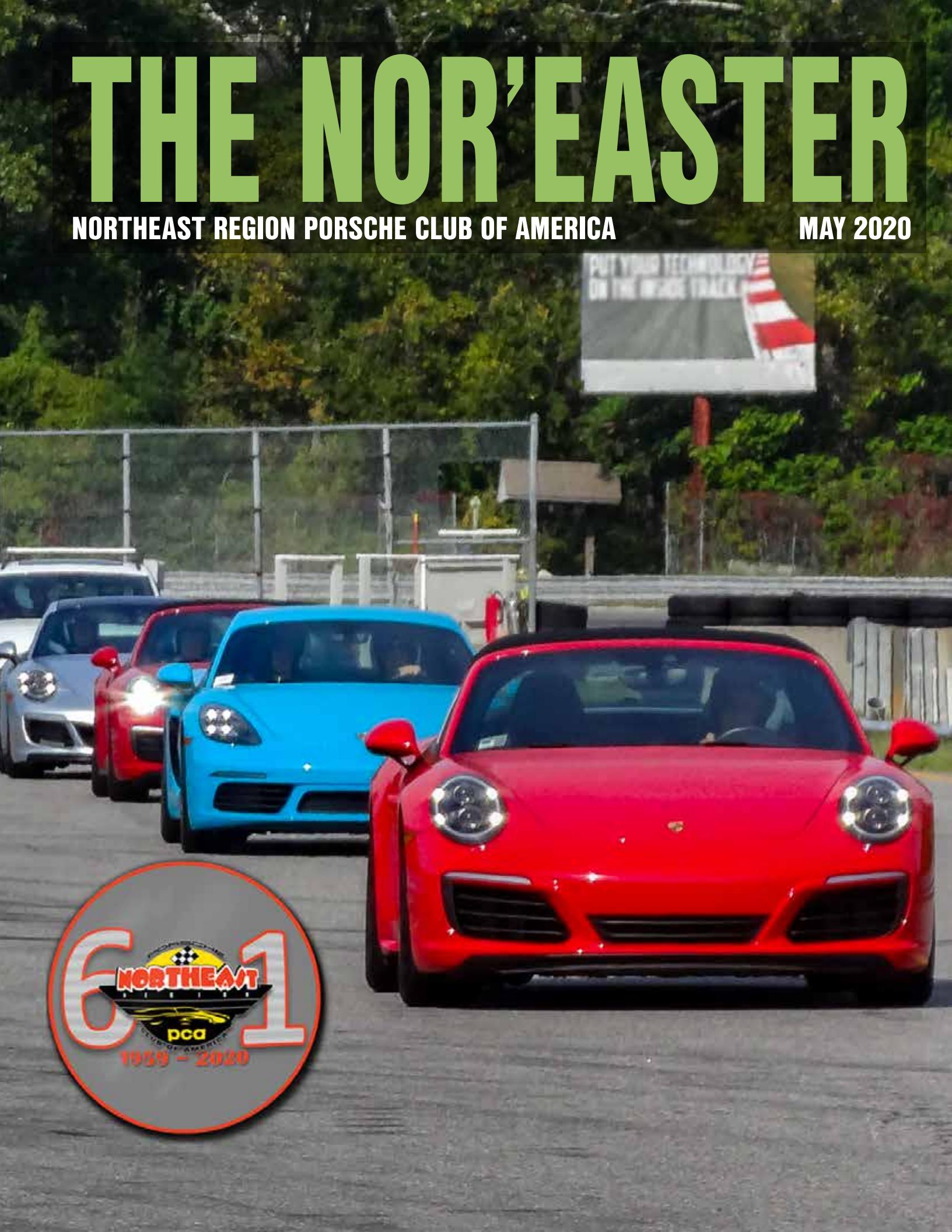
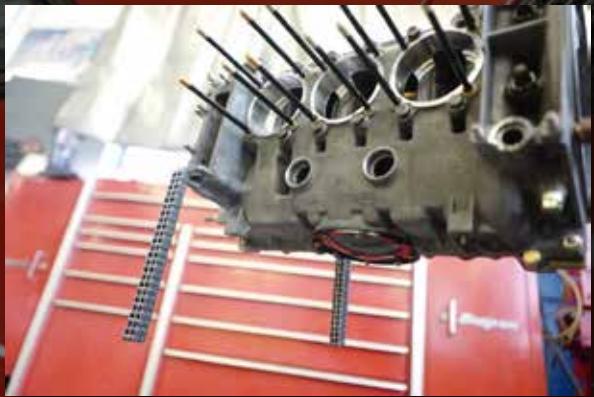


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Editor's Corner

by: Anker Berg-Sonne

We hope you all, your families and friends are all safe and healthy. Many in our state are not and we encourage all of you to support individuals and charities through these trying times. Especially food banks are seeing demand skyrocket and are struggling to cope.

As of today Massachusetts has extended the state of emergency and stay-at-home advisory until May 18. Rhode Island has issued orders for all travelers coming to Rhode Island for non work related reasons to self-quarantine for 14 days. In response we have canceled or postponed all physical events before May 18. The Ramble has been postponed to November 11. As the situation changes we will update our calendar on our web site <https://porschenet.com/events/>

If you are thirsting for some action, we have been ramping up our virtual event, NER Sim Racing. Every Tuesday evening at 8PM we will hold a race in our spring race series. Sim racing is great fun and we welcome drivers of any experience level. Check out the NER Sim racing Facebook group at <https://tinyurl.com/utblxq9>

You will notice that several members have shared how they have been coping with the current restrictions. We would love to hear how you are doing.

Stay safe! The NOR'EASTER team.

Front and Back Covers



Larry Levin ~ 2017 Lime Rock Park
The NOR'EASTER



Richard Viard ~ 2015 Lime Rock Historics

—2018—

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Event Calendar

Signature

July 26	3rd Annual Summer Party
October 3	2020 NER Concours d'Elegance
November 8	NER Ramble 2020 Notice change of date

Driver Education

May 4	NCR DE Event at Lime Rock Park Canceled
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

Autocross

May 3	Autocross School Canceled
May 17	NCR - Autocross Event #2 Canceled
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
October 25	NER - Autocross Event #5 and Party

Event Calendar - Continued

Social

May 3	Cars & Coffee - Northborough, MA
May 16	American Heritage Museum - Collings Foundation -Postponed
May 17	SoBo Cars And Coffee at Mooose Cafe Canceled
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

Recurring

Wednesdays 8 PM	Late Apex iRacing, check NER sim Racing Facebook Group for updates
Saturdays 8 AM	Cape Cod Porsche Gruppe Cars & Coffee

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A Conversation About PCA iRacing

The NOR'EASTER Learns from Bob Moore of VR Motion Labs

The NOR'EASTER crew has noticed that sim racing seems to have gained a few more fans since we've all been self-quarantined and home isolated. But this is not a new thing. To get some longer-view perspective, we reached out to a club sponsor and great guy – Robert Moore, Jr, founder of VR Motion Labs – to get the inside scoop on PCA Club iRacing.

NOR: Hello, Bob. Thanks for sharing your insight with us. What crazy times, eh?

RM: You know, this is really crazy. It's something I've never lived through. This is very, very odd. The uncertainty of it all is really tough on people. I'm a pretty rock-solid guy. It takes an awful lot to rock my boat, but I can see that many people are pretty stressed out.

Fortunately, I've got my simulator here, and fortunately, I'm racing with the PCA. It's been a great way to focus on something else. You're competing with a bunch of people. I've been doing this for a bit. You get to know them and it's super competitive. And now, of course, all these racers have all this time on their hands. They're getting better and better and better. It's really, really fun. You know that old saying in the PCA – "it's the people that matter"? It's really, really true.

I think that SIM racing really helps to build and strengthen the community and it introduces and brings young people into the sport - often kids of people who are members. And it's really a great thing. It's awesome. I'm having a lot of fun with it. I just put on my VR headset, jump in my simulator and I'm there. I was racing at Spa last week and I was there.

NOR: We've raced at your shop and sat in your rig – it's impressive. It's very different from a more arcade-style

game setup like an X-Box, which isn't really ideal. Most "racing games" don't have a sense of camaraderie or competitiveness. At best, it usually feels like a random set of people on the internet. It's not very compelling. It's interesting that you say, "it's really about the people," and that you really get to know your fellow racers. That comes as some surprise, not knowing much about this world. How do you get to know these people? How are you communicating? Can you talk to the other racers while you're racing?

RM: Yes. There are two ways to communicate. You sign into a service called Discord. PCA has a Discord channel specifically for pre-race and post-race communication.

For a typical PCA event there are four different classes - a Rookie class, a Sportsman class, a Club class, and a Pro class. The Rookies and the Sportsman class will run on their own server and then the Pro and the Club class. The reason for the split is because you get so many people now - they're up to about 50 people in any of these given races. That's a lot of people on track at one time. Each group will have their own Discord server for communication. (Editors note: This has changed recently to 4 distinct classes. This was done to accommodate larger class sizes).

Normally we'll run a practice two hours before the race. For that you're using Discord for communication. You map a button on your wheel to act essentially as your transmitter. It's very clear because it's voice over IP, assuming you've got a good microphone on your rig. They can also use it for instruction by setting up a separate channel. If you're new and you want an instructor to help you out, to learn the track, or whatever, you get on that first hour for what they call "eDE"

- electronic driver education. And that's really, really helpful because, you get a pro-level person who's helping you out. And they're super. I mean, they're just amazing. It's a great bunch.

For races, my practice usually starts at 7PM and they run these races, they'll do what's called a Prelude race on Wednesdays and then the real races on Fridays. The Prelude is to get everybody out there and used to running the track in traffic, at race pace. The real race is on a Friday night. You practice for two hours. I'll typically start at 7PM and practice ends at 9PM. Then you go into qualifying - running three fast laps if you can put it together. Then you'll start your race. In my case, I start at 9:15, which is later for us folks on the East Coast. The rookie class will start an hour before that. Their qualifying is at 8PM. The race starts at 8:15. (Editors note: These times have changed now that the PCA is running 4 separate classes. The classes are no longer combined. See pcasimracing.com for details.)

The race is broadcast through Podium eSports and it's pretty cool the way they do it. The races are typically an hour. Some are longer. At the start of the season, well do forty-five minutes then go to one hour. We've got a ninety-minute race scheduled at the end of the season. As you can imagine, I mean, you're under a full-blown race pace for an hour. That's very fatiguing. It's also very cool.

The top 20 racers are so fast that it's crazy. A lot of these racers are pro-level, so they're incredibly good. You might see somebody out there like Elliott Skeer I have one customer who races IMSA in LMP3 and he is just getting up to speed on racing in the PCA. It's a little complicated. There's a lot to it. You have figure out your pit strategy because you're always going to have to take on fuel, not necessarily tires, but you've got to calculate your fuel load...when you're going to pit... You have to know how to set up communication with your pit crew through the button on your wheel because you've got to hit that button to tell your pit crew what to do. Otherwise, they'll just stand there when you pull into the pits. Or they'll give you a full load of fuel and change your tires, which you don't want. It's really kind of interesting. There's a lot to it.

We run fixed setups in the PCA. Right now, I'm running a 911 RSR with a fixed setup. The PCA is working with Virtual Racing School (VRS), which is awesome, because you can compare your telemetry to others. You've got a full, fixed setup that's known to be good for that

track. They'll publish those setups on a Sunday, and everybody downloads the set ups and we start practicing right away. We'll have a privately hosted session. It will typically be open to all PCA Sim Racers. We all get out there and start learning the track and start learning the lines.

NOR: Is the advantage that you don't have to get to a point of having a good set up and then be futzing with tire pressures and camber and all that?

RM: Yes. Everybody's got the same setup. The only thing you can do is change the brake bias, but you can't change anything else. You know everybody's got exactly the same setup. And you're still always scratching your head wondering how that person can be three seconds a lap faster than me?

NOR: I think that's great to know because sometimes you might feel like there's an unfair advantage, especially in video games, because you can't reach out and touch and feel these people and you can't see their cars. For us slow folks, it might feel like there is some invisible advantage hiding in the online world.

RM: Right. That's not the case here. We know everybody's got the same setup. Obviously, your simulators are going to be different. The serious people often have really good equipment. They may not have a motion rig like I have, but they've got a top of the line steering setup and pedal sets. But you don't have to have that. You can have a chair and a desk and a Thrustmaster wheel and pedal set. I assume you can be competitive. I don't like the feel of those things. But there are plenty of racers who haven't put much into their rig. But I have found that the more you get into it, the more you keep upgrading. It's just like any kind of racing I, isn't it? What's nice is that when you crash, it doesn't get wrecked!

NOR: Ha! Very true! You just need to get faster by upgrading normally?

RM: It's really upgrading the driver rather than the equipment. Once you get to a point where you've got a really good wheel and a good pedal set, that's really what it's all about. Then you can make the experience as immersive as you want. Some racers don't like to use VR. Many have a nice triple-screen setup that I put together for them. I like VR, so that's all I use. I like to be able to look into my corners and things like that. But it's not necessary.

Then you get to know the people you race against. You really build a community here and it's really fun.

NOR: That's great to know. So there is car-to-car communication?

RM: During the race, we can communicate through the Discord server. In iRacing, they've got an online radio essentially. There's not a lot of communication during the race, but there will be some. It's normally something like, "go by me on the left," or something like that. It's race communication. And the PCA is very strict, making sure that it's a friendly environment. Racers aren't calling people out or calling people names and all the stupid things that you hear in typical online racing. It runs so well. They enforce the rules very strictly - as they need to. If you run into somebody in an online race, you can get a penalty of some sort, but there's no physical damage or anything. Some people can try to be very aggressive. That's really frowned upon here. They run a very strict group. If you touch anybody in the first lap, you're going to get a 30 second penalty instantly. They are very strict, which I like. I think most of the members like that. They have done a lot of surveys to determine what can be improved. It's incredibly well done. I know it's brought me closer and closer to the PCA, for sure. I can't wait to get my first 911.

NOR: Now you're speaking our language! It is fascinating coming at the PCA experience from this angle. Many of us are coming at it from a very different entry point, maybe through DE, on-track stuff, autocross, social or other event types. And now we are looking forward to trying this out at some point. It's fascinating to get your insight into the soft side of online racing - how it's run, the adherence to the rules, the enforcement of the rules, all of those types of things are really major important factors in the overall experience. Those are aspects we hadn't really deeply considered from the outside. It's great to hear about them.

RM: You know, it's so important. It's really interesting. I really love how you can have great battles regardless of how good you are. Ultimately, you're going to fit somewhere in the pack. Typically, I'm about mid-pack, but, ultimately, I'm going to have a battle with somebody. And there might be some issue with somebody rubbing you or something. We always talk about it later, these racers are just a great bunch. You build relationships with them. It's a great community and it's a lot of fun. You get out there every week and it's the same people. There can be somebody new

here and there. But, in general, it's the same bunch of people. And they're from all over the country. They're from California, Canada, Florida, Georgia, Texas - everywhere. It's really, really a lot of fun.

NOR: Kids are often doing a lot with video games, obviously, and we're finding that they are often talking to friends through a headset - it's as much a social thing as it is a game.

RM: Yes, it is. No question about that.

NOR: You've shown us how it can be an important social connector at this point in time. Have you seen that communication aspect grow in the time that we've been going through this craziness or has it always been there?

RM: It's always been there. I think what we're seeing now is just more and more people in the PCA. I think we've doubled our race population in this most recent series. There's a lot more interest in it. It seems to be growing exponentially.

NOR: For somebody who is just trying to get their feet wet and get started, what are the general overall steps to get into it and begin learning, being a respectful member of the community, getting up to speed, and being competitive?

RM: That's a really involved question. There are numerous resources PCA Sim Racing has on their website to help people get up to speed. In general, the best thing to do is to start in iRacing, start out as a rookie, running the MX5 cup car and get some races under your belt. That will teach you what to expect and how to run in a group. Start with sprint races. They're usually 20-minute races. It's much easier than these one-hour races that we're doing. They don't require pit stops. Pit stops require entering the pits, using the pit speed limiter, determining how much fuel to add, and communicating with the pit crew to do all that. There's a lot that you ultimately need to learn to be competitive. I'll be working on resources to help - some introductory info for the PCA NER members. I could host some sessions that talk about how to get into this and get people out there on the track. I've definitely been thinking of doing that. It's something that I think we should do. It would be good for the PCA community and it would certainly be good for the NER region as well.

You can definitely start out with a desk, a chair, a pedal set, and a decent steering system of some sort. You'll probably need a good-sized monitor – I've found that 32 inch works well.

It is worth mentioning the hours it takes to tune a rig so that it's actually giving you the proper feedback - so the steering feels right and the pedals feel right. It does require hours and hours of work to get it right. When you start competing and you start getting into it against some racers that are really good, you start to realize that something just isn't quite right. And that's the same thing in simulation as well, because if the feedback isn't perfect, you're going to miss something and you're off the track.

I'd love to help people get the feel just right. I know how into it I've gotten. I always knew it was going to be really fun, but now I look forward to this more than anything. And I'd love to offer to be a local resource - somebody who knows what they're doing.

NOR: Once we find our niche in the club, we can forget that the events, even the social ones, can be a little intimidating for new people. Just showing up in a big group that already sort of knows each other, it can be hard to fit in at first. How easy is it to get in sync with the group in sim racing?

RM: Yes, that's true. But there's certain groups that are just very open. I'm a member of the Experimental Aircraft Association and they're also a group that is very welcoming and open. For club members who went to the Factory Five tour, you could feel it there, too. You could feel that they're building a community of builders. I think the PCA Sim Racing group can also help to build that type of camaraderie within the region. If I'm running against some folks that are from New England, I'm going to say, "who is that?" And, I get to know them. It's wonderful stuff.

Even if you've got a feeling that this is not for you, it's probably worth a try. There are some barriers, of course. You've got to invest at least five hundred dollars or more. When I can have sessions that I can host here again, when there's not a quarantine in place (!), people can book time in the simulator here, by the hour. A lot of NER members have done that. I don't do it all that often because it's not my primary business. I make money by selling simulators. But for people to check it out, and see what it's all about, they can come in here by the hour for a nominal fee. That

puts you into a high-end simulator with all the best of everything. You can really see what it's all about. I am there to help and coaching to get them started. This is a labor of love. I love it. You know, this PCA stuff is... The whole PCA Sim Group is awesome. It's a great bunch - welcoming and it's growing like crazy. I don't know where it's going to go, whether we're going to start getting into regional stuff or what. I expect that's going to have to happen.

My thought is that to get started we should run the GT4 Clubsport. That's new. iRacing just came out with it. We'll actually be racing it in our next PCA series. I like the RSR, though. That's the car. Great noises. It's funny how many racers love the GT3 Cup car. And boy, if you're good with that car, you're going to be good with anything. I have such respect for the people who are good with it. It's amazing to watch.

NOR: Well, thanks for hanging in there with us. And thanks for being a sponsor with the club for as long as you have and an advertiser. The club appreciates it.

RM: I'm proud to be a sponsor, helping the PCA New England region out. There will be a time when I will show up with a 911! You know, it's great to be a part of the community. I have such a ball with this PCA Sim Racing stuff. You'll never see me move away from this. I love it. I love the group. I think I can help do a lot here in the New England region and I'd like to help people get into it, help them to be competitive, and fit into the group. The fast racers are fast. And we all know who they are, but they're still approachable and super nice, too. They are willing to give you any advice they can. And that's phenomenal. It's so well done. In sim racing, it's so easy to clean a competitor out. You just tap their real panel and they're gone. If they see that happening often, they will say, "you're no longer welcome here." It's what has to happen. You need that kind of community.

NOR: thanks so much for your time and insights, Bob.

RM: Always happy to help. When the quarantine is over, please come in to run the rigs and see how they feel.

NOR: That's a most kind offer that, post-quarantine, will be one of our first stops!



NER sim iRacing League: Getting Started

by: Anker Berg-Sonne

This article assumes that you have read my earlier article about getting a sim racing rig. There are, however, two things that I didn't mention in that article. Frames, with and without seats, that you can attach your wheel, pedals, shifter, and display on are available from multiple sources. Amazon offers a wide selection, and you will also be able to find many with a simple Google search. The other is that you need to make sure your pedals won't move around as you use the pedals. I can assure you that mounting your wheel on a table, placing your monitor on it, and leaving the pedals on the floor will not work. I should also have mentioned that VR Motion labs, one of our advertisers in the NOR'EASTER, is in the business of selling and installing sim racing rigs, give them a call and see what they can do for you.

So you have the hardware, and now you want to drive. The most popular software, and the software used for PCA and NER leagues is iRacing. They run a server farm that participants in races connect to so all participants see and hopefully don't crash into each other. The software works incredibly well. To use iRacing, you need a subscription. They offer monthly and annual plans. I am on the yearly plan that gives you a discount over the monthly one. Connect with their web site, iRacing.com, set up an account, download the software, and install it. They are in the process of updating their user interface with a completely revamped one in advanced beta. This article will use the new user interface.

The base subscription includes several racecourses and cars. Additional courses and vehicles are available for purchase, typically costing between \$10 and \$20. Don't bother as long as you are a rookie. You want to learn iRacing with a reasonably low powered car, like a Miata or a Skip Barber Formula 2000, and the courses that come with the subscription are fine for getting started. A great starter course Lime Rock Park in Connecticut.

iRacing groups drivers into five license classes. Rookie is where everybody starts. Classes D, C, B and A are progressively more advanced classes. Based on how well you drive, you get advanced from Rookie to D, and so forth. If you drive poorly, you will be demoted, but never from D to Rookie. Driving well is measured by how often you lose control, crash

into other drivers or violate the racing rules. Not, as you might think, by how fast you drive, or how you place in races, so the name of the game is not to lose control, crash and break the rules. If you try to drive faster than you can, all of the above will happen. All of the above is summarized in a single number, your safety rating. It starts at 2.5, and when it reaches 3, you get promoted. If it drops to 2 or below, you get demoted! There are several different configurations for driving, most in a submenu under Go Racing.

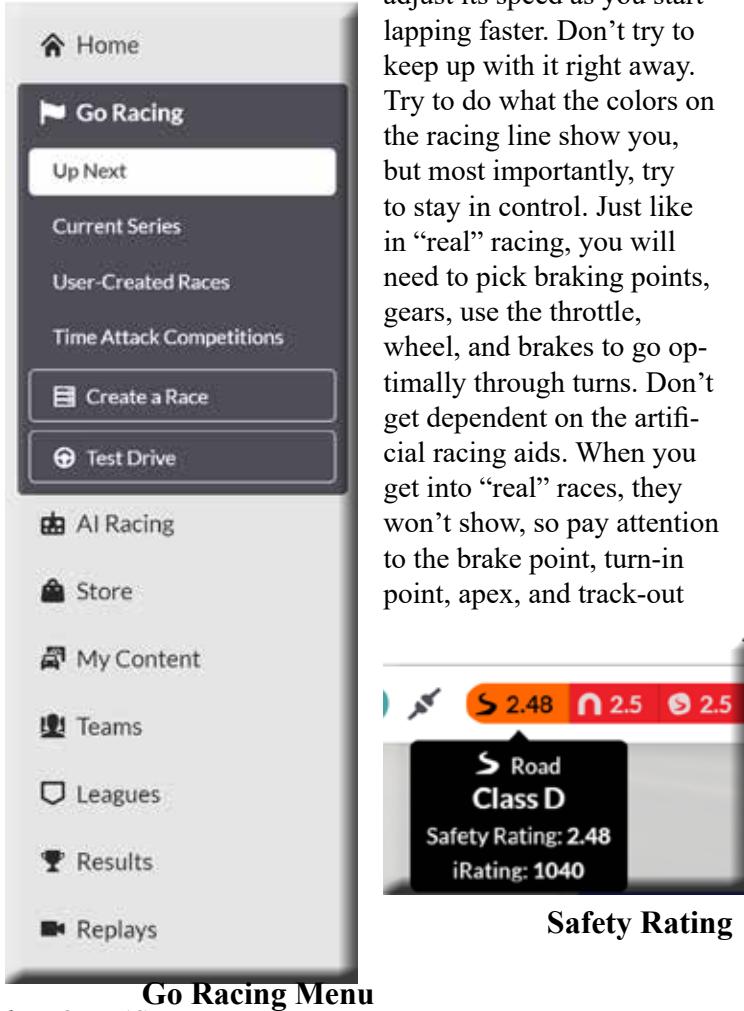
- “Test Drive,” on the bottom, is the simplest and is where I suggest you start. You drive by yourself in a car of your choosing on a course of your choosing. Losing control, crashing, and violating racing rules do not affect you when driving in this mode. I initially used it to get familiar with the game; now, I use it to get familiar with a particular car and course before entering an official race.
- “Up Next” shows you upcoming “official” practice and races that you are qualified to drive in. Novices can only drive in Global Mazda MX-5 Cup. As you advance, more and more race series open up, so do all you can to promote out of Novice. Practice and racing in these affect your safety rating.
- “Current Series” shows you all race series, including the ones you aren’t qualified to race.
- “User-Created Races” shows you races created by other users that you can join.
- “Time Attack Competitions” shows the Time attack series that you can join. A Time Attack is a competition where you aim for the fastest lap times. Safety ratings are not affected by what happens in Time Attack.
- Create a Race allows you to create your custom race. It can be a single race or a series of races. You can race by yourself, or let others join in your races.

Strangely enough, “AI Race” is not in the Go Racing menu; it is by itself. AI race allows you to race against robot racers controlled by the iRacing software. There is one sample AI race, but you can set up your own. AI races are also handy for practicing ahead of a “real” race.

A lot of choices, but here is how I recommend that you approach it:

Start with Test Drive. As I mentioned earlier, choose a slowish car, I recommend the Mazda MX-5 Cup, and a racecourse. When you click on “Test Drive” you are presented with a menu that allows you to define several options for the race, starting with the weather conditions of the session, I always use the default. Next, you select a car, and finally a track. You can also choose track conditions and time of day, I never do. When you click “Continue” you see your selections, revise them if you wish, and then click Test Drive to start the driving simulator. The driving simulator is a separate piece of software that will be started up and eventually show a driver view on your display. You will be in the pits with the car ready to go. Put it into gear and get on to the course entry lane. Make sure you don’t exceed the pit speed limit, and when you get on the course, stay within the marked pit exit lane, you will get dinged if you do either in a race! Take it easy on the first, and possibly the second, lap. Your tires are cold, and it is easy to spin out under braking and turning. In the absence of seat of the pants feeling, tire noise indicates getting close to the limit. As you become familiar with the track and the car, you can slowly increase speed. You will notice that the course has the racing line “painted” on the course with a variety of colors: Red for braking, green for accelerating, and white for maintenance throttle. Don’t coast! After the first full lap, you will see a ghost car in front of you as you cross the starting line. It will

adjust its speed as you start lapping faster. Don’t try to keep up with it right away. Try to do what the colors on the racing line show you, but most importantly, try to stay in control. Just like in “real” racing, you will need to pick braking points, gears, use the throttle, wheel, and brakes to go optimally through turns. Don’t get dependent on the artificial racing aids. When you get into “real” races, they won’t show, so pay attention to the brake point, turn-in point, apex, and track-out



points, there is usually something on the course you can use as a reference. If you don’t know what these terms mean, you need to read up on racing techniques and terminology.

The first time you drive after using iRacing, you will see a prompt to configure your simulator. The instructions are straight-forward.

If you crash and damage the car, hold the escape key on your keyboard to return to the main screen. You can request a new car and do another test drive. With practice and care, you will get faster and faster and remain in control. To keep up with the ghost car, you will need to drive the correct line, brake correctly, shift to the proper gear, heel and toe to rev-match on downshifts, and also learn to brake and throttle steer, just like in the real world. When you can keep up with the ghost car, turn the racing line and brake and throttle help off. Now it is up to you to find the racing line, identify braking points, braking points, correct gear selection, acceleration points, and track-out points. To avoid incidents and be able to keep up with the ghost car, you have to learn the same skills as you would in the real world: Braking in the right places and with the appropriate force. Slow enough on corner entry to stay in control. Shift without disturbing the balance of the car. Fast out of corners. Trail braking. Throttle steering. Aware of what is going on around you. There are just some of the skills you will need to master. There are ways to “cheat.” You can have the simulator blip your throttle on downshifts is just one example, but it is more fun to learn to do a real heel-toe! If you enjoy learning new, hard skills, you have come to the right place!

When you feel comfortable driving around the track, it may be time to try an AI race. Click on AI Racing and then Single Race. Select a track, click through Weather, to Race Sessions. Choose something like 20 minutes practice, two laps of qualifying, and 20 laps to race. Then click through Race Options to Your Car. Select a car, click though Set AI, Track Options and Track Conditions to Time of Day, and then click on Continue and then race. You are now back in the simulator, but this time it is different. There are three sections: Practice, Qualifications, and Race.

In all three parts, there will be other cars on the track. Comply with the rules, follow the directives. They come by audio and on the top of the display. I suggest you make sure you are at the back of the grid for the race start. Be aware that the AI drivers are much more obedient to the rules than real drivers, so the starts usually unfold quite smoothly. The AI races help you practice driving within your limits. If you are like me, you will have a lot of temptation to overdrive by attempting to keep up with the pack. Don’t! All you will achieve is a loss of control, penalties, and damage, fortunately without financial consequences. Do this for a while, trying to complete without causing incidents.

Eventually, you can complete a full race and keep your incidents down to an absolute minimum, its time to race against real drivers.



There are two ways to drive real races; one is to join a league, the other to drive in organized race series. In both these types of events, you will be rewarded for good, incident-free, driving, and penalized for bad driving. You can see your rating on the top right of the window. As long as it is below 3.0, you will remain in your class. When you hit 3.0, promotion to the next, higher class, strive for that.

A word of warning: In the regular series, for novices, the Global Mazda MX-5 Cup Series is the only one offered for rookies. You will find race starts quite chaotic, usually with multiple crashes in the first lap. If you cause a collision by hitting another car, you will not only have your safety rating reduced, but the drivers that you crashed into will most likely be upset and yell at you. If you accumulate 20 incidents or more, you will be disqualified and thrown out of the race. So heed my advice: make sure you are at the back of the grid, and don't push hard during the first lap or two. You will probably find that the better drivers completely ignore qualification to ensure that they end up at the back of the grid to avoid the mayhem in the middle of the pack. In the Late Apex Racing league, the driving is much more civilized, and lap one incidents aren't nearly as common. Do what you can to keep it that way! It is no fun to wait for repairs to complete while lap after lap goes by, or from not finishing the race at all.

Eventually, the happy day comes when you advance to race class D. You will have earned a racing license, unfortunately only a sim one, but still! Now you will see a lot more race series and leagues being made available to you.

There's lots of help available. iRacing has an extensive set of videos that I encourage you to watch, the various leagues all have Facebook sites where you can ask questions. You will find that everybody is anxious to give you advice. The NER iRacing league is Late Apex Racing. Search for it in the

Leagues menu, and the NER sim Racing Facebook page is at <https://tinyurl.com/utblxq9>

Not only will you have fun, but you will find that you can take what you have learned in sim racing and apply it to DE, Club Racing and Autocross. You will be a faster, safer driver, and you will have more fun in the PCA driving events as a result. To wrap up, I will walk you through two videos I have placed on YouTube.

The first video is of a Test Drive session driving a Skip Barber Formula 2000 on the historic Silverstone Circuit in the UK. The video starts just after the simulator has started. I click on Options that brings up a box that allows you to change all the options implemented in iRacing. The ones I check, hovering the mouse over each one, are the driver aids: Driving Line, Pit Exit Line, Brake Assistance, and Throttle assistance. All of these are available in Test Drive, but not in "real" races. I exit that after verifying that they all are on, and then click on Test to start. The view switches to the driver view sitting in the car in the pits, ready to enter the course.

The starter is allowing you to enter the course by having the lollipop lifted. As you enter the course you can see the driving line painted on the track surface. It is green, meaning that you can give the car gas. As you enter the curve, the line turns white, meaning maintenance throttle, NOT lifting the throttle completely, then red, meaning brake, and then you will see it alternating between light green and white, which signals throttle steering, and then back to green. There is some important information on the screen: Below the rearview mirror is a colored bar and a number, it shows how fast you are relative to your best lap. The figure shown is how many seconds you are ahead or behind on the lap time, the bar shows how you are performing right at this point relative to your best lap. Red means that you are behind, green that you are ahead. The top right corner shows your graphics system performance; I never look at it. At the bottom left corner is Your gear, clutch brake, and throttle position as well as your speed. The only one I ever check is the gear. Above this is a lap timer that shows your lap times. The important ones are your last, best, and optimal lap. The optimal lap is one where you put all your best sections together. I'll write about the reference car later. At the bottom right, you can place several different displays. Look for the keyboard map on the iRacing web site to understand what you can display. I use the fuel display and the lap timing display. As a rookie, you don't need any of these. At the top left corner of the screen, flags will be shown. Make sure you understand what the different flags mean. You will also get voice prompts and messages at the top middle of the screen.

On the out lap, the tires are cold, and I keep the speed down, you can hear the tires squeal in several corners, telling me that even at this slow speed I am at the limit of traction. Pay attention to where the race line goes, where to brake, how hard you brake, where you use maintenance throttle, and where you apply full throttle. NEVER coast! Also, try to remember



by: Anker Berg-Sonne

I took the above screenshot in a test drive I just did at Daytona. The black banner with the red section and +0.27 is telling me that I am 0.27 seconds slower than my best time, and that my current speed is slower than my best run. You can see the ghost car in front of me. The reference car is driving at the best pace you have driven in each sector, so if you can get in front of it, you are faster than you have driven before up to that point.

In the lower-left corner, you see a lot of relevant information. For each of the five sectors, it shows how you are performing against the reference car. Last time I drove through sectors 4 and 5, I was faster than the reference car. In sectors 1, 2, and 3, I was slower and a lot slower in sector 2, so that's where I should work on improving my driving. "Last" shows my performance in the last run, in which I was 2.52 seconds slower than the reference car. "Best" shows my fastest lap time on this course and in this car, and "Opt." indicates the optimal time for a lap on this course and in this car. Below you see your current gear. I check that to ensure I am in the right gear after I have downshifted through multiple gears. I never look at the speed and not at the three bars, which show clutch, brake, and throttle positions. Nor do I ever look at steering wheel position

In the upper right corner is a bit of information about video performance. The higher FPS is, the smoother movement will look. Finally, in the lower-right corner is one of several panels you can display by pressing function keys on your keyboard. This one shows what radio channels I am scanning. The important ones are a fuel panel, standings, and relative. You don't want to run out of fuel in the middle of a race. On the other hand, you don't want to start with more fuel than you need for a race. Standings show how you are doing in the current race. Relative is really useful because it shows how cars in front and behind you are doing. You can see if you are catching up, or whether others are catching up with you.

the layout of the course. On the first full lap, you can try to use a bit more speed, but stay in control. Even if you try hard, you will spin out, unless, of course, you are a better driver than me. I recommend that you don't use auto blip and auto clutch. You may as well learn to heel and toe. Keep lapping, getting familiar with the course. I find that being slow enough and on the correct line and correct gear on the tight corners is the hardest thing to learn. I was also surprised to discover that when you start losing the rear end, it is often best to give gas. It makes sense since it shifts the weight rearwards, but it does feel counterintuitive. Lifting is almost a guarantee to spin out. On the third lap, you will see something new, a ghostly car driving in front of me. It is the reference car I mentioned earlier. It is also an aid that gets turned off in races. It will drive a little bit faster than you have, egging you to increase your speed. Try not to lose sight of it, but be careful to maintain control. On the fourth and fifth laps, I try to keep up with the reference car. I

do well on the fourth lap, but on the fifth, I overdrive the car and decide that I have shown you enough, stop the car, and hit escape to return to the pits. Don't be discouraged if you spin out a lot and can't keep up with the reference car. I have been iRacing on and off for a year and compressed all my learning into this one video.

The second video contains extracts from an AI Race in the same car on Lime Rock Park in Connecticut, a great track for rookies to learn on. When you feel comfortable tooling around on tracks by yourself, give AI racing a try. To show how they work, follow along with the video here: <https://tinyurl.com/v3pwocv>

The video starts with practice. You will probably notice right away that there are other cars on the track and that the driver aids are gone. I am familiar with the track and have been doing test drives on it, so I am familiar with the driving line, etc.. I take it easy on the out lap because the tires are cold. On

the second lap, I pick up to racing speed. I have removed a lot of boring video and switch to the last lap of practice where I get stuck behind a train of cars. I enter the pits and stop. Notice that the starter has the lollipop down to show me where to stop. He lifts the lollipop and tells me to go again, but I wait for the simulator to switch to qualifying. When the green button switches to "Qualify." I click on it, and I get on track. The tires are cold again, so I am careful on the out lap. I get a good start on the first qualifying lap, and at the first corner, I am too fast, lose control and spin out. One qualifying lap wasted! Tires still weren't up to temperature. I finish the lap at speed to keep warming the tires, and get another good start on the second lap and rats; I am catching up with a slower car. He loses control and makes contact with my left front tire, but I am lucky and can keep going. Another wasted lap, but at least I got a half-decent time a 1:03 lap, almost as fast as my fastest lap of a hair over a minute. At corner one, I see two cars in front of me. They are slower than me, but faster than the one that bumped me. I am lucky, and I finish the lap without needing to slow down for them. Enough video of qualifying, so I switch the end and drive into the pits. Again, the starter lifts the lollipop and tells me to go, and I ignore him. I am waiting for the starting grid. When the grid is ready, the top button turns green and shows the time to start. I click on it, and I am on the grid behind the pace car. We are using is a rolling start. I haven't done AI races before, and I don't realize that the countdown stops when I enter the grid, so I miss the pace

car rolling. I have to catch up and get into my spot without making a mess of it. As we approach the starting line, the pace car exits the track, we get the green lights and are off. Tires are cold, and I have to be careful, but there's a pack of cars behind me that I don't want to pass, so I have to drive pretty much at the limit without losing control. You can see me get lose several times in the first lap, and the number two car is close to catching up with me. He tries to pass on my right, but I shake him off on the hill and then lose the pack and drive pretty much a solo race to almost the end of the race. The video switches over to the last couple of laps when I have caught up with the slowest car. I am tempted to pass him, but would hate to lose the race by losing control passing a car that doesn't matter, so I hold my peace and stay behind him until we get the checkered flag. He is also all over the track, so better stay a bit behind him. Then I just can't help myself and decide that I have to pass him, but have to get two wheels up on the grass to complete it, and do it successfully before pulling into the pits. When I get to a stop, I hit escape and check the result. I won! I didn't even cheat, but used the default skills of the AI racers. Their skill level is part of the setup so that you can increase the skill levels of the AI racers as yours' improve.

I hope that was fun. I can feel my adrenalin surge as I race and get a real kick out of it. And the price is right!

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Manual Transmission: The Money Shift

Sterling Vernon, VP Communications

I was cruising along at a good clip, smiling, happy - looking pretty far down the road. I reached for that shifter, knowing just what lovely, bass engine note I would revel in when dropping a cog. The torque surge on a downshift is utterly addictive. But that sound...that glorious sound.

But instead of dropping from fifth to fourth, I accidentally found second gear and I dumped the clutch just a bit too aggressively. In a fitful panic of attempted recovery, I found first, amplifying the mechanical cacophony and further decreasing my luck: classic money shift. I can hear the awful sounds instantly - from a sweet, low rumble to a drunken stumble with a bag of rocks. The only questions now are "how broken?" and "how long will it take to fix?"

Globally, I'd have to say we just money shifted. Our sole consolation is that there was truly a mechanical problem that forced us into this poor shift. This was forced upon us. But the end result is the same - time for a rebuild once we can safely limp back to the shop. Is it minor? Have we just bent a valve? Or did we throw a rod through the block? Time will tell.

One thing I can tell you from the communications side of our club is that I'm concerned. You are my tribe. Your health and wellbeing is of the utmost importance. Please follow your local directives and take them to heart. As Porsche drivers, smart and accomplished people, magnanimous souls - however you characterize yourself...the rules still apply to me and you equally. Please take care of yourself and those around you, no matter what short term effect it has on your quality of life and ability to enjoy this hobby. The virus does not care that you own a Porsche.

I'm concerned for our advertisers and sponsors. We enjoy amazing support in good times from these shops - many of them small business with real people behind them. People who yearn for the next tool in their toolbox the way some of us chase a 15% annual return. Folks like Jaymes Vazquez, a service advisor at Porsche Warwick.

The NOR'EASTER

Like Edwin Diaz, a tech at KMC. These folks help us keep running. We need to be there for them now. Talk to your shops. Many have already had to make cuts just to increase their chances of surviving. Get into line where you can to make sure they make it to the other side with as many of their great people on the lifeboat as possible, please. We've highlighted these organizations on our Facebook group and we also have some basic status information on our website.

I'm also concerned for our communities. Many around us have already lost jobs or have seen massive income reductions. Many won't be able to pay their rent or mortgage. Many won't have money for food. We're a pretty lucky demographic in the Porsche Club, on average. We are all going to have to be extra sensitive to those around us in the coming months and years. Our club has always had a charitable nature. I hope we can maintain or increase that impact, but we need your help. With many events cancelled, the club will have far less income this year. It's not a problem particularly worth discussing, frankly, except for the fact that it makes it hard or impossible for the club to donate excess proceeds to local charities when there are no proceeds. The club will be fine. The charities desperately need help. Local food banks, food pantries, homeless shelters - these groups need your support and they need it now.

For now, we're all stuck limping around in first gear trying to prevent even more damage. If you're going to add some revs, please make sure they count by benefiting those around you where possible. Once we get a look under the hood, hopefully we'll all be able to make a better assessment of the residual damage. Until then, please keep yourselves safe and well.

All the best,
-S



Squiggly Lines

Nick Shanny, NER President

As I am sure is the case for everyone, this spring has not turned out like I thought it would. The pandemic has upended people's lives, some more so than others. I count myself incredibly lucky as it has not affected my family in any meaningful way. Others are not as fortunate, and now is the time to help in anyway possible. Local food banks are struggling with increase demand while experiencing decreased supply. Kay and I elected to support the Greater Boston Food Bank both financially as well as with our time. I encourage our club members, if feasible, to look around their local communities and see how they might help.

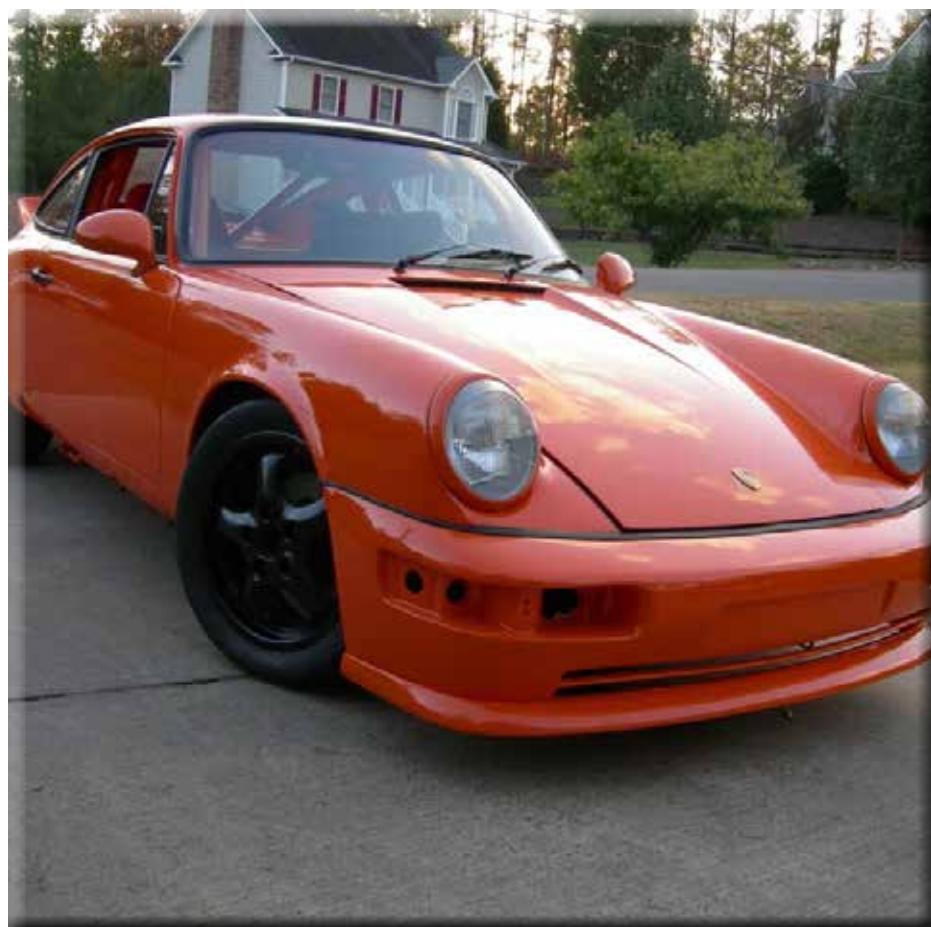
The activity chairs and board have been scrambling to keep up with the ever-changing schedule of events. My hats off to all of them for the work required to track what we can and cannot do and then adjust accordingly. Please check the website frequently for the most up-to-date information.

Instead of joining fellow racers at the track, be it PCA Club Racing or my infamous JB racing team, I have been stuck at home figuring out how to spend my time. The first couple of weeks were fine, but even I, a self-confessed introvert, have reached a breaking point where I need interaction with others. Zoom meetings are fine, but they are a poor substitute for face to face interactions.

Last year I took my 1976 911, commonly referred to as Pumpkin, out of storage to drive at DE events. Over the winter it started developing a fuel odor likely due to older fuel lines, tank issues, and the evils of ethanol laced fuel. I decided to have the work done by South Shore Autoworks since mucking with the fuel system went beyond my comfort zone. We decided to replace the fuel tank with a fuel cell since I had vintage racing aspirations. Further investigation of the car revealed some fatal flaws with the cage design and well as the cage construction. Incomplete welds certainly prompted me to agree to have the cage cut out and replaced with new, more complete cage. My two younger kids started their DE sessions in that car, so it has some sentimental value to me and thus worth investing in.

Stay well...

Pumpkin





A couple months ago the expression “socially responsible” might have meant you consistently recycled. Maybe you invested in a slightly different fashion taking into consideration a variety of non-traditional factors about the companies you owned in your portfolio. Fast forward the two years of March and April and the phrase has taken on a multitude of new meanings. We are asked to not shake hands, wear a mask, stay at home, do not pay with cash, etc. etc. So, what does the social side of NER look like in this new environment? We have some very significant social events every year including the Gala, the Summer Party and the Ramble. Surrounding these key events are many cars and coffees, tech sessions, Friday Night Lights in Chestnut Hill, tours, etc. Where do these now stand you ask? Well, the Ramble has been rescheduled to November and the plan of moving the Gala up to before the holidays has now been changed back to taking place in January 2021. The Summer Party is still scheduled for July 26th, but, like everything else, is still up in the air. The tech session that was supposed to take place last weekend at Q Car Care was postponed. We are hoping to do some sort of online tech session with Q Car Care demonstrating a detailing and perhaps even answering questions. So, please keep a eye out for that. Cars and coffees will be handled on an ad hoc basis and typically because they do not require any sort of set up the update saying a C&C is a “go” might be very shortly beforehand. So, please keep checking in even if it is just a couple days in advance of the event. We will be doing our best to make sure the calendar on porschenet is up to date.

Socially Responsible

Robert Jacobsen, VP Administration

In the meantime, we will get through this. Help your neighbors regardless of the political/campaign sign in the front yard, be smart, remember that most of us in this club are in a socio-economic status that allow us to have the resources to stay at home or work from home for long periods of time without too much suffering, so be generous. Check in with your local food bank or church pantry to see if they need anything. As possible support the advertisers and sponsors of the club who run their own businesses that during good times provide membership with a great deal of support.

That is all for now. Next up I need to replace the rejection sticker on the 993 as it just failed inspection over the fact that I pretty much ended my RE-71r's this morning. Driving season is here!

Stay safe and healthy and hopefully see you soon.





What I Did on Coronavirus Lockdown

Don Kelly, NER Treasurer

For most of us, staying at home is likely to be getting tired by now. Thinking about what to share here is bringing back memories of the old Cheech & Chong bit “Sister Mary Elephant”, the part about “what I did on my summer vacation.” Today I got up, I had coffee, I patted my dogs, I looked at my Porsche Club email... etc. But what we (now dragging Cindy into this) actually did was like so many, was to be socially responsible and tried to do our part to A) not contaminate anyone else, and B) not get contaminated. I am happy to say that nobody in my large family has been afflicted by the Virus thus far, and I certainly hope you have all escaped it and continue to do so. So, what have I/we been up to?

Easter: For the first time in my life, literally, I did not have Easter dinner at my folk’s home with my large family. I sure missed that Honey Baked Ham. But my daughter-in-law put together a Zoom gathering that put the family together for an hour from all parts of the good ‘ol USA. It was fun, and even my 87 year old folks were Zooming. We had Salmon for dinner, but I did glaze some brown sugar on it “just because.” Did I mention missing the Honey Baked Ham?

Shopping: Cindy and I never really know what we want for dinner, so we were nearly daily shoppers. Who would have thought that shopping would become a strategic mission? Not to reveal our ages, however, we get the special invite to start at 6:00 AM. In military fashion, it’s up at 5:30 a.m., I drive, she dons the mask and gloves and 1 ½ hours later comes out with two loaded shopping carts. I awake from my nappy and have a mild coronary, I have never seen so many groceries (and toilet paper..yea!). We load the bounty in the family Xter-

ra, then wipe every surface, the knobs, the handles, the steering wheel, the shift lever, and on and on... then head home. Where to put all this stuff? EEK!!! Oh, and wipe again, everything in sight. Staying home is getting more attractive, this is too much work!

Television: Well, Cindy works at home, so I need to stay occupied. I have seen almost every episode of Bar Rescue, Forensic Files, Monk, Columbo, and I hate to admit, Below Deck. I had to stretch my horizons so, Dirty Harry (gotta love Clint Eastwood), Death Wish (how ‘bout Charlie Bronson). My brain is starting to slowly melt, sort of like Jello left out on the counter too long.

Music: I decided to become a guitar virtuoso, and so thanks to Youtube videos I am learning to play like a pro. After 20 to 30 hours of working on one piece, Cindy rendered a guess at the song. Uh...no. Oh, well, guess I better keep at it even though I have no finger tips left. The guitars make up in beauty what my talent lacks!

Exercise: Since the gym has been closed I have my home-made workout. Fortunately we have a really good treadmill down in the basement, and a music system as well. So crank up the Stevie Ray Vaughn and get movin’. I can now bang out 40 minutes and even develop light perspiration. I toss in a few push-ups and stretches for good measure...time for my nappy.

Porsche: The moment you have been waiting for! I actually broke out the cleaning products, applied them,

and yes, polished the beast! It did actually come out beautifully, which means I don't want to drive it because it will get dirty again. But I did drive it, alone and socially isolated we went for a nice spin on a cloudless cool day. It's such a joy! The first whiff of leather, the rasp when she comes alive, then the total driving experience. This is all I can do for the time being, but I appreciate it!

Chores: Forget about it!

So while I have shared some insights into my/our isolation experience. I am sincerely appreciative that we remain healthy, and that we have the good fortune to be able sustain in these challenging times. We will continue to do our part to prevent the spread of the Virus, it is wearing, but the cause is bigger. We hope all of you remain safe and healthy! We'll reconnect before too long. Time for my nappy!



Freshly Cleaned Mar 2020

The Long & Winding Road

Bill Seymour, Past NER President



The assignment this month for us columnists is to write about how we are amusing ourselves while we practice social distancing. Short answer: I'm not. Any complaints from people who are healthy and not in financial stress (which describes me I hope) should be ridiculed. That said, I'm bored out of my skull. The boredom is exacerbated by the fact that my left knee ("the good one") has gone south so that I can't even go for a walk or a bike ride to mitigate the cabin fever.

So what am I doing? Playing a lot of bridge online (the software in Bridge Base Online is really cool!) and practicing Cornhole. If and when the Summer Party happens, I will be ready. But this is the NOR'EASTER, and you don't care about that – the assignment is to write about what I am doing car-wise.

Sadly, not as much as I should. The Cayman sits unused. I put the battery in the 356 and have gone for a few short rides. With so little traffic, it is actually fun to go for a ride now, and I'm always pleasantly surprised at how civilized it is for a 60-year-old car. No rattles and a very supple ride. Slow as molasses, of course. I was being frisky a few years ago – you can't do that now since there are so many walkers and bikers – and I came hauling around a corner, foot on the floor to discover Johnny Law watching/waiting in a driveway with a radar gun. No reaction at all!

The Spec Racer Ford has a new engine (upgraded to Gen 3) and is waiting for me to pick it up in NH. I'm waiting for the COVID to back off a bit as I am going to be fitted for a foam seat when I pick it up. Watch this to see how that works... <https://www.youtube.com/watch?v=kBTL-JMFUYj8>



The new Jamaican Bakin team car (Mustang Boss 302S) sits at Nick's house, awaiting work. We discovered a race shop in Ayer (DWW Motorsports - about 100 yards from the entrance to the Autocross site – KTR is also right there) that races Mustangs in Trans Am. One of their drivers is Chris Outzen, who is a NER member. They have been a fount of information about the car, and we had them do an initial setup. The big message is that Ford expected race shops to buy these cars – not amateurs like us – and there is a considerable bit of work to get them ready for the track. For instance, tightening every nut or bolt on the car! And we learned about some other issues that needed correction: front bushings that don't last, an oil breather catch can that will overfill, underdrive alternator pulley, etc. Our intention, if we ever get to a racetrack, is to hire these guys to help us get the car set up properly, using Chris as the test driver. And using Chris as a coach to show us how to drive this beast.

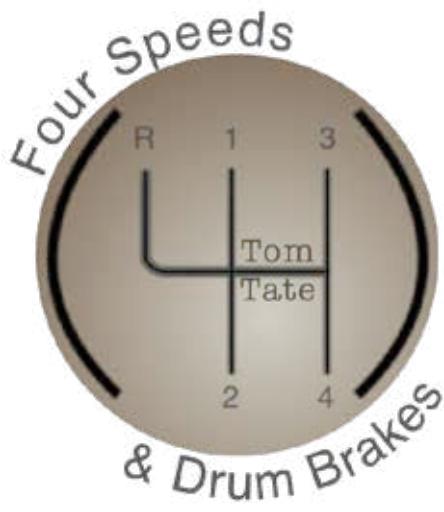
But there is still plenty of work for us to do - much of it done - but now somewhat stalled by the pandemic. New fluids and rubber parts (car sat since 2014). Radio stuff, camera, and telemetry electronics have been installed. Rain light, better mirror, new seat (only Dave and I fit in the old one – damn! I really liked it), in-date harnesses and race numbers (back to 420!). Remainders are a differential cooler, quieter mufflers, and – the big one – a fuel cell. We are advised that we will use about a gallon of gas every 3 minutes if we are on full boil. Remember that to be competitive in the American Endurance Race series, you need to be able to go about 90 minutes between stops. And thus, the 17-gallon tank currently in the car is a non-starter.

But of course, none of the above does nearly enough to fill up the days of voluntary quarantining. Thank god for the internet and streaming video. One of the biggest time killers is watching Youtube on the big screen. Favorites include (no links, just google them) Hagerty's Barn Find Hunter, Jimmy Broadbent's sim racing, various histo-



New Gen 3 Engine

ries of car racing, etc. Somewhat to my surprise, I've also watched a lot of airplane episodes, including the morbid Flight Channel. Turning to Netflix and Amazon Prime, there is a lot of great stuff. I'm sure you've all watched the two seasons of "Formula 1: Drive to Survive" on Netflix. Rosemary even liked those (she is particularly fond of Carlos Sainz, but I'm not sure it's a statement on his driving). And I assume you've watched "The 24 Hour War," which is the more authentic version of "Ford v. Ferrari" but without the excellent acting. And finally, go back to Youtube, and you'll find the whole movie "On the Beach," which is the most appropriate thing for us car folks to watch right now. Let's hope we don't go down that path.



BTV – Before the Virus

With the current restrictions on travel, the trip out to Los Angeles for the Porsche Literature Meet seems like it was years ago. The Boston area 356 group only goes out every other year and 2020 was our year. While some of us did have parts to sell, no surprise, most have long since stopped buying things. We do attend the LA area open houses put on by some of the best known shops in the world but attending every year would only see the same projects twice in some cases, hence the spacing of our trips.

I had made a list of a few nonautomotive attractions that I wanted to see with my kids as Rob and Marie from AZ and Kaitlee from FL were coming out to the left coast to play.

Before the car part of the trip got in gear we took a drive to Downtown LA to see if Olvera St was still there. When I was a kid growing up in LA and before Disneyland was built there were a couple of places that we always looked forward to seeing on weekends. It is a Mexican marketplace with all sorts of handmade items that can only be found there. There's a candle shop, outdoor cafes, and lots of vendors selling sandals, hats and bright colored shawls called serapes.



By far the biggest treat for us as preteens were the taquitos. They were like a thin deep fried enchilada that were sold in trays of 6 together. As a kid it was a really big deal to walk around eating finger food, remember, MacDonalads had not started flipping burgers yet. The Street was exactly as I remembered it although somewhat smaller, when you're ten years old everything is bigger.

Another stop we made was the Griffith Park Observatory. It is up in the hills overlooking the city and we lived near there in the '50's. The view was great but I was surprised to find a monument to James Dean there. It was to commemorate the filming of Rebel Without a Cause done in 1955 on the grounds of the observatory.



The final stop before heading off to the Santa Monica City Pier was a walk through the La Brea Tar Pits. When we were kids it was only a short drive to the park that showed us what a sabertooth tiger, a short-faced bear, and a mammoth looked like thousands of years ago. It was like a dinosaur





show only better. Little did I know that in the 60 years since I was there they have been digging away and have pulled hundreds of fossils out of the pits that open and close over time. There are rows of whole skeletons on display that show the array of large and small animals that walked into dirt and leaf covered areas to find that the quicksand like tar was about to end their lives.



The first Open House we attended was held in LA at Sierra Madre Collection and it was a great show. A side street had been blocked off and rows of Porsches were parked at the curb for blocks. An old New England friend, Alan Surgi, was there with Rommel, his 356A Outlaw, which Kaitlee tried on for size. It fit just fine.





SCM is one of the larger Vendors that helps us keep our old Tubs on the road and has done a great job finding suppliers for every little part we'll ever need. Their Open House gets bigger and better every year. This year included a Taco truck with great offerings that drew a line.

A short ride away was one of the largest and oldest Porsche graveyards, LA Dismantlers, so we had to swing in to see what happens to overdriven P cars. It wasn't pretty but it made us drive a little slower for the rest of the day.

The Literature Meet the next day, sponsored by Stoddard, the biggest vendor dealing in Factory parts, was the largest ever and every table at the Hilton was filled with all manner of Porsche parts, books, photos and accessories. Son, Rob, had driven over from AZ so his car was loaded with plenty of stuff to sell so he'd have gas money to get home. I had a few things to move in my carry-on and a couple of friends helped full out our table. Plenty was sold to help cover the cost of the trip.

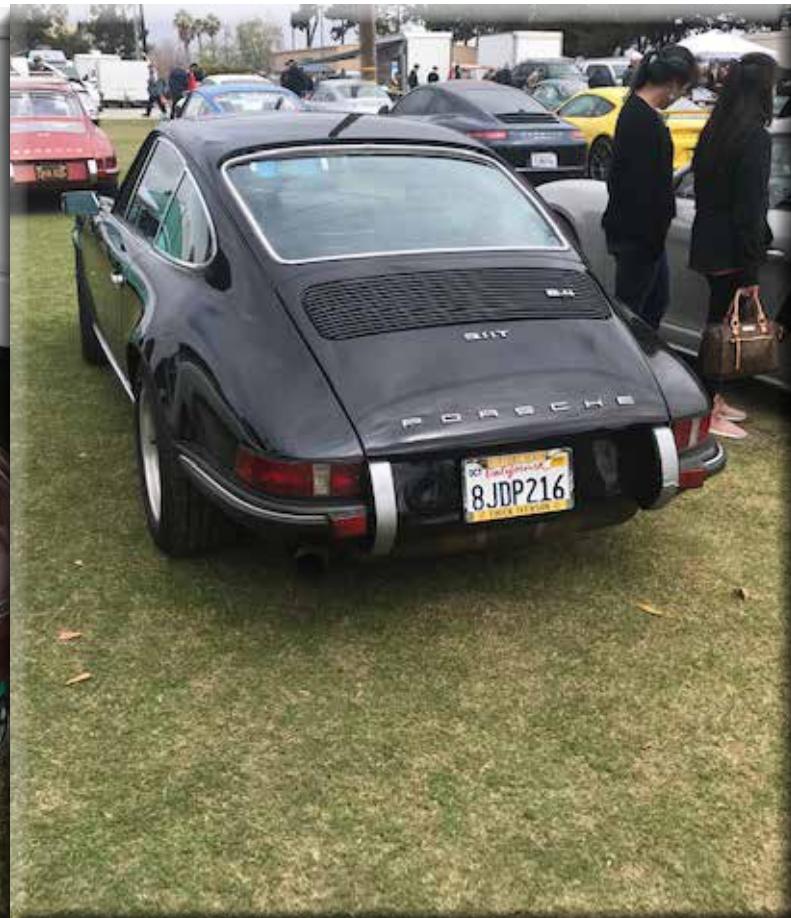




The afternoon found us at European Collectibles looking at the largest inventory of used Porsches on the left coast. Walking down the line of restored 356's what do I see but the SC in champagne yellow that I sold last Fall.

It had gone to a collector in CA who sold it to EC and the price had grown by 30%. I always knew that 356's were worth more out west but this was proof. Of course it hasn't found another new home yet.

The big All Porsche Swap Meet and Car Show was held the following day in Pomona CA under overcast skies. That didn't dampen the attendance as there were rows and rows of cars we hadn't seen on display. Of course the for sale corral was the first place I went. Rob went off to grab a ½ priced 911 gas tank he needed for his '87, I started taking photos of for sale signs for future contact.





There were certainly some great looking cars but don't think that every P car in CA is well taken care of because as the 912 engine photo below shows, they have some neglected examples too.

We were just a few miles from the Porsche Experience Center so a quick stop saw some new models on display and some old warriors in the shop.

It was a great trip that we believed was the start of a great year of automotive events. Little did we know what was to come in just a couple of months.



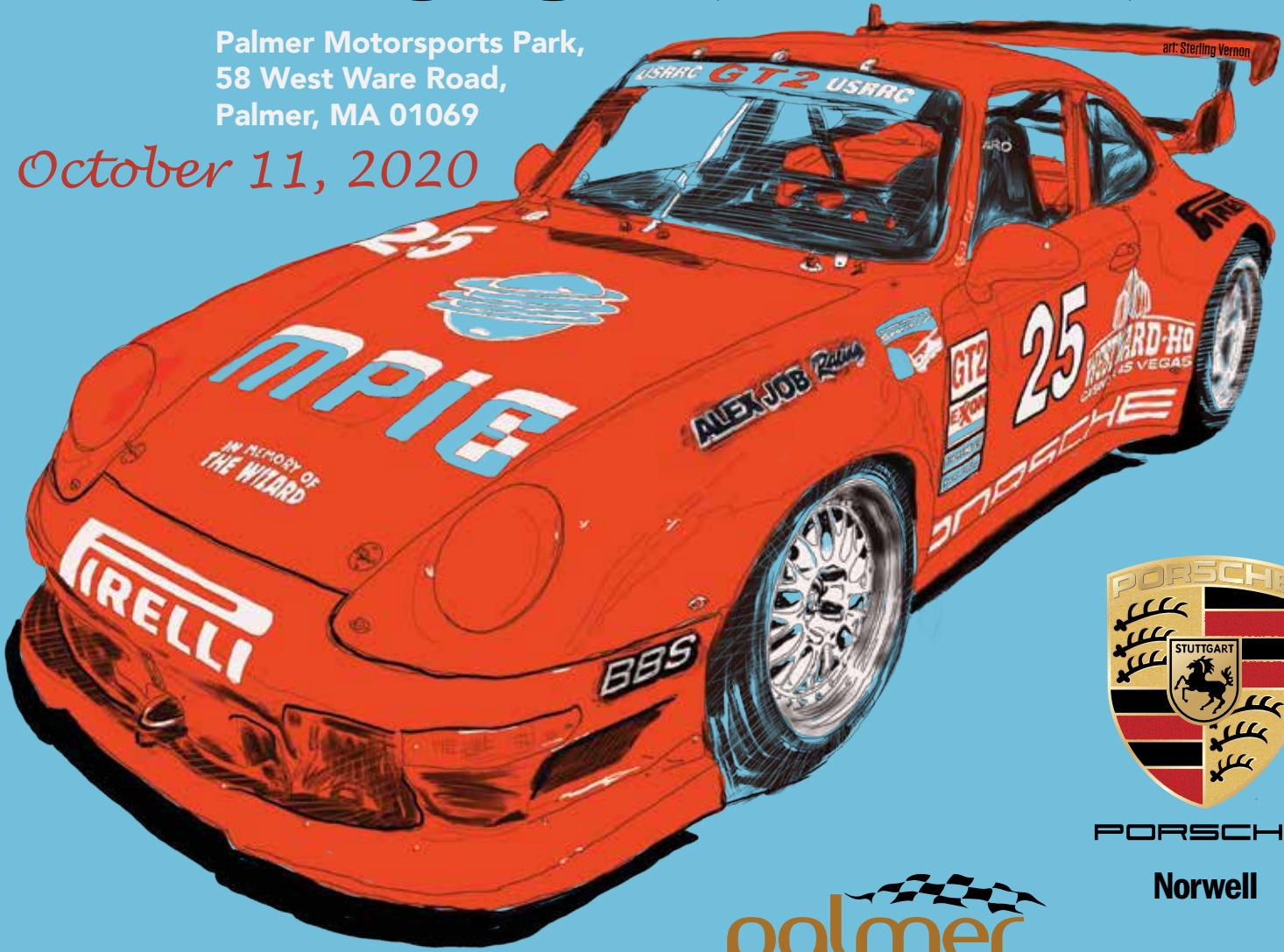
It turns out that driving our old cars over back roads with little or no traffic is a real plus since it qualifies as social distancing but losing car shows, autocrosses and races is a real loss. Certainly not as bad as actually getting COVID- 19, so lets stay safe out there, keep our distance, keep our speed up and KTF.

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October 11, 2020



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porschenorwell.com palmermotorsportspark.com intercitylines.com porschenet.com

Show and vendor information:
porscheonthemountain.com



Staying at Home

Anker Berg-Sonne, Membership Chair

Kirsten was in Denmark visiting her older sister when the European travel ban was announced. I was at home. Thanks to modern electronics we had no difficulty communicating with each other and I called as soon as I saw the news. I woke her up at 3AM in the morning in Denmark and advised her to start calling the embassy and the airline, KLM/Delta, as soon as they opened for business. We thankfully agreed not to panic and try to get her on a plane to the US before the ban went into effect. So we saved 10 to 20 grand right there, not to mention the crush in the airports and on the planes. She was able to change her rescheduled return flight on Sunday. Then the list of airports that were allowed to receive flights to the US was announced, and Boston wasn't on it. Fortunately, we have a daughter in New York, so if the plane was diverted there, she would have someone to pick her up. Another concern was the time it was taking to process virus screening, which was lasting up to 3 hours on the first day.

By the day she returned, everything had calmed down considerably, Boston had made on the list of airports transatlantic flights could land in. I braced myself for a long wait in the cell phone lot, but to my surprise, there were lots of empty spaces, a good sign. About half an hour after the plane landed, Kirsten called to say that she was outside, great! After I picked her up, she told me that the plane was only half full, and she was able to sit away from others and that the screening was well organized. Passengers were let off the plane in groups of 20, so the hallways weren't packed. There was one severe potential hiccup: Just before boarding, she had a coughing fit, and the crew discussed whether they would allow her on the flight. She was able to convince them that it was just a mint that she had trouble swallowing, so they relented.

All returning passengers were told to self-quarantine for two weeks. It has now been four weeks, and she has been away from home one time. We took FUNTOY, our Boxster S, for a short spin to enjoy a warm day. I have been doing the shopping and otherwise staying home.

I have not been bored! The big project has been to make some changes to the Caterham I just bought. Most of them pretty minor, like running the crankcase breather into a catch can and install a new, more efficient cooling fan. The big time sink was a small coolant leak from the thermostat housing. I disassembled it, and the gasket was completely rotted. Now, one of the things that makes Caterham repairs interesting is that there are so many different configurations, not to mention owner changes that you can't just look up a spare part. You need something in a hurry, like a gasket, and go to the auto parts store for it, the first question they ask is "model and year." No Caterhams listed in their database, so you end up looking at their selection trying to find one that will fit. No matches, so a roll of gasket material instead. At home, I cut one and installed it, it leaked. I cut another and installed both, they leaked. In desperation, I bought a can of liquid gasket and applied that. It held. The biggest project was to un-install the clamshell wings and install a set of cycle wings. See the two pictures if you don't understand. Getting the clamshells off was easy enough, and they sit on a shelf so I can install them again if the need arises. Installing the cycle wings is more complicated. The cycle wings are attached to the wheel carrier, and to attach the bracket, I had to take the brake line off the caliper. I plan to flush the brakes anyway, so not a big deal. Then the wings themselves have to be attached to the brackets. No alignment guides whatsoever. The lengthwise position is a measurement from the front of the wing to the front of



the bracket. The sideways position you figure out by mounting the wheel and making sure the stay position looks right. I have three sets of rims all of different widths and diameters, so I chose the wheels that the car originally came with. Then on to drilling mounting holes through the wings and the brackets – very carefully. Got that right, and the wings are now on. But the clamshell bracket is an integral part of the headlamp bracket, so they have to be replaced, and whoever did the wiring didn't do it with that in mind, so I had to cut the wiring harness and install connectors. Still working on that.

I am lucky, or rather previous owners have not let the car sit outside, so I have yet to run into any seized rusty fasteners or bolts. Actually, I haven't found any rust, period!

Still lots of work to be done. Oil change, brake flush, lube job, and Kirsten is going to help sew a shower cap. In case you wonder what that is, you need to understand that the Caterham has an open cockpit. The doors are

fabric, and can be taken off, and if you put the top up and you aren't a contortionist (which I am not), you can't get into the car. The "door" opening is too small, and the interior too cramped to make that possible. So the idea is when it rains, you have a cover. It goes over the windscreen, back to the roll bar, down both sides, and is held on with straps. You only use that when the car is parked, like at autocrosses when you are working. When you drive, the shower cap comes off in a flash, and you drive off in an open car and get wet. This is a real sports car. No coddling.

Kirsten has also been busy. She got enrolled in a group of ladies that sew face masks and donate them to those in need. She has done several hundred by now.

So it looks like I have at least a couple more weeks, and I suspect at least another month before the stay in place order is lifted. I hope to have it ready by then.

I hope you all are doing as well as we have and also hope to see you soon at a NER event. Stay safe!





Come Ramble With Us In Cooperstown: New date November 8-10

Registration for New Ramblers Open Thursday, May 4th
by: Dennis Friedman

Why should you join us for NER's First Fall Ramble (after 34 Spring Rambles)? It's simply the best way to end the driving season! 175+ Porsches (some Ramblers do occasionally drive vehicles other than Porsches), good friends, good food and a weekend at a top-notch resort hotel. You'll arrive Sunday (or earlier at our inviting rate), and begin your social and partying activities before the serious driving commences on Monday morning.

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

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

On Sunday from 5:00–7:00 p.m., see old friends and meet some new PCA'ers at the Welcome Reception – sponsored by Porsche of Warwick. We'll be in the beautiful Rotunda and nearby Ballroom serving complimentary hors d'oeuvres and snacks along with a cash bar. So please stop by, pick up your name badge, and say hello before you head out for dinner on your own. There are

lots of restaurants to choose from in Cooperstown (reservations are recommended) offering various cuisines and price points, or you can choose to eat on the property at the Hawkeye Bar & Grill, or the 1909 for finer dining.

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

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

For anyone joining us for the first time – a hearty welcome. Your registration packet will include a detailed route to and from our lunch stop, that my wife Carol and I have traveled many times, revising and correcting along the way. Unlike most PCA tours, we drive on our own (not as a convoy), though you'll typically find yourself part of a multi-car pod. Make a pit stop, or pull off to take a photo when you want, and pick up the next pod coming

down the road. Want to spend time with some different Porsche models of varying configurations and colors? Just pull off and join the next pod to come along. However, if you decide to take an extended off-route excursion and the sweeper car passes you by, you will have “officially” left the tour for insurance purposes.

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

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

- The Sunday rate is for your room only and includes all taxes and fees. Subject to availability, this same rate applies for 3 nights post Ramble should you wish to extend your stay.
- The Monday Package Rate includes your room, Monday cocktail hour with hors d'oeuvres (cash bar after you've used your 1 drink ticket/person), Monday night dinner (jackets for men and festive attire for the ladies), Tuesday morning hot breakfast buffet, and all service charges, gratuities and taxes.
- The resort fee is included in the room rate and includes free wireless internet, the fitness center, and parking.
- Your registration fee covers the Sunday Welcome Reception with hors d'oeuvres and snacks, Monday's continental breakfast, Monday's lunch, your 2020 commemorative Ramble pin, an event T-shirt, your magnetic plastic name badge, and other costs incurred in organizing and running the Ramble.
- Unless you like being on a waitlist, register for one of the 132 rooms in our block once you receive your registration confirmation. We expect to sell out the entire hotel. Check-in is 4:00 p.m. and check-out is 11:00 a.m.



Our room block includes 132 rooms at The Otesaga for Sunday and Monday nights, and 26 rooms at The Otesaga on Saturday night. There are also 15 rooms at it's sister bed & breakfast property The Cooper Inn (a 3 minute walk around the corner from The Otesaga, and just off Main Street in Cooperstown), and as of the event opening date, a few rooms available for Friday and Saturday nights.

Traditional Rooms Single Double
 Sunday \$222.94 \$222.94

Monday with Meals \$338.44 \$445.06

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

Deluxe Rooms Single Double
 Sunday \$252.16 \$252.16
 Monday with Meals \$367.66 \$484.28

Suites Single Double (some with lake views)
 Sunday \$283.07 \$283.07
 Monday with Meals \$398.57 \$515.19

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

The Cooper Inn	Single Double
Sunday	\$182.38
Monday with Meals	\$297.88
15 rooms are available at The Cooper Inn	

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

PLEASE DO NOT CALL THE OTESAGA INN TO MAKE YOUR RESERVATION BEFORE YOU HAVE REGISTERED ONLINE AND RECEIVED YOUR CONFIRMATION EMAIL. We will be matching registrations against the hotel-supplied rooming list on a weekly basis, and those registered will receive priority within our room block. A ROOM RESERVED WITHOUT AN EVENT RESERVATION IS NOT GUARANTEED. We expect to occupy all of the hotel's rooms, so please make your reservations with The Otesga promptly after you receive your registration confirmation to avoid disappointment.





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

David E Melchar, NER Concours Chair





The Line

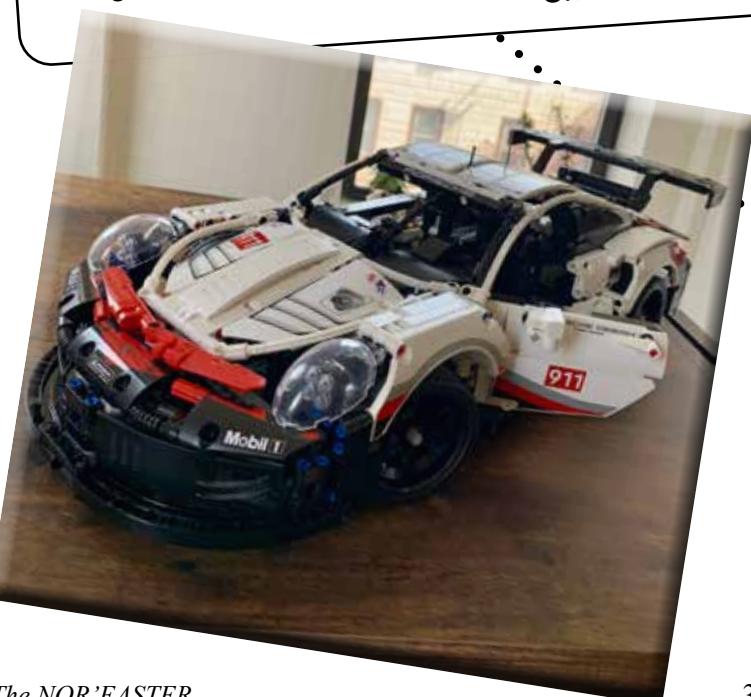
The *fastest* way to learn what members have been up to.

"Building a Porsche 911 RSR in just 2 days"

The Massachusetts stay at home mandate during the Coronavirus crisis threat shows how Jack Landry, son of PCA member Christian Landry was able to remain busy.

Yes, it's possible to build your very own Porsche 911 RSR and it's also possible to build it in just 2 days.

This work-of-art is comprised of 1,580 pieces and is now garaged within Jack's apartment.
Christian Landry



Wrenching in the garage?
Giving the car a Cleaning?
Racing online with friends?

Email your story (and include a picture) to membership@porschenet.com to share how you're keeping busy with your Porsche while safely social distancing.

All dressed up and ready to go... but no where to go!

Both track cars serviced by South Shore Auto and ready for DE...
check.

Set of extra tires purchased for the GT3RS from SSA...check.

Spare break pads purchased from SSA.....check.

Plenty of cheap and good 93 octane gas around and ready to burn at
track...check.

Thompson Driver's Club membership for 2020 season paid last year
to take advantage of discount...check.

COVID-19 virus....what the,,,...??!!

State of CT won't let Thompson open until at least May 20th...are you
kidding me!!

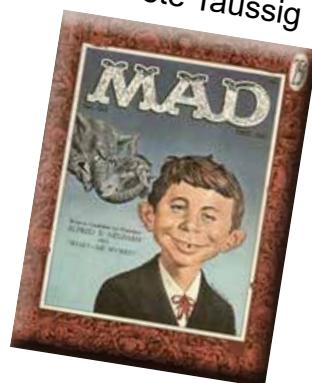
Wife using my balaclavas for personal protective gear.....whatever.

Everyone stay safe.

Dave Manoogian



What, Me Worry?
Pete Taussig





My Son and I are spending time quarantined to the house or garage.

Fortunately my Son purchased a 1967 Split Window VW Bus last Summer and we started on an Engine Rebuild this winter. Timing for the rebuild allows us to spend much quality time in the garage during this difficult time across the World.

Attached are few pictures of his Bus and the current state of the engine.

Amazing this Bus looks very much patina but everything is in decent working order! Lights, brakes, steering, electrical and just about everything works!

Hope to have the motor back in the Bus within next 2 weeks.

The 911 in the photo is my 84 Factory Wide Body.

May all PCA members stay safe!

Sal Carceller



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Miniatures!

Over this period, I started a collection of Minichamps 1:16 Porsche miniature cars curated from multiple sellers on eBay from all over the world. Some of them were OEM Minichamps, some were Porsche white-labeled.

Actually, one of the interesting special edition collections I purchased, came from a Porsche dealership in Ohio and had all 5 generations of 911, from the original 911, G-Series, 964, 993 and 996.

The 993 in the collection came with broken internal components, a broken driver's seat and the door panel. I opened it up and while doing that, I discovered that the rear wing would extend with the movement of the rear wheels (who would have known!).

I also bought a chrome-colored 993 which is a very bizzare color (not sure if it existed) and also created a small group of hypercars starting from 959 to Carrera GT and 918.

While my 997 4S is parked in the garage, I change my view on my desk every day with one or more of the Porsche miniatures being featured and I dream of the days post-covid when I will get to drive car more and spend less time with my new model car collection.

Regards,
Nikos Andrikogiannopoulos



Went for a walk and look what I saw.....

Like many of us these days, we spend a lot of time walking the dog as a way to do something that needs to be done anyway, getting some much needed exercise and fresh air, as well as simply escaping the "cabin." Hagerty recently published a piece about using these walks to do some car spotting (i.e. checking out other people's interesting rides) by taking some different routes within a mile of your house on your daily walks.

Well, today we did go down a nearby street that is outside of our normal routes, but still within a 5 minute walk from my front door. I should say the street is one of the nicer around - with many large, old, stately, and well kept homes. But, there's always that one house that has been neglected - and in this case one that held a surprise. I did a double take and spotted the rear end of what appears to be a Targa poking out. At first I thought that there were some downed pine boughs covering it, but a closer look determined they were simply outgrown shrubs!

Gary Cooper



Alicia Kullas and Peter Mozzone

After a March 12, 2020 visit with my MD at Mass General Hospital, my husband and I were encouraged to go home and shelter in place FOR AT LEAST THE NEXT TWO WEEKS given our age and medical history. Well, given that we are the children of Depression Era parents, what that meant for us since we already have a six month supply of toilet paper, etc. is that we need to use what we have already in our food pantry & freezer. Every day is a surprise for us with what I find.

Peter mentioned a few days ago that he'd really like me to make granola. Although I'd recently watched a segment of Pioneer Woman and also Catherine Fulvio (Ireland) making this item, I needed to do more research to compare the recipes. What I made again today is what I am sharing below. Enjoy! It is great on ice cream, yogurt, cereal, oatmeal or just straight out of the jar!

GRANOLA

Preheat oven to 300 degrees. Use all organic ingredients if you can!

Dry Ingredients:

3 Cups Rolled Oats
3 Cups (at least 2 cups) or so of other mix ins - whatever you have available
1/2 cup chopped pecans
1/2 cup chopped almonds
1 cup craisins
1/3 cup sweetened coconut
1 cup BJ's Wellsley Farms organic trail mix (nuts and seeds)
Mix all of above in a large bowl.

Wet Ingredients:

1/2 Cup Honey
1/4 Cup Kinloch Pecan Oil
1/4 Cup Erythritol (sugar with zero glycemic index)
1/2 teaspoon salt
Dash Cinnamon

Mix in a glass bowl and to get it to totally dissolve, microwave for a maximum of 90 seconds.
Add Wet Ingredients to Dry Ingredients and mix well.

Line cookie sheet with parchment paper.

Dump mixture onto lined cookie sheet.

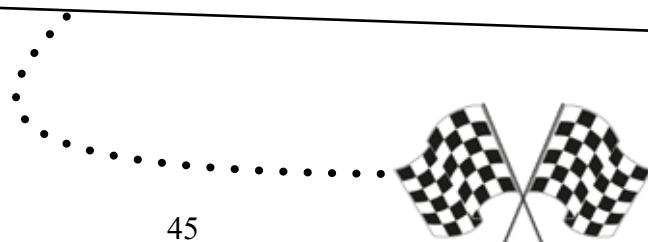
Bake for 45 minutes.

Remove from oven and let cool for a few hours.

Store in an airtight container.



Alicia Kullas





Minutes of the Board

**Alan Davis
Secretary**

April 2020 Board Meeting Minutes

In keeping with the current efforts to control the spread of the coronavirus, the April 8th board meeting became a virtual event via a Zoom video conference. Even though we were miles apart, it was nice to see each other and to begin planning again for the months ahead.

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
Anker Berg-Sonne – VP Membership
Alan Davis – Secretary

Not in attendance because I forgot to invite him:

Stan Corbett – DE Registration

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

- Impact of the Coronavirus on the Club – As of the meeting date, the stay at home order and the limitation on gatherings are in effect and likely to continue into the month of May. Our March and April events have been cancelled and future events are likely to be cancelled until the restrictions are lifted. Uncertainties abound. When will the stay at home order be lifted? When private venues such as the DE tracks re-open, will we still be practicing social distancing? Is it reasonably possible to run an event while social distancing? Will hotels and restaurants near the tracks be open? What will happen if additional lockdowns follow? Can the club commit

to events that require non-refundable deposits? What about the events that are already under contract? Clearly, planning for our events during the next four months will be a challenge. During next few weeks, we must get a clearer understanding of how the event venues will work with the club to schedule events.

- Communications – Members will be encouraged - via email, our Facebook page, and our website - to support the club sponsors who are able to continue servicing our vehicles and related needs. Most offer contact-less drop-off and pick-up or free pickup and delivery.
- The NOR'EASTER – As I write, the print edition of the NOR'EASTER is arriving at members' homes. Early reviews say that it's a big hit and visually spectacular. Due to the scarcity of upcoming events, we desperately need writers to provide interesting content for the next couple of digital NOR'EASTERS. Possibly, "how to articles" and interviews with a few interesting members or local personalities. Volunteer writers are invited and greatly appreciated.

The next board meeting on May 13th is expected to be done via video conference.



VIP's - Very Important Persons

New members as of May 1st, 2020

David Allison

Reading MA
2011 Cayenne S

Salvatore F. Battinelli

Marblehead MA
2015 Macan S

Howard Cantor

Danvers MA
2019 911 Carrera S Cabriolet

Tim Dailey

Groton MA
2007 911 Carrera 4

David Fleming

Hopedale MA
2006 911 Carrera S Cabriolet

Daimon Greaves

Woburn MA
2016 Cayman GT4

Robert Hurley

Jamestown RI
2006 911 Carrera 4S

Bobby Leopold

Coventry RI
1995 911 Carrera

Mohamed Masoud

Newton MA
1991 911 Turbo

Stuart Muter

Lexington MA
2014 Boxster S

Bill Newhall

Marblehead MA

Indiran Padayachee

PADSTOW, NSW

Jessica Padula

Grafton MA

Jim Padula Jr

Grafton MA
1997 911 Carrera S

Barry Penta

Cumberland RI
2019 718 Boxster

Louis Santos

Peabody MA
2011 Boxster

Alessio Sciacquatori

Somerville MA
2017 911 Carrera 4S

Aleksander Sorok

Brookline MA
1974 914 1.8

Sarra Tubbs

Marblehead MA
2007 911 Carrera

Richard Weik

Dover NH
2007 911 Carrera S

Anniversaries

Anniversaries



May 2020

43 Years

Robert Burg
Ryan Burg

42 Years

Philip Brzezinski
Kathleen Halloran
Jim Hornsby

42 Years

James Buliszak
Mark Buliszak

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

Anniversaries, continued

35 years

Pamela Paton
Scott Paton

30 Years

Anthony Hyde
Irina Hyde

25 Years

Caroline Chase
William Condon

20 Years

Raymond Bourgoin
Aubrey Bout
Heather Bout

15 Years

Bryon Deysher
Cythnia Deysher

10 Years

Cheryl Dunnington
Wesley Dunnington
Philip Horowitz
Igor Shikh
Rochelle Steincohz
Boris Tabenkin
Lev Tabenkin
James Tooley
Nancy Tooley

5 Years

Henry Ames
Christopher Bertrand
Craig Chelo
Jeffrey Doolan
Michael Foshey
William Foshey
Pete Johnson
Susan Jordan-Messier
Terry Karaniuk
Brian Kramer
Susan Kramer
Philip Lyon
Richard Lyon
Robert McGrath
Henry Messier
Rob Ross
Judy Sartori
Louis Sartori
Paul Tetreault
John Volatile
Mary Volatile
Paul Worcester
Leonard Zon

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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

Ramblemeister: Dennis Friedman
ramble@porschenet.com

By the Numbers

Primary members: 2042

Affiliate members: 1073

Total members: 3115

**In this tumultuous environment, do you know what is driving
your retirement portfolio?**



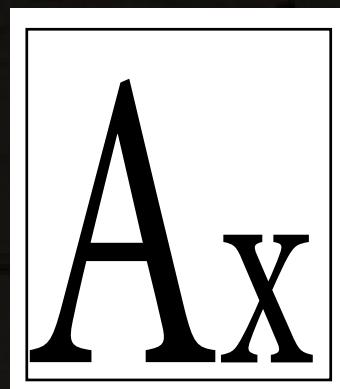
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AUTOCROSS

2020 Devens Autocross Schedule

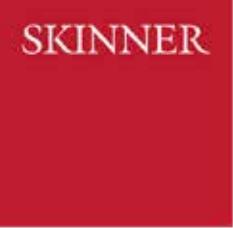
NER

5/3/2020
~~(AX School)~~
6/7/2020
7/25/2020
8/16/2020
9/5/2020
10/25/2020

NCR

4/25/2020
5/17/2020
6/20/2020
8/01/2020
9/12-13/2020
(Zone 1)
9/26/2020

*Please visit porschenet.com
for the most up to date
information on scheduling.*



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