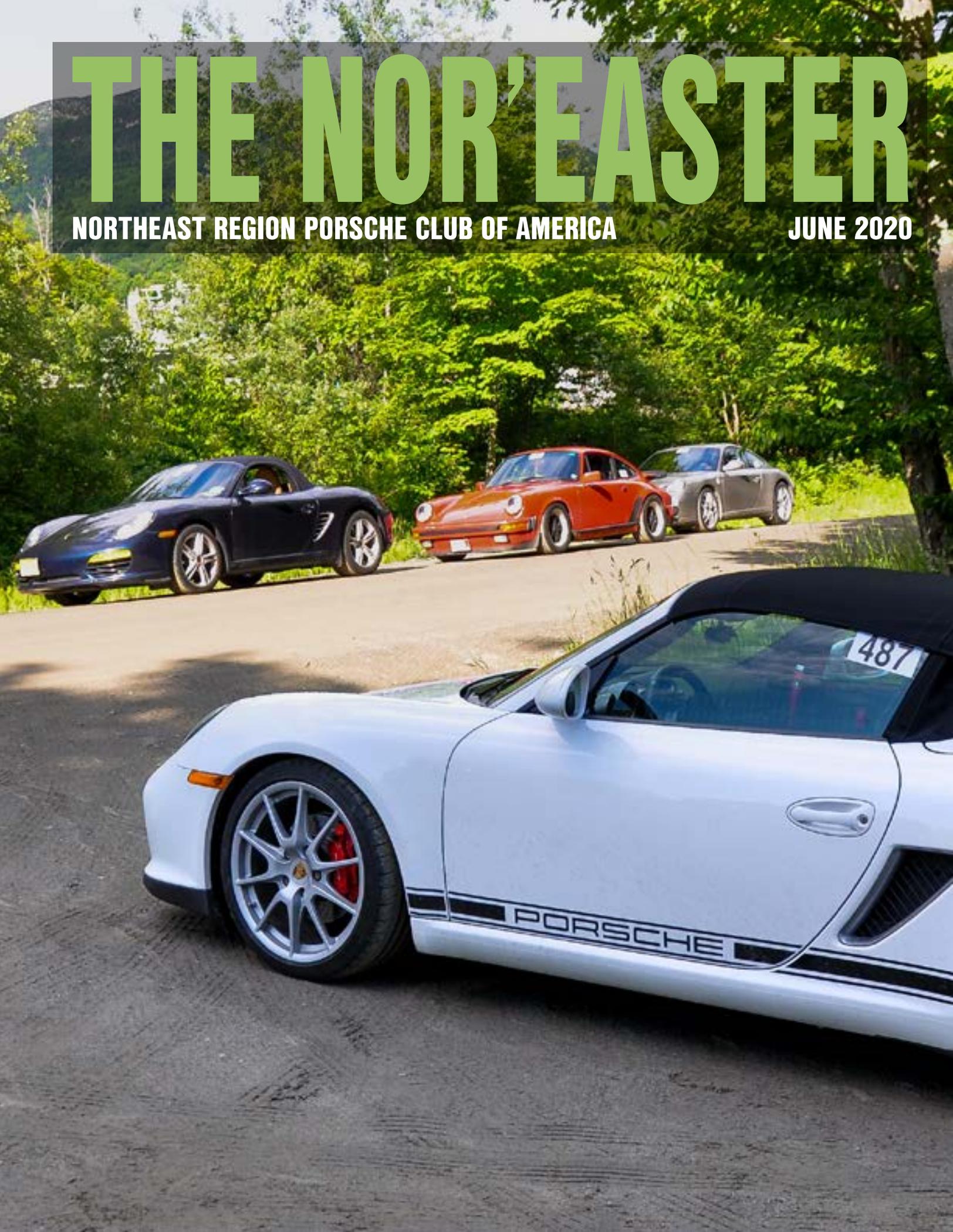
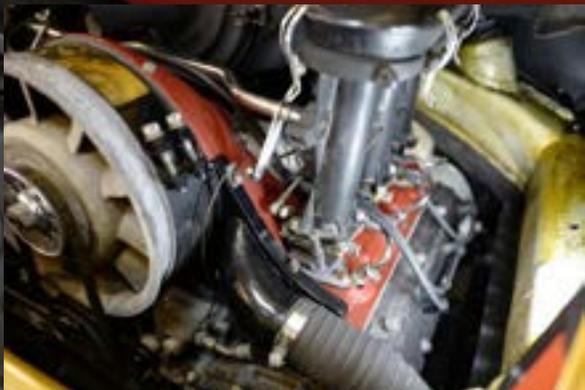
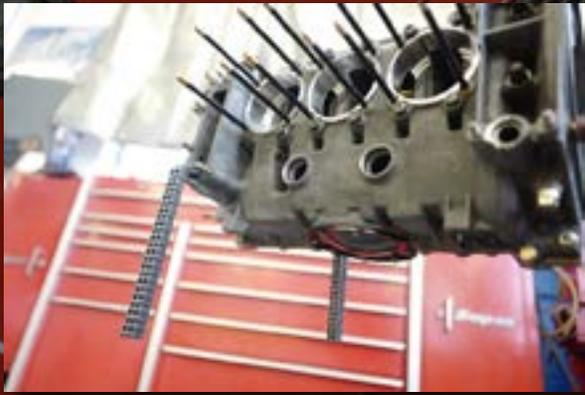


# THE NOR'EASTER

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JUNE 2020





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# Editor's Corner

by: Anker Berg-Sonne

We just entered the fourth month of the COVID-19 epidemic in the USA. Fortunately, there is light emerging at the end of the tunnel. The DE and AX teams are working on rules that will, hopefully, open up events in the upcoming month. We are also in the planning stages of a non-contact gimmick rally.

Until these events resume, our main activity is the weekly sim races organized by Robert Galejs. Take a look at the videos, pictures, and discussion in our sim racing forum on Facebook: PCA NER Sim Racing. We hope you will enjoy it so much that you decide to join us. All of the racers are happy to coach you and give you advice on how to get started. Just join the group and post your questions.

Thank you to those of you who answered our pleas for reader-submitted content, and please keep it coming. Until the full event schedule kicks in, we need your help publishing a full NOR'EASTER. We hope that you have been safe and healthy, and that your Porsches are ready a late start to the season.

Your NOR'EASTER team

## Front and Back Covers



Larry Levin ~ PCA Parade, NH 2016

*The NOR'EASTER*



Larry Levin ~ Cars & Coffee, Newport 2018

— 2018 —

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# Event Calendar

## Signature

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

## Driver Education

<b>June 12-14</b>	DE at Palmer Motorsports Park - Clockwise Canceled
<b>July 3-5</b>	DE at Le Circuit Mont-Tremblant Canceled
<b>July 17-19</b>	NCR July DE at Tamworth Club Motorsports
<b>August 7-9</b>	DE at Watkins Glen
<b>August 11-13</b>	NER DE at Calabogie: A Deep Dive for Solo Drivers
<b>August 22-23</b>	NCR DE at NHMS
<b>September 11-13</b>	NCR September DE at Tamworth Club Motorsports
<b>September 25-27</b>	DE Season Finale at Palmer Motorsports Park

## Autocross

<b>June 7</b>	NER - Autocross Event #1 Canceled
<b>June 20</b>	NCR - Autocross Event #3 Canceled
<b>July 25</b>	NER - Autocross Event #2
<b>August 1</b>	NCR - Autocross Event #4
<b>August 16</b>	NER - Autocross Event #3
<b>September 5</b>	NER - Autocross Event #4
<b>September 12-13</b>	NCR - Autocross Event #5 (Zone 1)
<b>September 26</b>	NCR - Autocross Event #6
<b>October 25</b>	NER - Autocross Event #5 and Party

# Event Calendar - Continued

## Social

<b>June 7</b>	Cars & Coffee - Northborough, MA Canceled
<b>June 13</b>	24 Hours of LeMans kick-off Cars & Coffee Canceled
<b>June 14</b>	SoBo Cars & Coffee at Sweet Berry Farm Canceled
<b>June 27</b>	Heritage Museums and Gardens tour Canceled
<b>July 12</b>	Cars & Coffee - Northborough, MA
<b>July 19</b>	SoBo Cars & Coffee at Sweet Berry Farm
<b>August 9</b>	SoBo Cars & Coffee at Sweet Berry Farm
<b>August 15</b>	Herreshoff Marine Museum / America's Cup Hall of Fame Tour
<b>August 16</b>	Cars & Coffee - Northborough, MA
<b>September 13</b>	SoBo Cars & Coffee at Sweet Berry Farm
<b>September 19</b>	Norman Rockwell Museum Tour
<b>September 20</b>	Cars & Coffee - Northborough, MA
<b>October 10</b>	Cars & Coffee - Northborough, MA *Food Drive to benefit the Veterans Inc Food Bank*
<b>October 11</b>	Porsche On The Mountain 2020
<b>October 18</b>	SoBo Cars & Coffee at Sweet Berry Farm

## Recurring

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

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## ***Dealing with Covid 19***

by: Eric Lynch

Ah dealing with Covid19. While it has been a challenge to keep focused and upbeat we have been lucky enough to not become ill nor have any of our family members. I wish the same for anyone who might read my story. My family has been working on the following projects.

Our 1982 924 has been technically off the road for a couple years. However this is its year! We are cleaning up the fuel system, changing the belts and getting her ready for back road adventures. More on that later.

The more challenging undertaking was the purchase of

a 2003 Carrera 4S. We have been on the search for a car for many years. Friends lost hope that I would ever pull the trigger and purchase a car.

Early in Feb this year I actually placed a bid on a 2003 Carrera 4S that fit my criteria. As the auction was winding down many coworkers stopped what they were doing to watch the final minutes... also thinking... wow he might actually buy this car. However their hopes were dashed when in the last 20 seconds I was outbid. Alas ... this was another that got away. So the search continued.



Weeks passed and once again I was searching Ebay. Low and behold... the car was relisted. It seems the previous winner was not able to set up either a PPI nor shipping. So I had my work cut out for me. I too had problems getting a PPI. I made many calls to find a service that was available. Many shops were booked out for weeks and the Ebay auction ended in just days! With some persistence I was able to find an inspector recommended by the local Porsche dealer. The car had a satisfactory inspection and our bid was successful in winning the car. (The best part being that our winning bid was \$1K less than the high bid we put in the auction we lost.) Next came the big challenge... securing the loan. Normally this would take about 10 minutes at my local credit union. However doing it on line and over the phone took 5 days! It took a further 4 days to get the payment (sent over night) to the seller. This delay in the payment (it took 4 days instead of 24 hours) caused the pickup of the car to be pushed out 1 day.

The pickup day finally came. I was told the car would be picked up by 5pm that evening. 5pm came and went. Time seemed to slow to a crawl with us waiting to hear any news. Finally in the pouring rain on a Tuesday night at 9:30 pm the car was picked up! Now we were told 2 days and our Carrera 4S would be at its new home. This would potentially put the car in our hands Thursday night. We however figured Friday was a better bet. Friday comes and goes... no Carrera 4S. No word from the shipping company.

Just answering machines when I called for updates. Saturday morning comes and goes... Saturday afternoon I get a call. Your car is one state south of you about 1/2 hour away. The driver's father is gravely ill from Covid19. The

driver parked the truck and rushed to the airport to fly to his Father in Europe. The shipping company informs me they don't have a driver that can get the car to us until Monday. I ask...is there a 2nd option? They tell me we can meet a driver there and take the car home ourselves. I said... how soon can he be there! Long story short my wife and I go get the C4S and take it home.

Ah to finally have the car here was almost a let down. It was so much work to get it here! Also when it got here it was a dirty mess. After a wash and thorough interior cleaning she has come back to life. Each night my wife and I go out for a social distancing cruise and the excitement of the car has returned. We seem to make every excuse to go out for a ride. Oh look honey... a road we have never been down it must be explored. Hey I think I need to go grab some milk... are you sure we don't need to check on my parents? Here is to the days when we can join some Porsche Club events and bring the fleet along. Oh we also own a 1987 928S4 but that is another story. I have attached a photo of the car from the ebay ad and two of it sitting next to its new sister.

Be well everyone

Eric Lynch





## **Memorial Day 2020**

by: Stan Corbett, MSgt, USAF, Retired

Memorial Day is celebrated on the last Monday of May; May 25 this year. It is a day set aside to honor those who made the ultimate sacrifice and died in the service of our country.

There are three things that I do every year at this time that have great meaning to me. These start with placing American Flags on the graves of all veterans interred at the Howard Street Cemetery in Northborough, MA. While I have participated in that for several years this year, out of an abundance of caution, I abstained. The younger members of our post plus members of local Boy Scouts of America Troop 101 performed those duties. Hopefully, I will find it safe to participate again in 2021.

Second is participating in poppy sales. Red poppies are offered in remembrance of those fallen in war—a tradition that began with a World War I poem, “In Flanders Fields.” Every year, as a member of Post 234’s Honor Guard, I join other members of the Honor Guard in offering poppies at one or more local businesses in Northborough. While the poppies are free to everyone that would like one most people contribute to the organization offering the poppies. These contributions are one of our post’s fund raising sources every year.

What does that have to do with the Northeast Region PCA? For several years our region has held a Driver Education/Novice Day event at Thompson Speedway Motorsports Park in Thompson, CT on Memorial Day weekend. With the blessings of our board and the cooperation of American Legion Post 234 located in Northborough, MA, of which I am a member, I have been able to offer Memorial Day Poppy and Flag combos at those events the last two years. A word of explanation regard-

ing the Poppy and Flag combos... The American Flags that fly over veteran’s graves at the Howard Street Cemetery are replaced each year with new flags. The flags that are removed are washed and ironed, folded properly, and have a poppy inserted along with a note saying where the flag has flown. It’s these Poppy and Flag combos that our post offers each year.

For our event in May 2018 I picked up a box of about 100 of our Poppy and Flag combos to take to the event. I said a few words about the Poppy and Flag combos



each morning and we had a minute of silence to honor our deceased veterans. The attendees at the event, over the course of the four days, donated a total of \$1,355. I brought another box of our Poppy and Flag combos to our event in May 2019. The response to the Poppy and Flag combos was again outstanding. Our attendees donated a total of \$1,181. Members of the post have congratulated me for doing so well, but it wasn't me that did this, it was all of you that attended these events. Thank you all so very much!

As a career Air Force veteran it has been my honor to be able to offer the poppies to our participants. I can't begin to relate how many thanked me (actually, all in Post 234) for preparing and bringing the Poppy and Flag combos and many who shared stories of relatives that were lost in war; World War I, World War II, The Vietnam War, The Korean War and the wars in Iraq and Afghanistan. Their stories were very meaningful and emotional.

The third thing the last few years has been participating in the Northborough Memorial Day parade. During the parade when we stop at the WWI monument the poem "In Flanders Fields" is recited followed by the playing of "Taps." This poem was written by Lt. Colonel John McCrae, Royal Canadian Army Surgeon, in 1915 on the occasion of the death of his close friend and compatriot Lieutenant Alexis Helmer. Helmer was killed on May 2, 1915 when a shell exploded during a German gas attack. His poem, which is now in the public domain, goes as follows:

In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.  
We are the Dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved, and were loved, and now we lie  
In Flanders fields.  
Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields.

In the words of an Unknown author, "If you want to thank a soldier, be the kind of American worth fighting for."





## **Marrs, The Quarantine Beating Machine**

by: Lawrence P. Filippelli

You know the feeling. As a PCA NER member you most likely have your beloved Porsche in winter storage either at home or in a well sought, undisclosed and temperature controlled location. Ours is in the latter. But back to that feeling of want, desire and longing we get as the temperature drops and we resolve to pilot our daily drivers.

Maybe it's February or even January and you see that classic meme on social media with Kermit the Frog looking out a rainy window, holding a cup of tea thinking "I wonder if my car misses me too". And you get to wondering the same exact thing. But let's face it, we are all thinking and looking forward to that day in the Spring when we uncover our prized P cars. But not this year.....

My two daughters (aged 14 and 9) love the Targa. They named it Marrs when we first got her because she is Meteor Metallic a somewhat different color for a 1980s 911. One of our favorite past times over the summer months is going out for "night rides". Warm night air, open targa top, twisty suburban roads, a wondrous air cooled melody coming out of the back; not sure it gets much better. A close second favorite is being with other Porsche owners at cars and coffee events and other car meets that showcase our cars.

The COVID pandemic has changed everything. It left many of us wondering if we would be able to get our cars out of storage at all in time for some drives, track events etc.. With stay at home orders, businesses closed and federal and state directives altering behavior, would we even have access to our cars?

Over the winter months, we all think of what extra projects we would like to do to our cars when the weather breaks. For us, this year, it was installing a new engine sound pad, installing the awesomely retro but fully mod-

ern Blaupunkt Bremen SQR 46 DAB, cleaning the engine bay, replacing an oil breather hose and a few other little things like replacing tiny light bulbs so that the dash illuminates as it did when our Targa left the factory in 1985 and also doing some minor touch up under the rear bumper. Small nine-year-old hands are near perfect for this type of work! We were thankfully able to get Marrs out of storage right before the stay at home orders kicked in. Whew, that was a close one. We got right to work on the item list. For our family, these minor Porsche jobs were downright therapeutic. It brought us together doing something around a common goal. It taught my girls the value of doing some things yourself and being proud of the work and it bonded us all a little closer with Marrs.



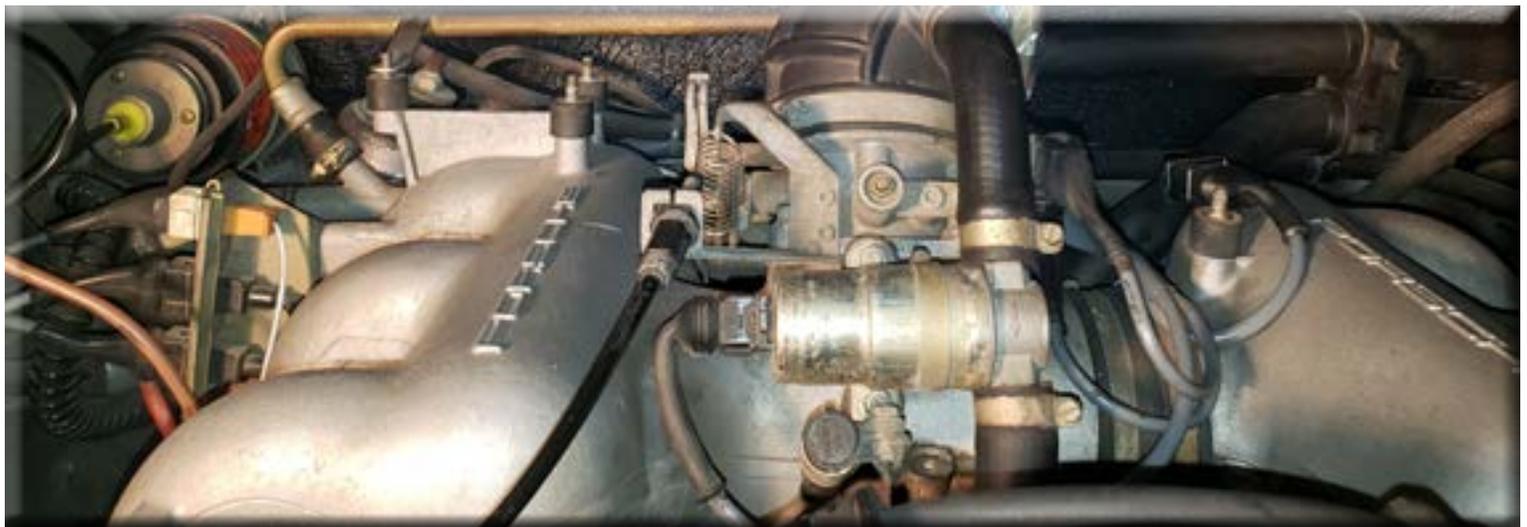


During this pandemic we have all found ourselves not being able to do a lot of things that we would regularly like to do. Going out to eat, that's a no. Shopping at your favorite store, that would be a no as well. Enjoy spring sporting events with your family, a really big no! Our beloved cars and coffee meets? Not a chance! But you know what we can do other than incessantly be on torturous Zoom meets.... DRIVE! And what better way to get out and away from the doldrums of a global pandemic, an economic shutdown and a mask wearing general populous? I can tell you the remedy. You need to hop in your quarantine beating machine forthwith and choose your favorite route.

Our "night drives" have turned into afternoon drives, early morning drives and yes, even the occasional ice cream run when things began to open up. You know your P car is having the desired quarantine beating effect when your 14-year-old daughter says "I'm like, addicted to driving in this car" or the the 9-year-old says on a

sunny day in May "you know Dad, the sun, the top off, the music; I love having this Porsche". Mission accomplished! Good luck future soulmates to these two! Driving through Rhode Island and into nearby Connecticut, we try and look for good photo spots. One such spot was an old mill in northern RI. My oldest thought it would provide an "aesthetic" (a common and popular teen word I am told) background to some shots with the 911. Turns out, she was right!

Marrs has proved to be the perfect "quarantine beating machine" for us this season so far. You can only go for a walk in the park or a hike in the woods so many times before the trees start talking back to you! A flat six however, is a totally different conversation through the rev line. It's a conversation we have often with Marrs. Get out there in your quarantine beating P car and make some memories other than what the COVID pandemic has brought upon us.





## **Attending Your First HPDE And so it begins...**

by: Stephen DiCato

I've always wanted to drive on a proper race track, and in November of 2019 I achieved that goal. Earlier that year, I purchased my first Porsche - a 1979 911 SC. I purchased it with one goal - attend High Performance Driver Education events with the PCA.

I spent the summer sorting my car, preparing for my first HPDE, and talking to experienced club members. Hopefully sharing my experience encourages others to attend HPDE events. There's a ton of resources on this topic and I suggest you spend some time on the NER website. The presentation from the 2020 DE Ground School is particularly useful.

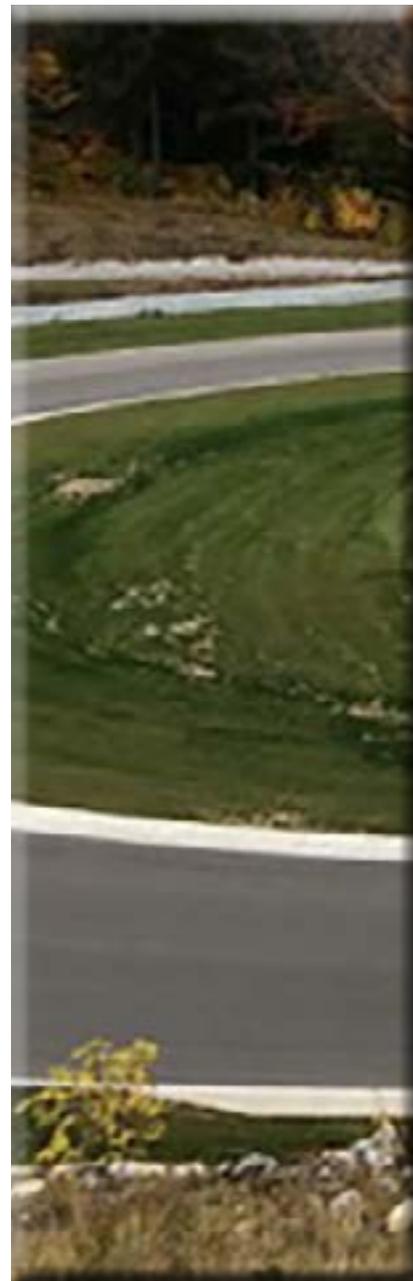
When discussing HPDE, one of the most popular questions is - "is it dangerous?". In my case, this question bore significant weight coming from my wife. No, HPDE is not dangerous, but it requires respect and taking safety seriously. To quote my instructor, "...you'll probably feel safer on track than you do on the highway", and yes, he was right.

Regarding safety, there are a few musts. First, you need an approved helmet. Some tracks have helmets available for rental, but most drivers have their own. Affordable helmets start around \$300-400. More expensive helmets are lighter, often have more padding options to improve fit, and can be equipped with built-in communications systems. As a first timer, I didn't consider how I would talk to my instructor while driving on track. You and your instructor will be able to talk using a headset and micro-

phone. I asked around, and those more experienced than me recommended the higher end helmets with built in comms as the comfort and convenience adds up over a weekend of driving.

The second "safety must" is having your car inspected by an approved PCA Technical Inspector, who will examine your car to ensure it meets the safety requirements of driving on track. A list of approved inspectors and the necessary forms can be found on the NER website. I recommend reading these forms thoroughly, they deserve your attention. Prior to my first HPDE, I installed new tires, changed the engine and transaxle oil, and flushed the brake fluid.

At this point in my adventure my car was ready, I had a helmet, and I was



registered for my first HPDE but still had countless questions. What tools should I bring? Where do I go when I arrive at the track? About a week prior to the event, instructors were assigned to students and I connected with mine. This was invaluable as we were able to talk in detail about the coming weekend. I brought a whole bunch of hand tools with me as I enjoy working on my car and tend to be over prepared. While you don't need any tools, a torque wrench to ensure your lug nuts are tight and a tire pressure gauge are useful. When I arrived at the track, employees directed me to the paddock and to registration, where I received the weekend's schedule and materials. Explaining every detail on the schedule would be overwhelming. Instead, I want to thank everyone that works and coordinates these events. The end result is a bit of automotive

ballet as drivers make their way between the paddocks and staging lanes.

Pulling on to the track for the first time was a bit surreal. It wasn't the adrenaline rush I was expecting. Instead, there was an almost calming effect as the focus required forces you to forget about all the questions and details that have led up to this moment. For those twenty to thirty minutes you're driving, that's it. Over the course of the weekend I learned the track and began to understand where I was properly following the line and where I was making mistakes.

As the weekend and my first HPDE came to an end I started to plan my next DE. As the saying goes - "And so it begins...".



# *The Long & Winding Road*

Bill Seymour, Past NER President



## **You don't miss your water...**

Like the rest of you I'm BORED OUT OF MY SKULL. Think of all the little pleasures that we took for granted but are now missing. Let's focus on one for a bit... breakfast before track days. In my twenties I used to skip breakfast so I could sleep later but for a long time I've been careful to have a good breakfast. In the interest of health (compounded by laziness and adherence to routine) breakfast consists of orange juice, a fruit (grapefruit or cantaloupe depending on season), cereal with banana, an English muffin (Bays – they are from Chicago and the best) with peanut butter and coffee. On Christmas, Father's Day and my birthday I get eggs and bacon prepared by Rosemary.

So one of the true pleasures of track days is getting to have a non-cereal breakfast that includes BACON. (The Jamaican Bacon name – now corrected to Jamaican Bakin' – is not just a coincidence as the rest of team shares this enthusiasm.) Back in my autocross era the meal of choice was a Dunkin' Donuts (they hadn't dropped the Donuts part then) ham, egg and a cheese on a sesame bagel (OK, I realize that violates the bacon part). I would pick this up just before getting on I495 and eat it in the car once settled on the highway. In the Cayman this was fairly relaxing although the lack of a cupholder created some challenges for the coffee. For a few years I had a thermal mug with a big wide base that could sit on the passenger seat without tipping over. But I put it on the ground at Devens one day and ran over it. It was replaced by one of the ones that you have to push a button to get the liquid out and can just lie on its side on the seat. I still have that one. In the Caterham, however, this was more of a challenge. There was no place to put anything

and the usual practice of holding the wheel with your knee while you ate the sandwich was really hard: the angles were all wrong and car is so twitchy that a solid bite could cause a complete lane change. But it sharpened my skills for the competition ahead.

But the more memorable breakfasts are at Driver Ed events. My first track days were at New Hampshire where everyone stayed at the Red Roof Inn, ate dinner at the Makris and had breakfast at the Eggshell. This was one of my first exposures to what I think some refer to as a "greasy spoon diner." The spoons, of course, weren't greasy but the atmosphere was authentic: some locals, some other track rats, a waitress that started with "coffee, hon?" and amazingly fast service. My breakfast choice in these circumstances sticks to the basics - eggs, toast and bacon – so serious food critics can stop reading now. As I recall the Eggshell did a solid job and the ambience was spot on.

When at Lime Rock my usual hotel is the Days Inn in Great Barrington. I really like staying there: you can walk to restaurants and the NCR people always have nice happy hours and give away food and drink while sitting in front of their rooms. But the free breakfast at the hotel is not even worth what you pay for it – back to the Dunkin' ham, egg and cheese on a bagel, eaten on the ride to the track. For Thompson I sleep in my own bed and also get the Dunkin' special for the ride.

Watkins Glen holds a special place in my heart. Best track for driving, best history, best memories (went to the 1961 F1 race and slept in the 356 in the infield) and some

of the more interesting eateries, most notably the Seneca Lodge. Breakfast at the Glen is taken at the Classic Chef. Again, standard fare – it loses points for having only home fries and not hash browns – but there have been some good waitresses, local color and it's the closest to the Falls Motel.

One place that I can't recommend – it wasn't that good and it's now closed anyway – was Jim's Lunch in Millville NJ (New Jersey Motorsports Park nearby). This allegedly was the favored haunt of Mike Trout but I suspect he's a better ball player than food critic. Still that was far better than the Bob Evans in Mansfield OH (Mid-Ohio track) which is to be avoided at all costs.

But now to the two favorites. When Palmer first opened there was a local restaurant that we patronized which I recall was named "Mom's" or something like that. I think they also did the food truck at Palmer. Mom, unfortunately, didn't always open on time and the service was way too slow so we didn't bemoan its closing. While you can always get the faux Dunkin ham, egg and cheese bagel at Dippin' Donuts (how do they get away with that?)

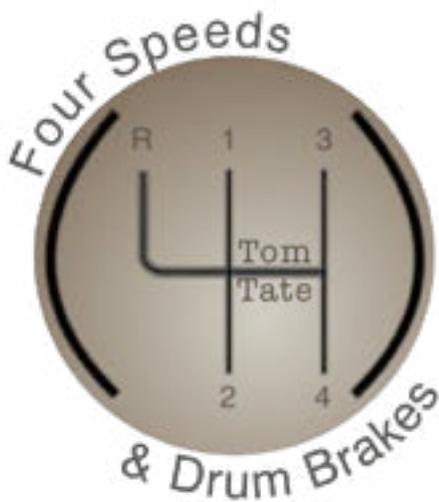
we needed a real breakfast and found a winner in the Ware Café. Again it has the requisite ambience, locals and speedy service but it hits it out of the park with – wait for it! – your choice of "soft, medium or crispy" bacon.

The winner however is Rosie's Café in Tamworth. There is much to like about Club Motorsports – fantastic track, nice area, the Hobbs Tavern for dinner. What's not to like is the quality of local lodging and the only redeeming consideration for the Days Inn is that it is located across the street from Rosie's. Everything perfect: atmosphere, clientele, early opening, speedy service and all food items were fantastic particularly the hash browns. Even pretty good coffee.

And while I have been talking about the breakfasts, what I'm really missing is the comradery – the conversations about best line, car tweaks, trash talk, etc. So let's hope we can get back on track soon – literally and figuratively.

**...until your well runs dry.**





## Coping – The Beat Goes On

The conditions that we find ourselves in are not unlike winter. If you're not a skier, which I am not, winter in New England is a time for indoor car projects. Except it is not winter, it is not cold and the sun is shining. Trouble is that there are no car activities and you really can't go visit friends with your Porsche after its winter slumber. That means that projects can continue but now you can play in the garage with the door open.

Nothing followed me home from the AZ auctions but there was still a list on the wall of things to do.

The Speedster needed a new battery after 8 years and since it is still 6 volts my friends at Walmart couldn't help. I did find that it is a standard item at Tractor Supply, a new hardware type store just a couple of miles away. It's bigger than Ace Hardware but smaller than Home Depot. I guess tractors, at least old ones, still use 6 volts because they had them on the shelf and they were at least 30% cheaper than any of the local auto supply stores.

It was hooked up in no time at all and after squirting a little gas down the carbs to wake it up, it fired right up. The day was nice enough to take a solo ride and after a short ride Blackie was in the sun at Gillette stadium.

It was also a chance to try a new set of sneakers as I had a free set of new tires mounted in preparation for the 2020 driving season. Free tires, this is great story.

I saw a contest last year in Grassroots Motorsports, a magazine I read every month, about a set of tires to be given away to a few of their readers. They were looking

for six subscribers who would be willing to accept a set of Vredstein tires if they would put them on their vintage car, drive them and write a report about their performance. I was planning to participate again in the Southern Drive to Helen GA last summer and I knew that tires on the Puddle Jumper ('57 356 Sunroof Coupe) were old and could use replacing. The Speedster tires weren't much better. My tires tend to age out rather than wear out as I really don't put many miles on each car annually. New England doesn't see the summer heat that cause old tires to fail like a lot of states but still most collectors figure any tire over 5 years old is suspect.

These freebies were not boat dock tires. Vredstein has been manufacturing tires in the Netherlands for over 100 years and were well received when 356's were new. One reason for the promotion was that the company had been purchased by Apollo Tyres of India and while they were still made in the original factory near Amsterdam, the company was looking to increase US sales. I was one of a couple hundred entries but the photo I sent of the Speedster really caught their attention. I was a winner.

It turned out that the 15" size I needed wasn't in the US factory warehouse and so an order was placed and I waited. There were tires in the correct size at US dealers but this was a Factory promotion and I would have to wait for the boat.

As summer was coming to an end last year and the 1200 mile trip was looming I called Tire Rack to see if I could work something out. I buy a lot of tires from them and they were easy to work with. I would buy a set of the tires from them if they would let me return the set from Vredstein that were due shortly for credit. That way I'd be all set for the drive to GA if the tires arrived late. They were not only late, they were a no show.

The Helen Drive was great, the tires were smooth and quiet and I had the makings of a great story, parts of which were reported on these pages. However the tires never arrived. I inquired late in the Fall as I was parking the cars for the winter and was told that factory production was changed over to winter tires. Like the Red Sox, maybe next year. I was beginning to think that I had been had. Especially when I called Grassroots Magazine in March and was told that the promotion was over. I ex-

plained that I needed to talk to a Vredstein rep and a week later I got a call.

The company representative had the info about the contest and apologized for the mix up and said that the tires would be delivered in a week. I even got tracking info (isn't that great?), so I knew they were on the way. By this time I figured that it wouldn't be right to try and return them to Tire Tack for a credit so I thought I'd offer

them to another 356 club member at a discount. That was before I looked at the date code on the practically new Michelins on the Speedster. The date code was 2004. They had less than 5k miles on them. I really have to drive these Tubs more but that is how I got a free set of tires on Blackie. I guess I could look at it as buying two sets of tires for the price of one set.

We have a Southern Drive planned for us northerners in Sept called the Catskill 356 Treffen and have invited all our southern friends to join us. If all goes well (so far so good) we will be doing this gathering every other year just like they do in GA. Future reports will be found here.

Whatever 356 I drive it will have set of new Vredstein tires on it.

Hopefully by late summer we will all have put many miles on our Porsches and the virus will be far back in our rear view mirrors.

KTF





# *Squiggly Lines*

**Nick Shanny, NER President**

*This month is about memories. Club activities have been canceled, and for the moment, we can dream of times gone by. Here are my recollections from various DE events I have attended.*

## **Morning**

Waking up at 4 am preparing to drive to New Hampshire Motor Speedway. Going in to my 19-year old's room to wake him up just enough to make it downstairs and out to the truck. Asking him several times "do you have your helmet, long sleeve shirt, long pants, and closed toe shoes"? Replies with a semi-coherent "yes, Dad". Makes his way to the truck, pillow in hand, crawls into the front seat, reclines, and promptly falls asleep. As we near the Dunkin Donuts, just down from the speedway, he suddenly awakens, ready to place his order and begin the day.

## **Leaving, but not going home**

Three days at Watkins Glen with my youngest. A wonderful collection of days with plenty of track time, cars that ran well, and driving improvement gained by all. The orange 911 saw the outside of the trailer, but was ignored due to the younger, faster GT4 CS. "The next track" was our constant refrain when asked when we would drive her. Packing was not to head home, but instead to continue our journey further north, across the border into the hinterlands of Canada. A track worthy of the long drive and unknowable wait times at the border. Once across, switch units of measure and count the kilometers until we reach our destination. Stop at the hotel, check-in, drop bags, and head to the track to drop off the trailer. Unloading the 911, we promise her a turn on the track. A track she has circled many times in the past when she was the only one.

## **Heading home, straight through**

A long three days at Calabogie. At the end of the last day a decision must be made, leave now or in the morning? Home is calling the both of us and we decide to make the push, straight through. Eight or nine hours of driving not including pit stops, fuel stops, and the ever-variable border crossing. A decision is made to try a different border crossing with a reputation of being "quick". Two minutes later we were in the United States. Unfortunately, we squandered the time by taking a wrong turn and spending the next forty miles or so on a two-lane highway winding through small rural towns. The immediate goal was to make our way to a major highway, find a place to fuel the truck and ourselves, and motor on. It was also time for my co-pilot to learn how drive the truck with the 32-foot trailer. Dusk is upon us with thunderstorms fast approaching. Lightening reveals the horizon as rain tries to obscure it. My co-pilot takes all of this in stride, learning how to pass slower drivers with enough distance to return to the right lane. A new appreciation is learned when others cut in front of us with little regard to our need for longer stopping distances. A job well done when the shift change occurs. Many hours later we merge onto 128. The push is over. We are both tired, but ultimately satisfied with our decision to drive straight through as we are now home.



## ***Some signs of life...*** **Don Kelly, NER Treasurer**

Alright, we've been locked down for what is beginning to feel like an eternity. I know I am not alone, but this past week I hit the wall, incarceration has become a little much. However, I have noticed a few things that have been shining the proverbial "light at the end of the tunnel." I walk my very barky dachshunds at the local cemetery since most of the folks there aren't offended by the noise. Across the street is a small golf course that I have been watching this spring as it has been maintained, although sans any use by duffers... until this week. Although I don't golf (when I used to I spent far too much time in the woods), I was thrilled at the sight of folks out whacking the little white ball, and yes, all the while exhibiting very good social distancing protocol! It can be done. It was a sight to behold, finally some sign of life.

Cindy and I are fortunate to have a small vacation home in New Hampshire nestled on a small lake. We hadn't been there in months. This week, Cindy had taken a voluntary furlough from her work in healthcare due to COVID related ramifications. She is fine; her place of employment had to make radical temporary changes. We decided to take a jaunt up to NH to check-in and spend a couple of days while abiding by distancing guidelines (I am even tired of saying it). We packed provisions so that shopping there was not required. One of our very favorite things to do is to take a ride around Lake Winnepesaukee, stopping here and there to enjoy the beauty of the area. So we set out with the pups stopping in Wolfeboro to take a walk on the wonderful rail-trail that runs along back-bay Wolfeboro and along Lake Wentworth. The dogs love this walk, as do we. After, we stopped at a little deli adjacent to back-bay and got a couple of take-out sandwiches. To our delight, there were picnic tables outside, spaced out, and over-

looking the water. I think it was the best sandwich I have ever had. It was so fantastic to sit outside in the sunshine and start to breathe again! Oh, I almost forgot! As we drove by the track at Loudon, it looked like a ghost town. Boy, I would love to take a few laps!

As for Porsche related stuff, I am dry other than Board and Activities related things. I do wish to acknowledge the care and efforts being put forth by the various Board and Activities volunteers. Everyone everywhere is trying to figure out the "new now." Of all the management reading I did during my career, I recall picking up somewhere that managers will need to make decisions with incomplete information. This is certainly the case now, if ever. Our folks are trying to make activity decisions based around government guidance (and sometimes the lack thereof), the care and safety of our fellow members, and the reality of holding social events while maintaining social distancing. Can you say "conflicting objectives?" At the end of the day, difficult decisions need to be made to balance what is known against what isn't. I am sure some decisions will be disappointing to some of our members, but I am confident they are being made with thoughtfulness and good faith.

So as Cindy and I wind down our unexpected vacation week, today, Saturday, we are going to take the Porsche out for a spin. We would love to shoot down to Falmouth and walk one of our favorite beaches and breathe some nice ocean air, but I have read that although beach-walking is fine, there is no parking allowed. Hmmm...

Until next time, stay well, and enjoy a tidbit of the nice weather!



# Joyful Milestones

Sterling Vernon, VP Communications

I'd like to think that I've been more reflective and thoughtful recently. I was going through old photos for a work project and started to run across many of the personal car photos at events and times in life that accelerated my passion for cars and the people around them. At the risk of boring you to tears, I thought I'd share a couple of them. Maybe you've had similar milestones in your automotive life?

Before I even had a driver's license, my best friend was given a defunct family station wagon to try to revive. It had a Ford 351ci Windsor V8 motor in it. Some of you will know that Windsor is the most common variant and is ok...but the Cleveland has more performance cred and the M ended up being the most developed version. This was the plain Jane version and probably not worth the effort but we were young, had time, and didn't really know better. I remember dragging my scraggly, inherited Craftsman socket set in its rusty metal toolbox over to my friend's

house and starting on a lifetime of busted knuckles. We pulled that motor out. Slowly. Bolt by bolt. We finally got it out and set it down near the car in his driveway. He didn't have a garage or any shelter for it from the weather. As we tore down the motor, it accumulated rain...and rust...and, eventually, neglect.

After we lost interest in it, we got to stare at the rusty block with some sad pistons sitting in their ferrous oxide bores for years to come. Looking back, it was cool to be able to spin wrenches, break bolts, and tear something down without any real expectation that it would need to come back together. I got the easy part of being "an enthusiast" out of the way early. Later, my friend bought an old diesel Mercedes, probably a W110 era car with a cracked block. We made lots of smoke but little progress on that one. Great looking car, regardless. It was stately sitting in his driveway. Finally, he got a VW bug that we thought we'd make into a "dune buggy" by pulling off

the fenders. We got the fronts off. The rears proved too challenging. We ended up driving it around his house (early "hooning") and over a swale, trying to catch air. It's legal to drive unlicensed in your back yard, isn't it? After a particularly aggressive air launch, he managed to get it fully stuck in second gear on the landing and it never ran again. Is it any wonder I love old Top Gear shows? Free-range car kids are very dangerous, indeed - at any age.

When I turned sixteen, my great aunt was about ready to hand over her keys and she gifted me her greatly



admired 1964 Ford Thunderbird. Giving a sixteen year old a car like that is generally a terrible idea. It was a great car. And, in the right hands, a stellar thing. In the hands of a destitute sixteen year old...it wasn't pretty. I loved that car. But I was greatly unqualified to own it. As it got "run hard and put away wet" too many times (mechanically, at least...I did polish and clean the daylights out of it as my aunt was a very heavy smoker and I love clean cars), it fell into a state of disrepair well beyond my still-undeveloped skill level. I think back to that huge steering wheel that moved sideways to allow extra clearance for entrance and egress when parked...and all the great times I had in that car that can never be mentioned even after the statute of limitations runs out...and I still get a bit nostalgic.

These lessons reinforced the realization that cars need things. They need fuel, use, maintenance, tires, and, most of all, money. So I focused on trying my best to get some nickels to scratch together.

I recall the unbridled pride of driving my used 1999 Boxster in lapis blue metallic with a gray interior away from Porsche Warwick (then Inskip) just before putting

thirty years on my personal odometer. I felt like I had achieved a big life goal. Looking back, the driving experience of that car was so good, so precise, comparatively...and being able to enjoy that sound with the top down with my wife by my side - it just doesn't get much better than that. Regardless of what cars I own now or what cars I'll ever own, it's unlikely that I'll ever truly top that mix of emotions - the ridiculous pride of being a young-ish guy in something that "exotic", enjoying the amazing handling and great sound, and feeling the warmth of love and joy from being with my wife - the whole package, together, constitutes a time in life that I had dreamt about, pined for, worked for, stretched for...and finally enjoyed thoroughly.

Life may not be quite that simple anymore and I may never get back to that exact feeling. But I'm fully committed to creating more times that I'll look back on with fond recollection. Living a life devoted to collecting joyful milestones - what could be more important than that?

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## ***What I Have Learned During the Epidemic***

**Anker Berg-Sonne, Membership Chair**

My best advice is to be retired. You can't be laid off, and you will have found things to fill your day. A member of the NER board reminded me that it was a bit unfair to give the stimulus check to us Social Security recipients. I agree with him. As long as the stock market doesn't tank completely, we are fine.

Our primary "hardship" is missing all the fun we have with the club and not seeing our kids and grandkids. Our oldest daughter had a great idea to play games over Zoom. We have done it twice and it has been a lot of fun.

Don't try to sell a car! A lady in Florida contacted the club in April and asked for advice selling a Boxster that used to belong to her newly deceased brother, who lived in Massachusetts. I responded since I own two Boxsters, and offered to take a look at the car, check its condition, and give her an opinion on how much she should be able to sell it for, and potentially also help with the sale. I drove down to Wrentham, got the car keys and garage door opener from the lawyer who had it stored, and took a look. It turned out it wasn't a Boxster. It was a really nice 2002 Carrera 4 convertible. I started it up and took it out of the garage. The insurance had expired, so I couldn't drive it on the street, but no smoke, and it idled very smoothly. The only faults I could find on the car was a tiny parking lot scratch on the passenger door, and a broken handle for the electric passenger seat. The interior was full leather and in impeccable condition. Obviously, it had been her brother's pride and joy. The next thing I did was to

contact the lady and executor to let them know what I had found. Their first question was whether I was interested. Yes, but with some severe caveats. I already have six cars sitting in and around my garage, so at least one of them would have to go. Also, I just bought the Caterham, and I have to consider that you can't eat cars. I discussed it with Kirsten, and she could see that I did want it, but this is a terrible time to both purchase and sell cars. So my reply to the sellers was that they should think of me as a very last resort. Only if they failed to sell it and needed to get rid of it would I purchase it, and it would have to be at a price I could handle. The good news is that they did find a buyer, but it sold for less than what I paid for my 2004 Boxster S three years ago. Too bad the timing was so wrong.

Don't break anything that you have to use daily! One morning my laptop was dead as a doornail. Waiting to get it repaired wasn't going to work. I have two projects I need to deliver as soon as I can travel again, and I also spend at least a couple of hours a day on the laptop catching up on email and social media. The laptop also has some stringent resource requirements because of what I do with it. I checked all the online stores, DELL, HP, NewEgg, B&H, Adorama, general web searches. I could find laptops that met my specifications, but none that would be delivered in less than two weeks! So, on to the local stores. At the end of the day, I finally found one at Best Buy in Framingham. It cost more than I usually pay for laptops, but I could pick it up the same day. I put it in my shopping basket and searched some more, but no other options, so I closed the deal. Picking it up was interesting, my first experience with contactless curbside pickup.

If you have found a great activity to fill your day, and that requires purchasing some items, most likely electronic, be prepared that there are millions of others who had the same idea, a lot of them before you did. They will have bought up every single item on the market, and all that's left will be used and/or ridiculously overpriced! If you have read my earlier missives in the NOR'EASTER, you will know that I have taken up sim racing. My setup only had one monitor, and it is big, but not large. When I came upon a corner I couldn't look down the track. I could only look straight ahead in the direction the car is pointing. Chicanes and hairpin turns are the worst. My options were to get a bigger, ideally curved monitor; get two more monitors the same size and resolution as the one I have been using, or get a VR headset. The VR headset is the ideal option. You can look around, just like in real life, and it doesn't cost more than the other options. Guess what, VR headsets in my price range were sold out everywhere. I didn't want to go the used eBay route. First of all, that's where the worst price gouging is going on, and I could just imagine the hassle if the headset turned out to be broken. Eventually, I did find an Oculus Rift, first-generation. At a high, but not ridiculous price. Permission to spend part of my undeserved stimulus check on it was granted. It was the right choice for me. Sim racing with a VR headset is fantastic! It is so immersive that I have lifted my left arm to check the time and then realized that the body and arms I see in the headset aren't mine when they didn't move! You get much better depth perception, and you can look down the track, just like in real life. I had a tiny bit of nausea the first time I used it, but discovered that the trick, at least for me, is to look where I intend to drive, not where I am driving.

When I plugged the VR headset into my game computer and start iRacing I was informed that the computer didn't meet the minimum specification for the headset. Luckily, the laptop that I just had bought was a gaming laptop that far exceeded the minimum requirements. So now I have a big hunk of a desktop computer that I don't need. It does run iRacing just fine, actually better than fine, on conventional monitors. I'll sell it for what I paid for it, from the estate of a good friend, just last year: \$100!

Don't get sick, or have some other need from the healthcare system. One of the annoyances with advanc-

ing age is that lots of little things go wrong. I had one of these and needed a very routine referral, nothing serious. Telephoned the office, and they wouldn't give me a referral without an office visit. I got an appointment, and the doctor checked me out and gave the referral. He did notice something else, however. One of my tonsils was swollen, but not the other one. That is unusual and can be a sign of something serious, so he told me also to have that checked out. When I got home, I called the ENT specialist to make an appointment. They didn't accept patients and would open at the earliest in June. I called my doctor's office again and got a referral to a different specialist who does telehealth and also office visits if something serious needs attention. The telehealth session was fun and interesting. The doctor sent me a link that started up an app that allowed her to look in my throat through the telephone camera. It was hard to hold the phone, push down my tongue, say aaahhh, and aim the phone, all at the same time. The result was that she put me on a strong antibiotic, ordered a CT scan of my throat, ordered a COVID-19 test, and finally an office visit on the following Tuesday. I am probably boring you already, so suffice to say that getting the CT scan and the COVID-19 test wasn't easy. All of this has taken just under three weeks!

I have also been fortunate to have more things on my to-do list than I have been able to clear. My top priority is to get the Caterham ready for when Autocross starts up again. My second is to get my projects, the work ones, done in time. And my third is to enjoy myself. Still on track with all three.

I am going to be annoyed if my one-day Skip Barber racing school at Lime Rock Park gets canceled. It's at the end of June, so there's still hope.



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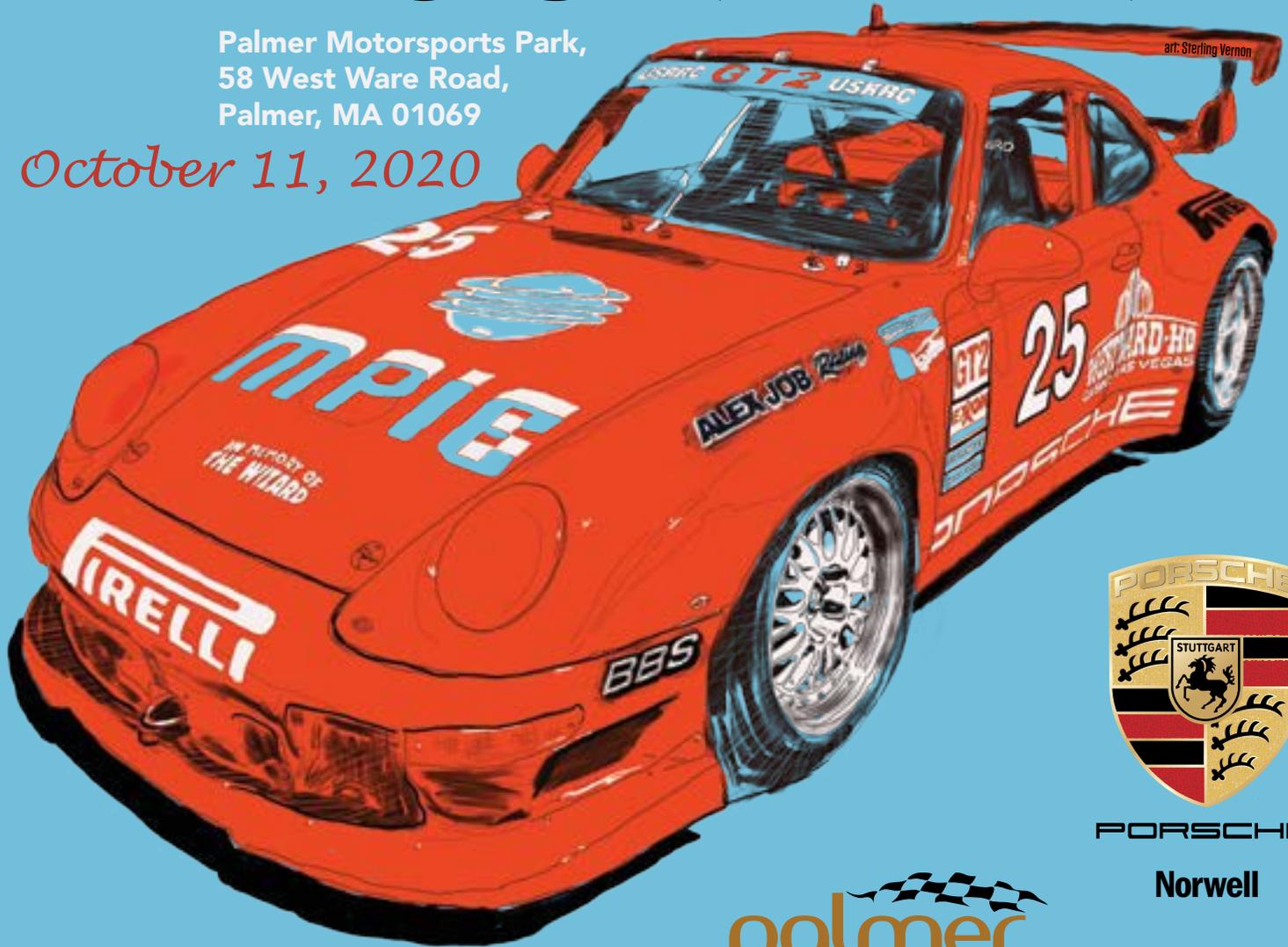
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***NER Concours, The Elms, Newport, October 3, 2020***

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# The Line

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## “Dream Fulfilled”

I fulfilled a childhood dream to own a 911 and it delivered in more ways than one. I chose a 2020 Carrera 4S with the 7-speed manual gearbox. This was an impulse buy and it came after test driving 2 cars back to back, a 2019 Cayman GTS and this 2020 Carrera 4S, both equipped with manual (3 pedal) gearboxes. I've had previous experience with 125cc shifter karts and always though they were so much fun because of how they handled. Those karts were the most fun I've had with a vehicle. I wasn't interested in the horsepower or acceleration of the 911 or Cayman, having just sold a 650hp sports car. My previous sports car was too fast for anything except a track. So that wasn't a consideration. Handling characteristics was what I was interested in. I tested each car using some trailing throttle oversteer through some on-ramps. The Cayman rotated nicely, the mid-engine felt similar to the 2.0L Skip Barber formula cars. Very predictable and smooth, easy to correct. I then tested the 911 and it evoked a memory I hadn't had in decades since I raced the karts. Using the same trailing throttle oversteer, the 911 surprised me. When the rear tires start to break traction, the front end always feels light and jumps to correct the yaw angle. The car basically drives with the rear wheels, just like a go-kart. Everything I had read told me the opposite, the light Cayman feels like a go-kart. Perhaps due to its weight, but I beg to differ. The 911 in my opinion, was the car that brought back my childhood memories of driving karts. After feeling that I couldn't resist but to have it!

John Rudolf



Thank you to all who submitted a story and pictures thus far for the **NOR'EASTER!**

We are **NOW** collecting for the July issue and need **YOUR HELP** with how you are keeping busy with your Porsche while safely social distancing!

Email your story (include a picture) to [membership@porschenet.com](mailto:membership@porschenet.com) by **June 22, 2020!**

## JULY THEME IDEAS:

What have you been doing?  
Wrenching in the garage?  
Racing online with friends?  
Detailing? Roadtrips?  
What do you miss most?

### Cape Cod Porsche Gruppe

The collection of enthusiasts on the Cape has begun to meet each Saturday in West Dennis. We met both Saturday and Sunday this week because Saturday was a big wet fog bank.

We meet in the parking lot for Three Fin Coffee Roaster, 581 main West Dennis 02670. Every Saturday at 8:30 am in the summer. Check Cape Cod Porsche Gruppe on Facebook for details and cancellations. Exit 8 from off cape is the best exit.

We are practicing social distancing and masks are a good thing to have but not mandatory.

This weekend we had 15 cars on Sunday and 8 on Saturday when the weather was foggy and wet.

Wayne Kunkel





### **“Lessard 996 GT3 Project”**

I was bitten by the Porsche bug after test driving my neighbor Greg Durlacher’s 1982 grey market 930 in the Summer of 2018 and this started my addiction or passion.....

I joined PCA about 3 years ago when I first purchased my first Porsche, a 2006, 997 C4 Convertible to use as my daily driver through rain, snow or shine from Amesbury to Boston and enjoyed my commute to the utmost.

After a wonderful 2019 season of HPDE with PCA NER and NCR I had the pleasure of meeting some truly wonderful people from my time spent at Thompson, Palmer, Mt. Tremblant and Tamworth. I can not say enough good things about the instructors and staff.

I was at a crossroads to take my HPDE to the next level and unfortunately my C4 convertible was not going to take me there.... After months of searching I found a 2005 996 GT3 in NJ and made the journey South to bring her home.

Tim Kachel of Kachel Motor Company has been assisting me with my 997 and now my 996 to bring her back to life after many years in hibernation. With his collaboration and thoughtful insight we focused the scope to the exhaust and cooling systems, suspension and aesthetics of the car. Tim has been a huge help to me over the last two years as I have navigated the slippery slope of Porsche ownership and track day enthusiasm.

I am extremely eager to get to know this newly track prepped GT3 as the 2020 season slowly gets underway as I have taken advantage of track passes at Palmer as well as looking forward to our first PCA HPDE event of the season at Palmer later in the Summer!

Arnaud Lessard



A painting of a large, gnarled tree with dense foliage in shades of brown, orange, and green, set against a light, textured background. The tree stands on a grassy slope. In the foreground, the back of a person's head and shoulders, wearing a blue suit jacket, is visible, looking towards the painting.

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### **“My Son’s first Concours”**

Did you ever have car posters up on your walls growing up? I did! In college the 959 and Lamborghini Countach were my favorites. YES, like many, I was a car enthusiast from a young age. But would my son be one?

You know those 4-year old’s that can name all the presidents and when they served? My son was NOT one of them! But what he could do at 4 years old was walk through a parking lot and name what each car was by its logo. Very cool and very entertaining to say the least.

After buying my first Porsche I asked my then 14-year-old if he’d like to go to a Concours with me. I wasn’t surprised at all when he said yes. What did surprise me with how wide eyed and excited he was as we started to walk around. It was so heartwarming to see! NER has magnificent people and one of those people (thanks Kirk Stingle!) made his day with a simple question. “Want to sit in an air-cooled Porsche?” Picture below says it all.

So fast forward to this year and we drop him off at College. What’s the one thing he puts up on his wall? A poster. A poster of a 919 Hybrid!!

Larry Levin





# To the Autocross Community

Chris Ryan, NER Autocross Chair

As we move from Spring toward Summer, I'm sure a lot of you are wondering "When will we get to get out on the field and navigate the cones again?" "When will I get to use those new tires I bought for the season, or check out my suspension mods, or even that new car I got over the winter?" I wish I could provide an answer but at this point the best I can do is provide you with an update on what we are doing to try and get back out there ...

When the Governor released his multi-step reopening plan earlier this week, I decided it was time to contact Devens Recreation and ask whether they had given any thought to re-opening the airfield to the AX clubs. The good news is they didn't say "no", but did come back with questions about how we would plan to run an event while meeting the still-in-place COVID 19 guidelines, and that once he heard what our plan was, he would then have to share this with their Board of Health to get their approval.

SCCA and NASA (links below) have issued their own guidelines, so Jeff and I thought those would be a good place to start. After reviewing them, we had the AX Committee weigh in with their thoughts. Concurrently I polled the other car clubs who use Devens for autocross to get their thoughts and input. After reviewing all the responses during the past week, two things became obvious: 1) it is

imperative that all the car clubs get together and develop a single, unified response to Devens as to how we would plan to run an event and 2) once you start looking at the details, even though we think it could be done, there is a fair amount of concern about the practicality of implementing some of the social distancing and other requirements and their impact on running an actual AX event. At the very least, it will take some more time to develop a proposal to provide to Devens, and to fine-tune our own (NER's) plan to comply with it, assuming Devens approves. Because June 7th is now only 2 weeks out, we have decided to cancel that date. The others will remain on the calendar for now, pending further developments. Meanwhile, we will keep working on this with the other car clubs to come up with a unified plan in the hope that we can provide it to Devens and get their permission to hold some of our events later in the summer. The actual dates that we are ultimately given the green light will depend both on this as well as what's happening with the virus and how that impacts changes in the State's guidelines.

We will keep you posted on progress ... until then, your understanding of the situation and your patience is very much appreciated. For those that have already signed up for the season, we will refund a percentage of your fees once we know which events will be able to be run.

*LINKS:* <https://www.scca.com/pages/covid-19-event-guidelines>

[https://www.nasaproracing.com/news/2020/5/nasa\\_announces\\_new\\_event\\_protocols\\_to\\_combat\\_covid-19](https://www.nasaproracing.com/news/2020/5/nasa_announces_new_event_protocols_to_combat_covid-19)



# To the DE community

Adam Schwartz, NER Track Chair

Are your cars ready to rock? I know mine is. I had time to do a lot of great updates. The question still remains as to when I will get to test out that new suspension. I have made loose promises around us getting back on track- and I am still confident that we will. Unfortunately, not as soon as I had hoped.

This week the Governor of Massachusetts released a multi-step approach to reopening the state. It outlined a bunch of things that would come in time. Race tracks are not part of Phase 1. We were alerted earlier this week that we will not be allowed to run a public event at Palmer Motorsports park on June 12th, 13th and 14th. And so, once again I am forced to cancel our upcoming DE event. Sorry.

Fast forward; A lot of people have been asking me about LCMT on July 3rd, 4th and 5th. The guidance I am being given is; The music festival has been cancelled. Restaurants and hotels are all closed. And worst of all; The border is closed to casual travel. And for those being allowed into Canada- a mandatory 14 day isolation period is required. Although the border may open on June 27th, it also may not. Additionally, the guidance is that the 14 day self quarantine requirement will remain for the rest of the summer. This effectively makes our LCMT event nearly impossible. In the best interest of the track and ourselves we must also cancel this event as well.

Anyone registered for any of these events will automatically get their full payments refunded. Please be patient as it will take a little time to process.

I am currently working with our friends at Palmer to bring us 2 new events. We have tentative dates, but they are not solidified yet so I will refrain from releasing those dates just yet. But the goal is to have 2 two day events near the cancelled events. Stay tuned for additional information on these events. Just note that, to comply with social distancing rules, most instructed driving will be out for at least the first half of the season. We must comply with local regulations or risk getting shutdown by the state.

This is as far as we have gotten! Many want to know- what's up with the Glen, or Calabogie! They are still on the calendar, because as of now we are still hoping that we can have those events.

I will continue to share when I have information that is solid. Things have been in constant flux, so please be patient!

Thanks for everyone's understanding!



# ***North Country Region Drivers Education Update***

## **NCR Drivers Education Team**

This is the May update for our 2020 track season. We hope you are all healthy, staying safe and making the most being locked down and separated from your friends and extended family.

As we mentioned last month, we had to cancel our season opener at Lime Rock Park May 4th & 5th. This month's news is more of the same.

After discussing the NHMS schedule changes with their operations contact, we determined our best decision was to cancel the event scheduled for August 22 & 23. We know this is a disappointment to all of you; however, it is the best course of action in these uncertain times.

Unfortunately, this event is a primary source of donations for our Make-A-Wish charity. For those of you that would like to donate to Make-A-Wish now, please make the check out to NCR-PCA and put MAW-NH in the memo. Send your check to

Ivy Cowles  
North Country Region Charity Chair  
267 Dover Point Rd  
Dover, NH 03820

We are still investigating the possibility of holding an event at NHMS in October. We will update you via the website and email during the next several weeks.

A second change for this month involves the Club Motorsports July event. It is possible that this event will be able to be run; however, the six-foot social distancing guideline eliminates our ability to have an instructor and student in the same vehicle, so we have limited registration for this event for solo drivers only. The fee is \$300 per day for Saturday and Sunday on the same weekend as the original event. If you think you will attend, please register now at this link.

The Motorsportreg.com deferred payment option allows us not to charge your credit card until 30 days before the event. We will decide if we are going to hold the event in mid-June. If the event is cancelled your card will not be charged.

Thank you for your support.

North Country Region Drivers Education Team

# 2020 Devens Autocross Schedule

## NER

7/25/2020

8/16/2020

9/5/2020

10/25/2020

## NCR

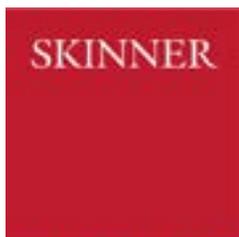
8/01/2020

9/12-13/2020

(Zone 1)

9/26/2020

*Please visit [porschenet.com](http://porschenet.com)  
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# Minutes of the Board

**Alan Davis**  
**Secretary**

## May 2020 Board Meeting Minutes

The May 13th board meeting was conducted using the Zoom video conference. Usually by May we're talking about the fun we had at our club's recent events and we're excited about all of the upcoming summer events. This time not so much.

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  
Adam Schwartz – DE Track Chair  
Stan Corbett – DE Registration

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

- Impact of Covid-19 on the Club – As of the meeting date, the limitations on gatherings and the social distancing requirements are in effect and likely to continue to some extent into the months ahead. Our April and May events have been cancelled and the Club's future events could be cancelled or significantly modified until the restrictions are lifted.
- Drivers Education (DE) – Our May event at Thompson Motor Sports Park in CT has been cancelled. Our next event in June will be at Palmer Motorsports Park, if possible.

Limitations on the number of people at gatherings is likely to affect our DE events. We typically have over 130 drivers at each event. Adam Schwartz is actively working with each

venue to determine if having a smaller number of drivers can be economically feasible.

Social distancing requirements will also have an impact. At all DE events, novice drivers are required to have an instructor in the passenger seat. Clearly, six feet of social distancing can't happen in a sports car. At some non-PCA track events, novices follow their instructor around the track ("lead-follow"). Currently, PCA does not allow lead-follow. As such, we currently have no way to accommodate novice drives while social distancing is in effect. Therefore, the events will be limited to experienced drivers.

Until things change, attendees will be required to wear masks at all times, except in their cars.

Stan Corbett is developing modified procedures for waiver forms and tech inspections.

The NER Board and the Track Committee is working on a set of Covid-19 related guidelines applicable to both DE and Autocross events. For all of the Club's various events, to be effective, our requirements must be clear and consistent.

- Other Big Events in 2020 – Our event leaders are continuing to plan for the Summer Party at Mt. Wachusett, the November Ramble, and the Annual Gala. We recognize that we must be flexible and consider variations and alternatives, if the social distancing requirements remain in effect.
- Sim Racing – We do have one activity that is not affected by Covid-19. Anker reported that Sim Racing is going very well. People seem to enjoy it and like that our races are "more civilized" than other Sim Racing venues. At our May the event, we had 15 drivers finish the race. Anker also noted that the sim racing equipment (steering wheels and pedals) is currently in short supply due to the growing interest in this stay-at-home activity.

The next board meeting on June 10th is expected to be done via video conference again.

# VIP's - Very Important Persons

## New members as of May 1st, 2020

### **Neil French**

Boston MA  
2004 911 Carrera

### **Jordan Gosetti**

Seekonk MA  
2011 911 Turbo

### **Paul Harris**

Boston MA  
1987 911 Carrera Targa

### **Laurie Holman**

Billerica MA  
2008 911 Targa 4S

### **Keith Lopes**

Woonsocket RI  
2007 911 Carrera Cabriolet

### **Christopher Moy**

Concord MA  
1995 911 Carrera

### **David Nanian**

Weston MA  
2020 Taycan Turbo S

### **Joerg Pfeifer**

Somerville MA  
2014 911 Carrera S Cabriolet

### **David Ridders**

Andover MA  
2002 911 Turbo

### **Michael Robertson**

Newburyport MA  
2003 Boxster S

### **Eileen Rutledge**

Cohasset MA

### **Jim Rutledge**

Cohasset MA  
2020 Cayenne

### **Harry Sterling**

Coventry RI  
2018 718 Cayman

### **Robert Weisenbloom**

Westford MA  
2002 911 Carrera 4S

# Anniversaries

## Anniversaries



**May 2020**

### **43 Years**

Robert Burg  
Ryan Burg

### **42 Years**

Philip Brzezinski  
Jim Hornsby

### **40 Years**

James Buliszak 40  
Mark Buliszak 40

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

## **20 Years**

Raymond Bourgoïn  
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  
Jose Gonzalez  
Benjamin Jacobson  
William Jacobson  
Pete Johnson  
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

## 2019 Board of Directors

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

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

VP Administration: Robert Jacobsen  
[admin@porschenet.com](mailto:admin@porschenet.com)

VP Communications: Sterling Vernon  
[communications@porschenet.com](mailto:communications@porschenet.com)

Treasurer: Don Kelly  
[treasurer@porschenet.com](mailto:treasurer@porschenet.com)

Secretary: Alan Davis  
[secretary@porschenet.com](mailto:secretary@porschenet.com)

Membership: Anker Berg-Sonne  
[membership@porschenet.com](mailto:membership@porschenet.com)

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

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

## Committee Chairs

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

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

Concours d'Elegance: David Melchar  
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Driver Education: Adam Schwartz  
[trackchair@porschenet.com](mailto:trackchair@porschenet.com)

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

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

Dow Tour Chair: Gary Cooper

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

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

Ramblemeister: Dennis Friedman  
[ramble@porschenet.com](mailto:ramble@porschenet.com)

## By the Numbers

Primary members: 2014

Affiliate members: 1055

Total members: 3069

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