funny but I remembered what the instructor told me and I turned the wheel the other way. While all this was happening I guess I forgot to bark because Gordo just kept pushing on the gas so we were still going really fast when we got to the second turn. Mr. Durham was yelling "brake, brake" and I was barking as loud as I could but Gordo was purring and pushing on the gas. I kept turning the wheel one way and then the other and the car kept going all funny. *I couldn't see what was happening but I figured I'd just stay on the gas and let Turbo figure it out. I like to get in his head sometimes.* Well that was pretty much how it went the whole run. Gordo was purring, Mr. Durham was yelling "brake" and trying to reach for the key and I was turning the wheel back and forth. It was exciting. Since we were at a big airport we had plenty of room and everybody jumped out of the way OK. When we finally went across the finish line the car was going backwards and Mr. Durham wasn't talking any more. *I got sick of the barking and yelling plus big pinkie stepped on my tail so I just lay down on the gas pedal and stayed out of the way. Hey, everybody said it was the best run of the day for the spectators!*

So that's what the Autocross School was like. Gordo and I really had a good time. Bill was mad. I hope we can do it again. Plus there is this other thing called DE. Gordo says that stands for Dogs Allowed! *I know. But he can't spell. See you at Mt. Tremblant, mon ami!*

# PCA Northeast Region

## Autocross School

Sunday, May 3rd

at Moore Airfield in Ayer (Devens)

(THE Place for AUTOCROSS!)

Sponsored by



The NER Autocross Team will be holding its popular Autocross School at Devens this year on Sunday, May 3rd. This year's format is similar to previous years with driving exercises held in the morning, followed by lunch (Pizza supplied by NER), with actual timed runs on a full autocross course in the afternoon.

This year, there will be three driving exercises designed to teach many of the basic course elements and required driving skills found in autocross. They will be designed to maximize driving time and provide enough repetitive exposure so the students can learn to "see" and get comfortable with negotiating slaloms, clamshells, and turns while getting a feel for the car control skills needed to do this in their own cars. Driving instructors will be selected by and assigned to students by our exercise Captains, Scruffy and Rob MacAlpine, to help keep the teaching part as consistent and effective as possible. In the afternoon, students will have an opportunity to drive a full, timed autocross course in their own cars with their instructors from the morning sessions. Following that, all the event participants will have a chance for some fun runs on the autocross course – and students will be encouraged to ride with the instructors and other helpers to get a feel for how the course is handled by experienced drivers.

Autocross allows you to learn car control skills in a safe environment. We are fortunate to enjoy probably one of the best venues in the area (Moore Airfield at Fort Devens). The wide runways and ample open space allow participants to get close to or exceed the performance limits of their cars without risking damage to cars or participants – so you can see what your Porsche feels like

when pushed like it was meant to be. The driving skills you'll learn here are not just useful for autocross events, but also for DE events on the track as well as driving on the street. Plus it's also a social event – you'll have the opportunity to meet a friendly group of men and women who enjoy socializing with each other while having fun with their cars, and working on driving skills together. We hope you'll come out and give it a try! In the meantime, check out our excellent *instructional videos* on our website at [www.porschenet.com](http://www.porschenet.com) produced by Autocross Team member Richard Viard. They will give you some good ideas on what to expect, how to prepare, etc.

### Registration

You must register for this event in advance. Registration is currently open online at [www.pcaner.motorsportreg.com](http://www.pcaner.motorsportreg.com). We are limited to 48 students so register now to insure a spot.

Price: \$60 (includes a free registration to one NER Autocross Event in 2020)

**Eligibility:** This event is for novice autocrossers only! Participants must have participated in no more than four autocross events in the past year to be eligible. As always, special circumstances may apply, so contact Chris Ryan at [autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com) with questions.

**Instructors:** You must register for the event on motorsportreg as an instructor (you will not be charged) Please be on site at 7:00 AM.

**Students:** should plan to arrive at 8:30 AM

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

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



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