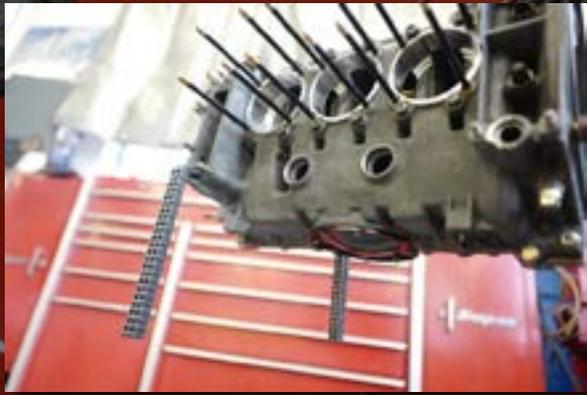


THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

AUGUST 2020





The Region's Exclusive Porsche-only Facility

Pre-purchase inspections,
Storage, Maintenance,
Repair, Rebuild,
959 service
All work performed in-house



Editor's Corner

by: Anker Berg-Sonne

With summer half done, events are picking up. We have had Cars & Coffee, Driver Education, Auto-cross, and the Summer Party.

On the 29th of this month we will have our first Gimmick Rally. The rally is limited to 50 cars in order to reduce wait times at the end of the rally. We hope the event will be fully subscribed, and will use attendance as a gauge of interest. If it is high, as we hope, we are exploring having a Halloween Gimmick Rally. Registration will open in a few days.

For all events, we are taking great care to protect all participants and organizers from infection with COVID-19. So far, conformance with our COVID-19 rules has been excellent. Please continue.

Our thoughts are with our members and partners who are experiencing hardship as a result of the epidemic. Please do what you can to support them.

Until next month, stay safe.

Your NOR'EASTER team.

Front and Back Covers



Larry Levin ~ Cars & Coffee, Newport 2020

The NOR'EASTER



Larry Levin ~ Cars & Coffee, Newport 2020

— 2018 —

PREMIER
Porsche Dealer

Why do drivers love Porsche Norwell?

- ✓ Wide variety and selection
- ✓ New and Pre-owned Porsche models
- ✓ Expert product knowledge
- ✓ Valet service

We work to exceed your expectations every time.



75 Pond Street Norwell, Ma 02061 | www.porschenorwell.com

Sales: 781-261-5200 | **Service:** 781-202-6056 | **Parts:** 781-202-5619

Features

10 NER Gimmick Rally on August 29th

12 My First Rally (1988)

32 The Line

In this Issue

Columns

NER Gimmick Rally on August 29th.....	10
My First Rally	12
The Long & Winding Road	16
Four Speeds & Drum Brakes	18
Squiggly Lines.....	22
Sim Racing Upgraditis	24
The Perfect Quarantine Car	26
Project Nautique 2	28
The Line	32
2020 NER Concours Update	34
NER Autocross #2 ~ July 25, 2020.....	35
NER Autocross #2 RESULTS!.....	36
Minutes of the Board	40

Promotions

Porsche on the Mountain	38
2020 Devens Autocross Schedule.....	39

Departments

Editor's Corner	3
Front and Back Covers	3
NER Event Calendar	7
New members as of August 1st, 2020.....	42
2019 Board of Directors	43
By the Numbers	43
Committee Chairs.....	43
Anniversaries	44

Advertisers

European Performance Engineering (EPE)	2
Porsche Norwell	4
South Shore Autoworks	6
Kachel Motor Company (KMC)	9
Porsche Club of America.....	14
Skinner Auctioneers and Appraisers.....	20
VR Motion Labs	23
Hollis Insurance Agency.....	31
Autobahn Performance	39
Assabet Advisors	41



SOUTH SHORE AUTOWORKS

*Repair
Performance
Track Support
Brokerage
Storage
Loaner Cars*

www.southshoreautoworks.com
Call Wayne Cahill for scheduling

26 Marion Dr. Kingston, Ma 02364

781.585.5587

NER Event Calendar

Signature

October 3 2020 NER Concours d'Elegance

November 8-10 NER Ramble 2020
Canceled

Driver Education

August 7-9 DE at Watkins Glen

August 11-13 ~~NER DE at Calabogie: A Deep Dive for Solo Drivers~~ **Canceled**

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

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

Gimmick Rally

August 29 NER Gimmick Rally
Speed Limit Adventure

Event Calendar - Continued

Social

August 9	SoBo Cars & Coffee at Sweet Berry Farm
August 15	Herreshoff Marine Museum / America's Cup Hall of Fame Tour
August 9	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 3	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

KMC

KACHEL MOTOR COMPANY

Get In Touch!

617-759-8973
425 Canal St.
South Lawrence, MA 01840
info@kmcauto.com



Maintenance & Upgrades

KMC prides itself on furnishing the highest level of honest, professional and thorough service to every customer.



Custom Fabrication

Kachel Motor Company has an in-house fabrication shop to ensure you nothing but the best to satisfy your automotive dreams.



Race Prep / Track Support

All KMC team members are aligned, engaged, and focused on achieving your automotive goals on the street or race track.



Dyno Cell

The Superflow AutoDyn 30 AWD chassis dyno makes for extremely accurate and repeatable testing and tuning.



kmcauto.com



NER Gimmick Rally on August 29th

by: Anker Berg-Sonne

Here in the Northeast Region, we have not organized gimmick rallies for several years, and enthusiasts have needed to look to NCR for opportunities. But we have some great news: we are bringing Gimmick Rallies to NER! On August 29th, our inaugural Gimmick Rally will happen in the area between I495 and Southern New Hampshire. The first of what we hope will be many more.

For those who may not know, a Gimmick Rally is a driving event where each team (each car) is given a set of directions to follow and a challenge to complete along their journey from the start line to the finish. Drivers and their Navigators work together to solve the challenge and win prizes!

There are many reasons to reinstate rallying. The percentage of NER members who own SUVs, Panameras, and soon Taycans, has grown and they have been reluctant to enter their cars in Driver Education and Autocross. We also recognize the need to generate enthusiasm in the younger generations, both children and their parents, who we hope will keep NER vibrant as they greying members retire. And finally, we would like to offer a diverse and broad choice of events for our membership.

Running rallies has become more challenging as high population density and congestion moves further and further from Boston. When I moved to Massachusetts in 1978, you would only see a handful of cars driving up and down I495, and now it seems to be congested all day. COVID-19 put the brakes on our initial plans, but now that Massachusetts and Rhode Island are in Phase 3, we are getting the first rally on the road.

Because many members of NER have never participated in a Gimmick Rally, I will describe in detail how that rally will run.

We are working on the registration process and will open it at the beginning of August. Navigators are mandatory and must be adults. Please bring your children; we will have tasks and prizes for them too! You may drive non-Porsches and rentals, if you wish. We expect the registration fee to be in the range of \$20 per car. For this rally, we will limit the number of vehicles to 50, for logistical reasons.

The rally starting point is Minuteman Airfield in Stow. The airfield owners have generously allowed us to use

their parking lot as both the starting and ending point.

Please arrive no later than 9 AM. On arrival we will check registrations and waivers, and hand you the route directions and scoring sheets with a pen. The gimmick, or challenge, for the team will be to add up the numbers on white speed limit signs ON the route and subtract the numbers of speed signs of any other colors ON the course. At the start, we will ask you to guess the final result. We will use these as tiebreakers. For cars with children under the age of 16, we will also give you a scoring sheet for the children's task.

At 9 AM we will conduct a safety and driving briefing. You will be able to listen to the presentation on your car radio to minimize potential COVID-19 risk. If you don't have a car radio, we will use a speaker so you can listen to it while socially distanced. Masks will be mandatory at all times you are outside your car.

After the briefing, we will stage the cars in a line on the access road to the airfield and release vehicles at one-minute intervals.

The navigator is responsible for reading the route directions and recording speed signs. Route directions will contain the distance between waypoints, street names and numbers, and also describe any interesting sights along the route. We intend that you should have fun and not to make it difficult to follow the course.

When you arrive at the route endpoint, which will be the same as the starting point, Minuteman Airfield, you will check back in and hand in your answer sheets. At noon we will hand out awards. While you wait for the award ceremony, you will be able to purchase snacks and refreshments from the airfield café, and watch the action on the runways. If you are unable to attend the awards ceremony, make sure you let us know so we can give you grab bags for all drivers and passengers.

During the rally, we expect everybody to respect speed limits and traffic laws, and comply with all national and state COVID-19 directives. On the registration site, we will describe all COVID-19 measures that we will put into place, including full refunds, if you happen to need to cancel.

We hope to see a big turnout of cars, members, and children



for this event.

Finally, Nancy's Airfield Cafe will be open from 8 AM for refreshments, snacks and lunch. We will appreciate if you support the cafe as the airfield has allowed us to use their premises for free. There is limited outdoor seating at the cafe for your use as you consume the purchases.

My First Rally

by: Joseph Cracco

I wasn't sure what a 'rally' was, but my college friends were going to participate, so with a 'why not' attitude, I threw my hat in the ring as well.

One friend in particular was most influential in my decision to participate. This friend was the Pied Piper of Fun and the reason I owned a wide-deck skate board, one of the first Burton snowboards, a windsurfer and a 55' Chevy wagon. For the record, he also got me into autocross, ice racing & track days (amazingly, my wife still likes him so we still get to hang out when time permits). If he was going to 'do' the rally...well then...so would I. Let it suffice to say that none of us knew what the heck we were doing. We knew it involved driving...and that was pretty much all we needed to know to be both feet in.

Making matters more interesting, this rally wasn't going to be hosted by the PCA or SCCA...or any other national club with actual experience. It was going to be hosted by a couple of design students from the Rhode Island School of Design (RISD)...two students who had never even been in a rally...but, y'know, they'd heard of them...so that was pretty good. One of them was a bit of a car nut and the other didn't know a lug nut from the nut that holds the wheel. The latter member of the partners-in-crime was the graphic design brains of the operation. He needed a graphics design project to earn his degree, so just like that, the Pisswater Road Rally was born.

There's one more element to this (mis)adventure which I've failed to mention, yet the astute reader may have inferred the existence of this catalyst...the dry kindling which is the bridge between match and roaring blaze. This element, dear reader, is the artist. Many artists, really. In fact, ALL of the rally participants were RISD students. Set a bunch of world-class art students loose on an artist-created rally and, well, mayhem is sure to ensue (and it did).

The idea was this: the rally would be a Time/Speed/Distance (TSD) rally. Each team would be given a spiral bound booklet with route instructions. The teams would follow the instructions guiding them to 5 check points then the finish. At the finish, participants would be given awards and the ever important college student staples of burgers & beer*. Simple enough, right? But the



thing is, when RISD students get involved, it's never that simple (just ask any of their friends, siblings or parents).

For one thing, the clue book didn't have written instructions like, "at 0.3 miles, turn left onto Bridge Street". Instead, our clue books had no words...just graphic images. Solve the graphic clue and then follow the pointing hand. So there might be a picture of...say... the Brooklyn Bridge, with a hand pointing to the left side of the page. As the team drives along, pondering what this might mean, a NY-style Bagel Shop appears. NY bridge...NY Bagels? Sure. "That's it!" someone shouts. A lively debate ensues, but the car keeps moving. Finally, it's agreed, "Take this left!". Screeeeeeeech.

They turn onto Main Street...and now they're lost, but here's the diabolical part, they won't know they're lost until they start to solve for more clues. Maybe the next image is of a polar bear and they turn right at the sign in the store window touting sales of Polar Setzer instead of turning later at "The Polar Caves". Before you know it, many teams are hopelessly lost...and begin backtracking to the last "known" correct turn (really, just the last turn they have some degree of confidence in), but now, they're picking up speed.

Remember, this is a TSD rally, so the teams are supposed to hit the checkpoints at very specific times based on solving the clues flawlessly, driving a perfect route and precisely maintaining the speed limit. Fail at any of those tasks... taking Main Street instead of Bridge Street, for instance...and you've just burned up the clock and now you need gain back time. And that's what the teams did. I'm not saying good decisions were being made (which pretty much sums up many college experiences), I'm just saying, that's how it went down.

The last piece of this "you'd have to see this to believe it" extravaganza was the artistry these students brought to rallying. It's RISD, remember?! Almost without exception, the cars and teams were creatively themed, decorated and dressed. Not only were they creative, but I must admit that to this day I'm impressed with the structural integrity of the





PCA Sim Racing provides fun and competitive online racing against members from all 14 Zones!

Join PCA members from all 14 Zones.

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://pcasimracing.com>



PORSCHE CLUB OF AMERICA

INVITATION

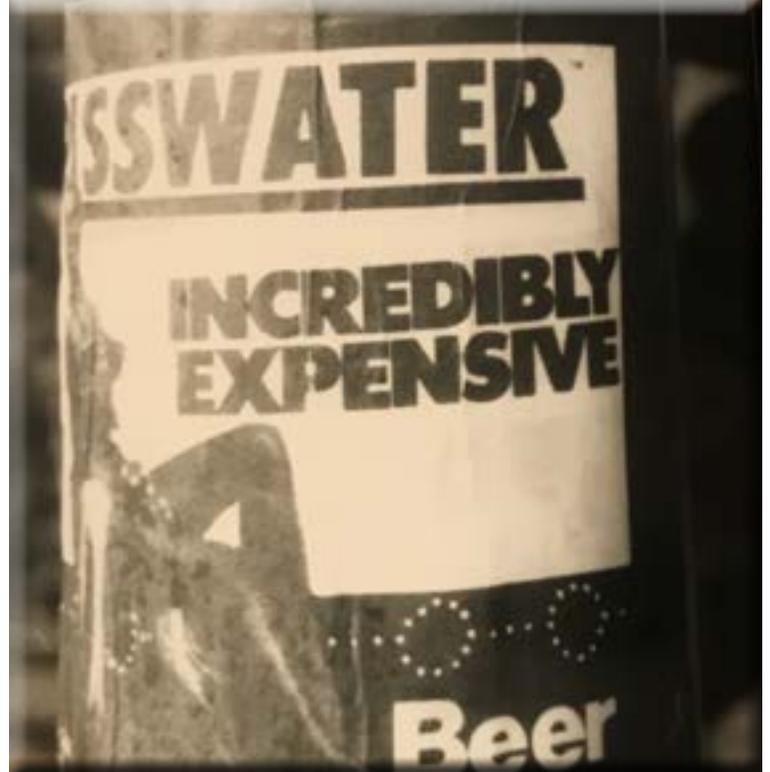


ROAD RALLY '88

JOE CRAICO
BOX 759

SATURDAY, MAY 7

decorations applied to these cars. And the costumes were at least as wild as the cars. One team went as Batman, Robin, and a few other superheroes and they made up their car to look like the Batmobile... giant wings and all. I organized a team of 3 cars and 13 people and



we were the generic "TEAM". Everyone had white cars. Well, mine was blue...at first..., but I used 27 rattle cans of Refrigerator White paint to change that. I printed 1' square vinyl transfers of the UPC symbol for generic "BEER" (no kidding, you could scan the car and it would come up as a 6-pack of generic beer!) and we put those on the white cars. Uniforms were white Tyvek painters coveralls with the "BEER" UPC on the chest and "TEAM" on the back. White "TEAM" Tee shirts completed the outfit. It turns out I was easily outdone by the owner of a brown Dodge Colt. He felt his car was a bit like an upside down brown cow. So the team applied four upward-facing hooved-legs and a 3' diameter udder on the roof.

Now picture a hundred RISD students in 25 cars like I've just described and they're all attempting to make time backtracking on a rally route that zig-zags through RI and southeastern MA on a Saturday morning (if only we'd driven a bit farther and seen that sign for "Bridge Street", we'd have nailed it!). Believe it or not, somehow even this mayhem didn't attract the attention of Johnny Law back in the 80's. I don't know how, but it didn't. Nearly everyone got lost on that first rally, but it was a hoot just the same. And future years were even more fun as the creators of the event became better at their craft. With a kind of clarity that only 32 years of hindsight can bring, it's amazing to see that for my friends and I, this rally turned out to be the first of a lifetime of organized (and some disorganized) automotive adventures.

Oh, the power of one rally.

About that FIRST PRIZE beer....

It wasn't just any beer...we'd get "Incredibly Expensive Pisswater Beer". The slogan for which reads, "It matters not what's in the beer, but only what the beer is in". It had a hand applied label created by the RISD guys who dreamed up the rally idea. I have no idea what kind of beer it actually was, but let's just assume it was dirt cheap pisswater beer, hence the title of the rally. The slogan? It was the rally creator's commentary on 80's marketing campaigns which touted fancy and expensive bottles regardless of the quality of the beer in them.

The Long & Winding Road

- Bill Seymour, NER Past President



Things I never have to do again...

Well we are finally getting back to the track. I had to miss the first Palmer event (hah, I don't like going clockwise anyway) but signed up for Palmer II (which ran in the more familiar CCW direction). Normally I stay at the Copper Lantern – the things about it that bother others don't bother me and I like the fact that you can open windows on both ends (I also don't like to pay \$180 for a room and drive farther). But Kristin and Dave presented me with another idea: sleep in my trailer! Now, I'm not much of a camper – I think I have already told the story of sleeping in the passenger seat of the 356 at the 1961 F1 race at Watkins Glen (and my back still hurts). But, correctly managed, this sounded like it might be fun.



Fine dining at Palmer

My goal for Palmer was to get under a 1:50. With the Gen2 motor I had done a 1:53 clockwise and believe that similar cars (well driven, fresh tires) can do 1:48-9 and Gen3's would be under 1:45. The new motor gives me a 20-25% increase in horsepower (up to 125 or 130hp depending on what you read), saves 50 pounds and has a wider rev range (slightly less torque however). But the reason I paid for the upgrade was not to just go a few seconds faster, of course, rather it was to be able to play with the faster cars in my run group and not always be pointing cars by. (Note: at Watkins Glen the lack of top speed means that I will be pointing most others by. But on the shorter tracks the car is pretty quick.)

I'm much more comfortable driving CCW at Palmer and was pretty quickly able to easily beat my goal. The better news was that I was able to play tag with Dave in the Apple car – he ultimately had a 0.5 second faster lap but we had a great time chasing one another around. So I was in a fine mood as the camping experiment was to begin.

One of the nice features at Palmer is that they have showers. So after the track went cold I was able to clean up, open a folding chair and crack a nice cold IPA. Kristin had done a great job of planning for snacks and dinner. We were joined by Bob and Marcia Binder. My assignment (other than the beer) was to bring a grill and charcoal and we had a fine feast of hamburgers (with cheddar cheese and bacon – of course!), pasta salad and a green salad. Chocolate chip cookies for dessert. We used Buzz and Sally Bean's wooden topped trailer for an appropriately social-distanced dining table. (I hope you don't mind guys!)

After dinner we drove up to turn 6 to watch the sunset and debate lines through turn 7. (I still prefer mine.) All was good as I started to settle in for my night of camping. I had brought an aero bed and a converter to blow it up and even had sheets and a pillow – no roughing it for me!

I also had purchased some screening and used duct tape to install it on the big side window of my trailer and one of the little doors at the front – cross-ventilation, baby! So I settled in to dreamland with high expectations of a night in the great (sort of) outdoors.

When ice cream turns to poop.

I had a little trouble falling asleep – very bright parking lot lights and Dave and Kristin 10 feet away were a little chatty – but finally did. And stayed asleep for about an hour before a monster cramp (it was really hot that day) jumped on me. I tried to get up to stretch the leg out only to discover that the aero bed had gone 50% flat and it was like trying to get up from a water bed – rolling around and getting no purchase. I finally managed to get the cramp under control but the bed was hopeless so I put down a thin blanket on the aluminum floor of the trailer to provide at least a bit of padding. Did I mention that the carefully duct-taped screening had fallen almost completely down and the mosquitos had sent out a county-wide alert that there was fresh meat available? I lay there for maybe a half hour trying various positions and various sheet-over-head



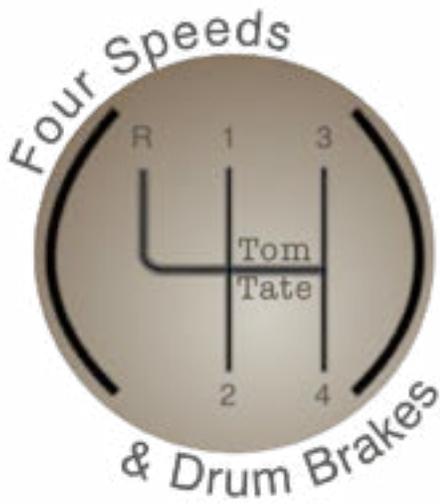
Outdoors and 6 ft apart



Scene of the Crime



strategies but stereo mosquitos buzzing while back, side or front all ached was not going to work. I caved and headed for the passenger front seat of the Pilot. Somewhat to my surprise I did sleep pretty solidly till about 6am. It only took about an hour (and a lot of coffee) to become fully ambulatory. I think I did three rather desultory runs that day, drove home, took a nice shower, had a nice dinner and was reunited with my favorite bed and heating pad. I'm staying at a B&B for the Tamworth DE.



Summer Progress

In spite of restrictions it has been a pretty decent summer for car activity. Certainly not the same as in years past but busy none the less. Everything in the garage has fresh gas, charged batteries and current inspection stickers. There have already been some great drives, easy repairs and completed projects with more to come.

The Cars and Coffee groups are popping up and are well attended. A parking lot in Northborough has seen a couple of events that drew a big crowd. Besides a lot of recent 911's there were also some Corvettes and even a Ferrari got up early and came to make some noise. The schedule says that the next one there is 8/9 at 8am, take a look on the site for details. The same day will see action at Sweet



Berry Farm in Middleton RI so the beat goes on. Join it.

A 356 ride, what we call a Loafers Lunch, drew a dozen Tubs that ran all over the back roads of Westport, MA last week too. It was great to get out and make a little noise with the Speedster. Tom Coughlin, our leader, knows those roads well and ran us over some seldom seen country roads with terrific ocean views. They grow bright blue Hydrangea in that area, the blooms are so big that



you can't even see the green leaves of the plant itself.

Of course we had to bring our own lunch because of the uncertainty of finding a spot that could handle a bunch of old guys all spaced out at 6 ft. intervals. Everyone kept up well and all the cars ran great, many were out for the first time this year and were on their best behavior.

In the hope that the Fall schedule will hold for the Lemons and Champ Car crowd we did have a Test Day at Thompson and the Audi TT ran great. There is another benefit to getting old as Bob and AJ swapped some springs and suspension spacers while I watched. I guess that they figured that someone my age shouldn't be crawling around in the dirt in the pits so I just handed them tools. The more they tweaked the suspension the faster it went.

This ride is a turbo diesel with an automatic transmission. We practiced using the manual shift feature which kept the car from upshifting if the gas pedal was even slightly lifted. Without a lot of confidence in the slush box we have let it do what it wanted in the past. Holding it in gear really makes a difference and we all agreed that is the

way to from here on. We'll see how it holds up. Someone asked if the front spoiler was really a repurposed road sign, the answer is yes. And yes, we parked next to the Port-a-johns on purpose. It's something that you'll appreciate when you get older.

Summer is the time of year when Big Red finally gets out of the garage. It sprang to life like always but didn't seem happy when cruising at a steady speed. The stainless steel exhaust sounded great and the engine smoothed out when the go pedal was applied but at light throttle is sounded like it was short a cylinder. A good friend had what he called a smoke machine which pumped smoke into the engine to help spot leaks in the system. We tried it and it pointed to a couple of leaks on the intake manifolds. Sure enough, there are 6 individual gaskets and two of them had cracked, probably because of age. The car is 35 years old after all.

While we were taking things apart we noticed that the rubber engine mounts had given their all some time ago so they were replaced at the same time. Not a big job and certainly not expensive at \$35 each. Now that car is ready for another 35 years.





SKINNER

VALUE YOUR COLLECTION.

Experts in 30 specialty areas; offering auction, insurance, probate, and estate appraisal services. 212.787.1113

EVERY OBJECT HAS A STORY
worth telling, worth finding.

For buyers, consignors, and the passionately curious

FIND WORTH AT [SKINNERINC.COM](https://www.skinnerinc.com)

A project that finally made it to the top of the list was renewing the seats on Pearl, the train car. This car is 20 years old and while in great shape, the driver's seat was no longer responding to my repair attempts. As the leather had split in the center I had placed a piece of dark colored plastic under the split and then superglued the leather to the plastic (thanks for the idea, Jack). That worked well for the last couple of years. Since I don't buy new cars I don't hesitate to spend money on my daily drivers to keep them in like new condition (or better).

The seats in the '72 911 were such a hit that I decided to go with the same hound's-tooth cloth inserts when it came time to redo the Audi seats. It took a while to find a local company to do the work and even longer to get to the front of the line but the result was great. With cloth centers they don't heat up when parked in the sun and when cornering I seem to 'stick' in the seat even better. The rear seats were still like new but to make them match they got the same treatment.

I also have some engine plans for Pearl but the shop building the killer motor has been busy and that is beginning to look like a Fall project.

A couple of cars have followed me home this summer but I will wait until they are a little more presentable before they get into print. Two of them are old Pcars ('66 & '70) and one a 20 year old Volvo. You'll love the story.

Keep your mask on, stay well and KTF.





Squiggly Lines

Nick Shanny, NER President

I am sitting on my screen porch drinking coffee and writing this article. It is nice to enjoy a cool morning with relatively low humidity and dew point. For me they are the summer days I most look forward to. I hope everyone is enjoying their summer finding peace in these stressful times.

Several of our club activities have resumed, but unfortunately, we have had to cancel others. In large part our decision to cancel events is due to our desire to keep people safe and put on a quality event. Both the Ramble and the Concours d'Elegance had to be canceled precisely because we felt it was not possible to hold either event in a safe manner. I would like to thank both organizers, Dennis Friedman and David Melchar, for all their tireless work trying to make these events work. The events will be back next year in all their glory.

The Summer Party is on! This event was wildly popular last year and will be so again this year: a car show, great food and drink, and the ski lift open so you can have fantastic views of Boston and the NH mountains. This is your opportunity to reconnect with your NER friends in a socially distanced setting after a long winter and spring. We have gone to great lengths to ensure that the event will be conducted safely and in compliance with all state and federal recommendations and requirements. Please sign up on our website.

This past weekend I took part in a SCCA Majors race at Thompson Speedway. About a month ago I attended the SCCA driving school at Thompson to obtain my novice license. My goal for the weekend was to remain below the steward's radar, running a clean race and working towards my full competition license.

The Cayman S I was running was expertly prepared by Justin and Adin of South Shore Autoworks. They were also there to support me for the weekend.

My car was classed as a GT2, which is a tough class to run in given the wide range of vehicles. There were several other Caymans, a Corvette, and a Trans AM 2 car that somehow was classified as a GT2. That car happened to set the new record for that class – a time of 1:15.1. There went any chance of first place.

Cars were placed into groups, some of which were all the same class, others were multiclass like mine. Our group had 24 cars across several classes, of which 8 were in my class.

Saturday consisted of two qualifying sessions and then a 20-minute race. The qualifying sessions determined your grid position for the 20-minute race and ultimately determined your grid position for Sunday's 27 lap, 40-minute race. All grid positions were based on your fastest lap time.

I ended up qualifying 3rd and ultimately finishing 3rd, which I felt was an excellent result. It was no surprise that the TA2 and Corvette qualified and finished 1st and 2nd. During the race I thought I might be able to bring the fight to the Corvette, but alas that was not to be as I could not drop my lap times low enough to compete.

Sunday was largely a waiting game as my race was not until the late afternoon. Thankfully, the day did not begin until late morning so at least I could sleep in. When the grid positions were finally made available, I found that I was starting 4th overall. An older 78 911 RSR had run a faster lap time on Saturday and had pushed ahead of

me. That posed an interesting problem as the RSR was also turbo charged and could pull away quickly on the straights. My start had to be perfect if I had any chance of grabbing 3rd place again.

In all honesty the race was a bit of a cluster. It was supposed to be a 27-lap race bounded by a 40-minute time window. We completed a total of 12 laps for the entire race. We had two black flags and one red flag. The first black flag was due to a crash that ended up spreading debris and fluid from turn 2 through turn 5. The second black flag was thrown and once the cars were in the pits, a red flag was thrown. It was my understanding that a car was smoking and potentially on fire. This is what ultimately ended the race. Much to my surprise the top TA2 car had retired and that left me in 2nd place, which is where I finished.

I could not have asked for a better weekend. The car ran flawlessly thanks to excellent preparation by SSA, and nothing was bent. Well, that is not entirely true. The windscreen needs to be replaced as it was cracked during the first race. Overall a successful race weekend.



Custom Built Racing Simulators For Serious Sim Racers



With the new [PCA Sim Racing Series](#) and [eDE program](#), the PCA has recognized sim racing as an effective and fun training tool for Novice, Club and Pro racers.

We make it real.

Building a racing simulator that feels true to the car is not trivial.

Our 3DOF motion rigs properly simulate the pitch, roll and oversteer of the car. The 3 high speed actuators, driven by the simulation telemetry, work in unison with the feedback from the steering wheel and pedal set to deliver a simulated race experience that feels real.

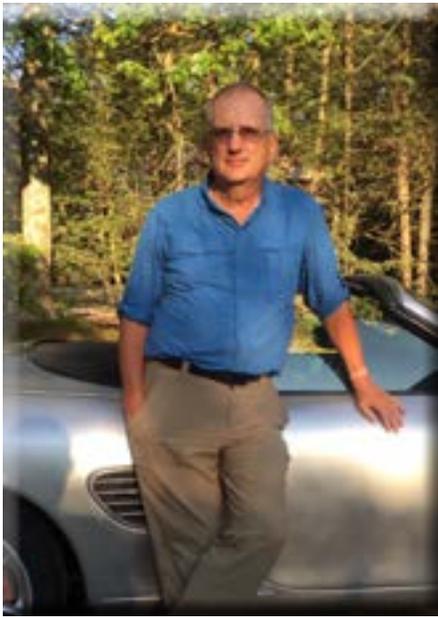
When coupled with a high resolution, low latency VR headset, the experience is a well orchestrated symphony, combining motion, graphics, sound and physical feedback. You are there, racing that car at that track. No question about it.

We'll work with you to design and build a custom static or 3DOF motion racing simulator that is tailored to your requirements and budget.

Dedicated simulator rental (in Plymouth) is also available for 1 hour training sessions for track familiarization.

Visit our website or call to schedule a demo: (774) 608-5044.

VR Motion Labs
Racing Simulators 
385 Court Street, Suite 303
Plymouth, MA 02360
www.vrmotionlabs.com



Sim Racing Upgraditis

Anker Berg-Sonne, Membership Chair

Like any other hobby that I participate in, you can spend a lot of money buying new stuff and upgrading stuff you already own.

In an ideal world, the day you join the hobby, you would know the perfect setup and purchase it right away. Buying it right away is also be the cheapest way to get there. On the other hand, it is also the most expensive way to try a hobby, and then decide its not for you. So what to do?

I took the opposite approach, which also is the most expensive one if you stick with it. I bought the least expensive wheel and pedal set that iRacing recommends, the Logitech G29, bought some PVC pipe and fittings at Lowes and built my own stand. For a seat, I chose a dining room chair that used to be at our farm in Maine. I already happened to have a computer that barely met the minimum requirements, and a whole bunch of monitors leftover from earlier jobs.

The good news is that it worked well enough for me to check out my aptitude, or lack thereof, and interest in sim racing—the total cost up till now \$450.

Very quickly, I decided that I also needed a shifter. I bought it because I cannot get used to shifting an automatic transmission manually. It turns out that it was a mistake. I very quickly got used to the flappy shifters on the wheel and now prefer them. And iRacing doesn't force you to use a traditional shifter on simulated cars, even when the real one does. Now the total cost was \$510.

I was happy with that setup for close to a year, in which I slowly got good enough to dare join a real race. And then I found out that Robert Galejs had started up a private league. I joined the league and participated in the race series. I am hooked on sim racing now and spend, on average, an hour every day practicing or racing.

Another NER member, who had decided he wasn't hooked, put his wheel and pedal set up for sale at a good price. It is a Thrustmaster T300 RS, which is slightly better than the G29, so I jumped on it. The plan is that my original wheel, pedal, and shifter set will become a club loaner that will be made available to club members who want to give sim racing a try. That has worked well, and it is currently in the hands of a member who seems to enjoy it, so we need to start looking for the next interested member. I still own the G29, so my total expenditure had now gone up to \$810.

The biggest problem with the setup at this point is the limited field of view when using a single monitor. iRacing allows you to switch between front and side views, but my brain can't make sense of looking sideways without turning my head. Not being able to look down the track makes it very difficult for me to optimize cornering, and that bothered me. There are two ways to deal with this. One is to upgrade to a three monitor setup. The other is to use a VR headset. Both are expensive. The three monitors should be the same size and resolution. And they need to have narrow bezels. The sky seems to be the limit. A VR headset starts at around \$600, and again, the sky is the limit. The good news is that I had convinced my wife that I was into sim racing for the long run, the other that

we had received our stimulus checks, so spousal approval was forthcoming. The bad news, unfortunately, was that I wasn't the only one in the US that had picked up sim racing. VR headsets were on backorder everywhere. I was finally able to find an Oculus Rift, the original one, and jumped on that. Another \$600 bringing the total up to \$1,410

While I was waiting for the Rift to arrive, my laptop decided to fry itself and the devices plugged into it. I am utterly dependent on the laptop both for work and leisure, so it was imperative for me to find a replacement right away. Laptops were also close to unobtainable. I usually buy mailorder, but ones that met my minimum specifications weren't deliverable for several weeks, so in desperation, I searched the local electronics stores. It took me 24 hours of searching, and I was finally able to find one at Best Buy in Framingham. It was a bit more expensive than I had hoped, and it was a gaming laptop, which I didn't really need, but I had no choice, so I bought that and did a contact-free pickup. \$1,300, but not part of the sim racing sinkhole.

A few days later, the Oculus Rift arrived, and I plugged it into the game computer. iRacing told me that it didn't meet minimum specifications. Ups! But joy, I had just bought a gaming laptop! So I installed iRacing on the laptop, plugged in the Rift, and iRacing was happy! If I hadn't been forced to purchase the gaming laptop, I would have had to purchase a gaming system anyway. So I probably should add \$1,300 to the \$1,410 previously spent for a total of \$2,710. On the other hand, the loaner wheel, pedal and shifter set now includes a big, hulking desktop computer

Purchasing a Rift without trying VR first was a bit of a risk. Some people get nauseous when using VR, and a few get it badly enough to make VR unusable. If you decide to take this path, try it out first! In the beginning, I would get a little bit nauseous when pulling out of the pits, but it would subside quickly, especially if I do what you are supposed to, look down the track, and not fixate at the next thing coming up.

So this is where I am at right now. I am, however, lusting for two upgrades. The most important one is a pedal set with a load cell. Let me explain why: The cheap, no, inexpensive, relatively, pedal sets give you progressive-

ly more braking power and gradually increasing brake pressure as you step on the brake. The result is that how hard you brake is determined by how far towards the floor you have pressed the pedal. That isn't how a real brake works. You really want the pressure you put on the pedal to dictate how hard you brake. A load cell measures pressure and feels more like a real brake pedal and makes it much easier to modulate brake pressure. These are totally unavailable at the moment, so I'll have to live with my inexpensive pedals. The same is the case with the sim racing rig that I have my eyes on, the Next Level Racing F-GT Lite, so I will have to live with my current setup until the COVID-19 pandemic is over and the supply chains have cranked up.

I think I have made my point. Even when starting inexpensively, the cost ramps up quickly, and for each inexpensive component you decide to upgrade, you have to take a loss. It's a balancing act, and how you manage it depends on your commitment and financial resources.

A final note. I have read that several of the top sim racers use the inexpensive components that I am in the process of upgrading, so maybe I am just trying to compensate for lack of skill with money!





Manual Transmissions

The Perfect Quarantine Car

Sterling Vernon, VP Communications

I heard a podcast a month back or so where the presenters talked about a perfect quarantine car. It was Spike's Car Radio if you must know. It's a very privileged position to be able to consider such a topic, so please forgive the indulgence. It may be odd to be defining the salient qualities of an automotive object most suitable for these times. My personal goal was to try to better define the heart of what appeals most to each of us in these straining times.

Speed

Early on in the pandemic, open roads and no traffic held great promise of an almost Autobahn-like experience. And in places I don't think any of us expected to ever see such possibility. Can you ever recall cruising near the speed limit through the tunnels under Boston during daylight hours? A Southeast Expressway that actually felt like an expressway? These opportunities required a car that performed as a serious grand touring (GT) car. One with maybe even a bit of hooliganism—think Black Series from AMG? Big engine. Loud exhaust. It was an odd, new freedom that seemed to unfold in front of many. It was too good to be true and it appears to be again behind us.

Convenience

As we all got deeper into the lockdown, our tab at the local grocery store started averaging two to three times what it was a few months back. I found practical considerations like trunk space suddenly loomed large in my world. With the occasional, lucky stumble upon a 12-pack of paper towels—the equivalent of finding buried treasure—lurking as you shopped. You had to buy that thing. Trunk space could not be a limiting factor. Most Porsches still fill this bill well regardless of model choice. But I was still more cognizant of cargo space on my few ventures out than I had been before. Utility became an important thing.

Reliability

This was a big change for me. I've been more comfortable driving older, less-reliable cars with the easy availability of support services. Car won't start at the market? No problem. Call an Uber and get the groceries home without issue. Getting the car into service without needing to lean on friends for a ride? No problem. But the landscape has changed. I'm sure these convenience services still are there waiting for me to avail myself. But I can't say I'm eager to use them anymore. I'm not sure when I'll feel comfy hopping into the back of an Uber again. Not sure I did in the first place, if I'm honest. And it does weigh in my mind when I decide which set of keys to grab and how far to go.

Fun

This quality was the one most-highlighted by the podcast presenters. It resonated for me and drives much of my current behavior. For everything we do right now, we have to calculate the risk/reward ratio first. With so many unknown risks, the reward needs to be plainly clear. The reward I seek is to feel joy and happiness. The podcasters surmised that the right car for this type of job has a manual transmission car and adequate but not excessive power. The best has a decidedly vintage feel. Their car of choice was a very well-sorted 80's 911. It struck the right balance of pleasurable driving feel without being excessive in any particular way. Again, a very privileged point of view. But I try to always celebrate the joys and passions of others. As I hope they celebrate mine without judgement or malice. It's a quest to determine which car "sparks joy" in the most fulfilling way. The important factors include the engagement of a manual transmission and the feeling of needing to be involved in the operational mechanics of the machine. Having the

right amount of power also seems critical. Power is a very personal choice. For me, a perfect car would have a little more power on hand than I'd need most of the time, but not too much more. I find a naturally-aspirated 944 comes close but still misses the mark a little in the power department. A stock 944 Turbo seems like it would be closer. I've often found myself yearning to have my 2003 Boxster S back in the lineup. That car was an occasion to drive every time. It had the perfect amount of power that always felt generous without a hint of "I'm going to kill you" that can creep into many more arrogant machines. I have to put that Boxster up there for the best quarantine car I can muster. It loses a few marks in practicality and vintage appeal, but the perfect driving quality more than adequately fills those spaces. Could these crazy times be changing my driving lineup in many more ways than anticipated? Could someone just lend me a Boxster for a while so my wife doesn't have to kill me? (Again)

As you decide what is your perfect quarantine car, I hope you are safe and well. If there is any way the club or its members can be of aid to you in a time of need, I hope you feel comfortable reaching out to us and letting us know. It's fun to talk about superfluous concepts, but we're all very mindful of what's most important: our friends like you and the people in need around us.





Project Nautique 2

Don Kelly, NER Treasurer

In last month's column I had started the arduous process of removing the transmission in my 1984 Ski Nautique boat in order to replace the flywheel gear ring that had become badly compromised. The parts all arrived and were correct, and I was about to embark on removing the old gear ring by heating it with an oxy-acetylene torch at a friend's workshop. But! While waiting for the parts I stumbled upon yet another You-Tube video in which the fellow accomplishes the removal with a simple household propane torch. I went about the process this way, and though it took longer, it did in fact heat the ring enough that I was able to pop it off the flywheel with a hammer and chisel. The interesting thing is how he went about in-

stalling the new ring without oxy-acetylene; he heated the new ring in the oven since propane simply wouldn't get it hot enough to fit over the flywheel. Now it would be an understatement for me to say that the kitchen in our home is Cindy's domain, and I have been escorted out of her work space on more than one occasion. So, it was lucky for me that Cindy was asked to start going into the office a day per week, and as they say, "while the cat's away, the mice will play!" Once she headed to the office I set up shop on the kitchen countertop, got the oven heated up to 500 degrees, and baked the new gear ring for 45 minutes. I didn't want to break it..cause it took so long to bake it...and I'll never have the recipe again! It was a thing of



Off with the Old!



On with the New!

beauty, dropped right on to the flywheel with a nice “clink.” I gave it a slight rotation to seat it, and within several seconds it cooled and was firmly in place. I am sure Cindy would have had a meltdown watching me bake automotive parts in her oven...

So, back to NH I went with the new parts for the reinstallation. The heat was relentless once again! I had to wear leather gloves to hold the tools that had been baking in the sun. After seven hours on the first day, and three more on the second day, all was well. Aside from the gear ring, I also replaced the front transmission seal that had been weeping a bit, the flywheel damper plate, and lastly the most difficult task of aligning the engine to the propeller shaft. This requires moving approximately 600 lbs. of engine and transmission around gingerly on its 4 motor mounts until it aligns properly with the shaft, and is within several thousandths of an inch tolerance. In the water she went for a test run...purring like a kitten! DONE!! YEA!!

On the Porsche front, I haven't been able to get any DE in thus far this year. It's been a strange year to say the least. However, just yesterday I was peeping into the garage and decided it was time to roll the Porsche out and give it a good cleaning. It's amazing that sitting in the garage a car can get so dirty. Being black, it shows every particle of dust and dirt. After a good washing and drying I decided to go for a spin. Something I haven't done for a very long time was to just go for an aimless ramble of sorts, and that I did. I got home about two hours later having roamed through Ashland, Holliston, Milford, Upton, Hopkinton, and finally home to Southborough, relaxed and satisfied.

I hope to get a bit more Porsche related fodder to write about next issue; otherwise I will have to tell you about how I rebuilt my weed-whacker...exciting stuff!





NER - PCA Cars and Coffee ~ Northborough, Mass ~ July 12, 2020



An Important Message



Hollis Insurance Agency, Inc

Office: 508-209-0400

Fax: 508-209-0444

Visit Us:

1 Village Green North Ste. 121

Plymouth, MA 02360

www.hollisagency.com

Who else but a fellow PCA member would understand your love for everything automotive? Now is a great time for a review to ensure that you are covered properly with competitive pricing working with someone who knows!

- Personal Insurance for high value and classic vehicles. With an eye to evaluate all of your personal assets including homes, income properties, boats, etc to take advantage of account discounting. And periodic reviews to ensure you are kept current with life's changes.
- Business Insurance with a specialty in the automotive industry including auto repair, auto body work and auto sales. Includes coverage for loaner vehicles and much more that is tailored to your industry.

**Contact Bob Hollis at (508)209-0400 or
rhollis@hollisagency.com**

For more than 30 years, Hollis Insurance Agency has been tailoring solutions to meet our clients' unique needs. We represent the largest number of insurance carriers of any local independent agent, thereby giving you the greatest choice and value for our money. We do not work for the insurance companies,

WE WORK FOR YOU!



The Line

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

“Traveling with my toddler in our 911”

After clocking an average of 250 miles a week during the first half of 2019, the same time period during 2020 involved way less miles and a few less smiles with the pandemic devastating lives and industries. My Porsche has sat patiently in the driveway, collecting pollen and bird poop like a champion. About weekly, my daughter Dot and I take it out for a spirited drive to ensure the tires stay round and the brakes remain free. Our route usually involves a quick drive-through moment to get cake pops and/or baby donuts, aka munchkins. Her squeals are worth every sticky finger print now decorating the rear quarter window. Look out for an article I authored to be published in the July issue of Panorama all about traveling with my toddler in our 911.

Ceileidh Siegel





“On Top”

Had a great time with the family driving to the top of Mt. Washington in our 2020 C4S!!

Perfect weather for this *smile*

John Rudolf



“Day out”

A trip to the BEACH!
Compo Beach ~ Westport, Mass

Jay Read
www.youtube.com/c/jayread





2020 NER Concours Update

David E Melchar, NER Concours Chair

The 2020 NER Concours has been postponed to October 2, 2021 because of safety concerns amid uncertainty regarding the COVID-19 virus. The safety of our members is the priority. The new date in 2021 coincides with the Saturday of the 2021 Audrain Concours and Motor Week, also postponed from 2020.

The planned site for the 2020 Concours, The Elms on Bellevue Avenue in Newport, has been reserved for 2021. This beautiful location, used for two previous NER Concours, is ideally suited and will put the Concours in the middle of Audrain Concours week activities. Concours participants and spectator Porsches will be able to park on the grounds until 6:00 pm, as was done at the NER Concours in 2019.

Please put the NER Concours on your calendars now and plan to be a part of our event and enjoy other attractions of the Audrain Concours. Additional information about the Audrain Concours week can found at <https://www.audrainconcours.com/>





NER Autocross #2 ~ July 25, 2020

Chris Ryan, NER Autocross Chair

Finally, on July 25th, NER held its first Autocross event of the season! After a month plus of coming up with a COVID compliant operating protocol for Devens and then implementing it, we finally got to drive! We had 63 drivers show up for the event and all things considered, everything went relatively smoothly. Thank you to all those who participated for doing a good job complying with wearing masks and adhering to the social distancing guidelines and for bringing plenty of water to stay hydrated on another sweltering day (always amplified somewhat hanging out on the tarmac all day ...)

This is the first year we have “officially” opened up NER autocrosses to non-Porsche drivers. We had been “unofficially” doing this last year to compensate for declining participation, and decided to change things this year. As a result, we saw a few more Corvettes and Mustangs than we usually do, along with a bevy of SCCA people driving Miatas – in fact, 40% of the registered drivers were Class 11 - non-Porsches – making that the biggest class of the day. But under the circumstances, I suspect drivers from all the clubs using Devens are looking for any opportunity to get back out on the AX course – can you blame them?

As for the event itself, after 8 runs for the day, Porsche FTD was taken by Ollie Lucier driving his modified 2010 Boxster S (edging out Walter Lunsman in his GT3 by .177 seconds), and FTD overall was taken by Frank Bayliss, driving a 2000 Miata. Special Thanks go to Akira Mochimaru, who normally oversees sound measurements and reporting to Devens, for coming out to run sound measurement even though he was not a registered driver (his 904 is in the shop). Also we wish to thank Renegade Miata Club AX Chair Rob MacAlpine for setting the course and Sheryl MacAlpine for serving as safety officer and helping out with COVID compliance tasks. And of course, Amriel Lucier was a huge help with morning parking control and announcing.

See you all at our next event on Saturday August 16th. Registration for this and the rest of our events this season (Sat Sept 5th and Sunday Oct 25th) are now open.

Pictures from NER Autocross #2:

Over 500 pics here: <https://nerpca.smugmug.com/2020/NER-AX-2/Anker-Berg-Sonne/n-vfgqRZ>

Another 100 pics here: <https://nerpca.smugmug.com/2020/NER-AX-2/Larry-Levin/n-Mnkgf6>

NER Autocross #2 RESULTS!

Pos.	Class	#	Driver	Car Model	Total	Diff.
1T	1	477	Doty, Chris	2016 Porsche Cayenne	84.997 / 84.997	-
1T	2	61	Aubin, Bill	1984 Porsche 944	74.619 / 74.619	[-]3.211
2	2	3	Tate, Tom	1972 Porsche 911T	77.830 / 77.830	3.211
1T	3	22	Canter, Robert	1984 Porsche 911 Carrera	77.258 / 77.258	[-]1.574
2	3	12	Bryant, Arthur	1986 Porsche 911 Carrera	78.832 / 78.832	1.574
1T	4	2	Blauer, Adam	1994 Porsche 968	73.420 / 73.420	[-]1.254
2T	4	69	Rouhart, Georges	1993 Porsche 968	74.674 / 74.674	1.254
3	4	58	Halbert, Neil	1990 Porsche 944 S2	74.989 / 74.989	0.315
4	4	58B	Halbert, Brian	1990 Porsche 944 S2	75.908 / 75.908	0.919
5	4	47	Kessel, Eric	1999 Porsche 986 Boxter	76.954 / 76.954	1.046
1T	5	37	Peters, Gareth	2004 Porsche 986 Boxster S	73.307 / 73.307	[-]1.602
2T	5	59	Donkin, Alan	2003 Porsche 986 Boxster S	74.909 / 74.909	1.602
3	5	291B	Keen, Stephen	2013 Porsche 981 Boxter	75.732 / 75.732	0.823
4	5	291	Carolan, James	2013 Porsche 981 Boxter	77.330 / 77.330	1.598
5	5	88	Gramm, Daniel	2006 Porsche 987 Boxster	78.973 / 78.973	1.643
1T	6	135	Baker, Rachel	2015 Porsche 981 Cayman S	69.693 / 69.693	[-]0.982
2T	6	75	Skala, Mark	2014 Porsche 981 Cayman S	70.675 / 70.675	0.982
3T	6	156	Ryan, Chris	2013 Porsche 981 Boxster S	72.571 / 72.571	1.896
4T	6	54	Grasso, Ernest	2018 Porsche 718 Cayman	72.986 / 72.986	0.415
5	6	754	Aubin, Eric	2006 Porsche 987 Cayman S	74.073 / 74.073	1.087
6	6	612	Cracco, Joseph	2014 Porsche 981 Cayman S	75.445 / 75.445	1.372
7	6	75B	Skala, Derek	2014 Porsche 981 Cayman S	76.544 / 76.544	1.099
8	6	505	Samuel, Bassem	2013 Porsche 981 Boxter S	76.945 / 76.945	0.401
9	6	7	Boardman, Jeff	2007 Porsche 987 Cayman S	77.280 / 77.280	0.335
10	6	430	Usmani, Haris	2013 Porsche 981 Boxster S	80.870 / 80.870	3.59
11	6	229	Gaitsgory, Michael	2019 Porsche 718 Cayman	81.618 / 81.618	0.748
1T	7	16	Miniscalco, Tony	2006 Porsche 997 Carrera	77.295 / 77.295	[-]0.894
2	7	727	Sarraf, Ali	2013 Porsche 991 Carrera	78.189 / 78.189	0.894
3	7	200	Matson, Mike	2017 Porsche 991 Carrera	79.695 / 79.695	1.506
1T	8	25	Mazzariello, Jeremy	2012 Porsche 987 Cayman R	71.070 / 71.070	[-]3.329
2T	8	49	Johnson, Jeff	2018 Porsche 718 Cayman GTS	74.399 / 74.399	3.329

Pos.	Class	#	Driver	Car Model	Total	Diff.
3	8	809B	Galejs, Camille	2018 Porsche 718 Cayman GTS	75.522 / 75.522	1.123
4	8	809	Galejs, Robert	2018 Porsche 718 Cayman GTS	76.902 / 76.902	1.38
5	8	80	Eckhouse, Noah	2013 Porsche 991 Carrera S	DNS /	
1T	9	884	Lunsmann, Walter	2015 Porsche 991 GT3	68.491 / 68.491	[-]2.598
2	9	194	Lindquist, Chris	2009 Porsche 997 Carrera S	71.089 / 71.089	2.598
3	9	360	Davis, Alan	2015 Porsche 991 GT3	71.423 / 71.423	0.334
1T	10	1	Lucier, Ollie	2010 Porsche 987 Boxster S	68.314 / 68.314	[-]3.778
2	10	318	Barron, Grant	2011 Porsche 997 GTS	72.092 / 72.092	3.778
1T	11	418	Bayliss, Frank	2000 Miata	65.610 / 65.610	[-]0.847
2T	11	198	Koscielny, William	2020 Mazda Miata MX5	66.457 / 66.457	0.847
3T	11	55	MacAlpine, Rob	1999 Mazda Miata	67.332 / 67.332	0.875
4T	11	902	Bakken, Jeff	2017 Chevrolet Corvette	68.324 / 68.324	0.992
5T	11	92	Levesque, Brian	1991 Honda Civic	68.523 / 68.523	0.199
6T	11	491	Dryer, Brandon	1991 Honda Civic Si	69.383 / 69.383	0.86
7	11	411	Ronald, Jacob	1990 Mazda Miata	69.527 / 69.527	0.144
8	11	851	Fillingim, Dan	2019 Mazda MX5	70.439 / 70.439	0.912
9	11	225	Romashko, Igor	2004 Honda S2000	70.502 / 70.502	0.063
10	11	143	Hogan, Ben	2002 Chevrolet Corvette Z06	70.631 / 70.631	0.129
11	11	801	Cerier, Jeffrey	1997 Caterham Super Seven	71.804 / 71.804	1.173
12	11	781	Fleming, Read	2003 BMW M3	72.264 / 72.264	0.46
13	11	374	Zapata, Fabian	2003 Nissan 350 Z	72.766 / 72.766	0.502
14	11	94	Bickford, Michael	2017 Chevy Camaro ZL1	74.264 / 74.264	1.498
15	11	314	Iannaco, Peter	1994 Mazda Miata	74.267 / 74.267	0.003
16	11	261	Johnson, Kieth	2018 Ford Shelby GT	74.759 / 74.759	0.492
17	11	28	Shanabrook, Eliot	2018 Ford Mustang GT	75.899 / 75.899	1.14
18	11	341	Danilovs, Pavels	1997 Mazda Miata	76.960 / 76.960	1.061
19	11	245	Berg-Sonne, Anker	1987 Caterham 1700	77.346 / 77.346	0.386
20	11	228	Shanabrook, Reid	2018 Ford Mustang GT	77.687 / 77.687	0.341
21	11	390	Hayes, Joseph	2015 Ford Fiesta	78.777 / 78.777	1.09
22	11	966	Swenson, Christian	1978 Chevrolet Corvette	79.819 / 79.819	1.042
23	11	757	Burke, Lisa	2001 Mazda Miata	79.851 / 79.851	0.032
24	11	515	Williams, John	1999 Mazda Miata	81.541 / 81.541	1.69
25	11	931	Allen, Donald	1979 MGB	90.314 / 90.314	8.773



Palmer Motorsports Park invites you to the premier Porsche event in New England

PORSCHE *On The* MOUNTAIN

Palmer Motorsports Park,
58 West Ware Road,
Palmer, MA 01069

October 11, 2020



PORSCHE

Norwell


palmer
motorsports park
a passion for racing


Intercity
Lines, Inc.



Show cars, track cars, race cars, and projects.

Over 75 indoor and outdoor vendor spots available!

People's choice award plaques in fourteen categories.

Purchase, trade, barter - everything Porsche! Event held rain, shine, snow!

Free admission. Parking \$20 per car. Dedicated Porsche-only parking area.

Parade laps available for a small fee. Enter your car in the show and park

in paddock lane for \$10 more or \$30 total. Grand Finale parade laps for

all show cars. Food, wings, snacks, and beverages served by BUSTER'S.

ATM located 10 minutes away. No drones, scooters, mopeds, trail bikes please.

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

Show and vendor information:
porscheonthemountain.com

2020 Devens Autocross Schedule

NER

8/16/2020

9/5/2020

10/25/2020

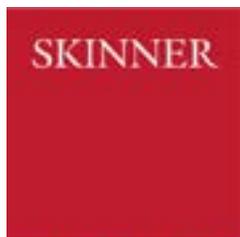
NCR

9/12-13/2020

(Zone 1)

9/26/2020

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



AUCTIONEERS
& APPRAISERS



PORSCHE

Norwell

AUTOBAHN PERFORMANCE INC 

10% OFF

Present this coupon at Autobahn Performance
for any Parts or Service



View our website
www.autobahnperformance.com



Parts

Contact Michael 978-535-0636
parts@autobahnperformance.com

Service

Contact Mike 978-531-0808
info@autobahnperformance.com

Ceremonial Parts, 3 First Avenue, Peabody, MA 01960 | www.autobahnperformance.com



Minutes of the Board

Alan Davis
Secretary

July 2020 Board Meeting Minutes

The July 8th board meeting was the fourth meeting conducted by way of Zoom video conference. While we can't deny that these virtual meetings take less time and require no travel, we all look forward to having a regular face to face meeting soon. Likewise, we hope to spend time with our club members soon at the Summer Party, a cars & coffee, a DE track event, or at autocross.

In attendance were:

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

Not attending:

Robert Jacobsen – VP Administration

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

- The NOR'EASTER – Anker announced that the theme for the next NOR'EASTER will be "Getting going again". We greatly appreciate the many writers who provided the unique and interesting stories that have filled our recent monthly publications. As we get back to our regular programming, please feel free to continue sharing your stories with the NOR'EASTER team.
- Drivers Education (DE) – Stan reported that the two recent DE events at Palmer were successful and, as

hoped, we broke even on the costs (the driver fees and KMC's sponsor support together covered the track fees and expenses). Watkins Glen is now on the horizon and Stan says that the registrations and preparations are progressing well. More good news: With the recently reduced restrictions, our Watkins Glen event will be open to novice drivers - although the number of novice slots will be limited by the number of available instructors.

- The Summer Party – Robert has reported that our NER annual Summer Party at Wachusett Mountain on July 26th is open for registration. Due to Massachusetts' current social distancing requirements, the number of attendees will be limited to 100. An email will be sent to all members as a reminder to register soon. Robert and Nick, along with some help from Stan, are setting up a process to handle the required attendee waiver forms. The Board discussed how the "100 attendee restriction" will impact the Summer Party activities. It was decided that the chairlift ride to the top of the mountain will be included (a great experience!), but we will not have a band this year.
- The Gimmick Rally – Anker and Lisa Burke are now reorganizing the gimmick rally to be insurable through PCA. The first task is to find a parking area big enough to enable social distancing for the start and finish of the rally. The course will be determined when the start and end are secured. The late August rally is planned to take about two hours and

be 60 to 70 miles long. It will be a “speed sign tally rally” with guesses at the start as tie breakers.

- Sim Racing - We continue to have good attendance at our NER Tuesday night sim races. For the next race on July 14th, the sim drivers will be upgrading from the Skip Barber Formula 2000 cars to the more challenging Porsche Cayman GT4 Clubsports.
- Concours – Paul provided an update on the Concours committee’s outlook for our annual October Concours in Newport. It was noted that the Audrain Motorweek has been cancelled for 2020. For our event, we are very likely to have a lack of experienced judges due to COVID-19 concerns. The Board discussed possible alternative formats for our Concours and concluded

that proceeding with it will likely result in disappoint for the club, the attendees, and our event sponsors. As such, it was decided to cancel the Concours for 2020 and look forward to October 2021.

- Sterling reported that the Porsche On The Mountain event is scheduled for Sunday October 11th, 2020 at Palmer Motorsports Park in Palmer, MA. This event is both a Porsche car show and Porsche parts market with dozens of vendors ready to sell, barter, or trade – just like Hershey, PA! Attendees will also have an opportunity to drive parade laps around the track.

The next board meeting, scheduled for August 12th, might be done “in person” if there’s a suitable site. If not, we’ll be back to the video conference again.

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



Assabet Advisors LLC

Customized Investment Solutions Since 2003

Removing the stress of the investment experience for individuals who have a lot to lose.

www.assabetadvisors.com  508-351-9666  4 Smith Road, Northborough, MA 01532

Wayne M. Ushman, CFA - Managing Director

Robert E. Jacobsen - Director/ CCO

VIP's - Very Important Persons

New members as of August 1st, 2020

Mark Augusti

Bedford MA
2018 Panamera 4S Executive

John Barilaro

Marshfield MA
2002 911 Carrera Cabriolet

Greg Boehner

Lynnfield MA
2016 911 Carrera S

Ben Chester

North Kingstown RI
1987 944S

Robert Claise

Princeton MA
2009 911 Carrera

Anthony Dirubbo

Norwell MA
2005 911 Carrera S Cabriolet

Andrew East

Arlington MA
2008 911 Targa 4S

Jesse Esch

Chestnut Hill MA
1988 911 Carrera

Dennis Gavin

Centerville MA
2003 911 Carrera 4S

Donald Gourley

Reading MA
2012 Boxster S

Dan Hersey

Rehoboth MA
2003 911 Carrera 4S

Tom Houman

Beverly MA
2018 911 Carrera S

Bryan Hughes

Abington MA
2001 Boxster

Jay Isaac

South Hamilton MA
1981 911 SC Targa

Bhuvan Jain

Boston MA
2013 911 Carrera S

Stephen Johnson

Scituate MA
1999 911 Carrera

Josh Koselke

Boston MA
2002 911 Carrera 4S

Morio Kubota

Grafton MA
1984 911 Carrera Cabriolet

Greg Morales

Lakeville MA
2002 911 Turbo

Jon Mulshenock

Boston MA
2012 Panamera

Jeff Puschak

Lexington MA
1987 944S

Diou Shi

Waltham MA
2018 718 Cayman S

Jim Tusia

Franklin MA
2020 Macan

Joseph Venturoso

Franklin MA
2005 911 Carrera

Les von Pongracz

Seekonk MA
2017 718 Boxster S

Ray Young

Reading MA
2007 911 Carrera

Fay Zhai

Reading MA

2019 Board of Directors

President: Nick Shanny
president@porschenet.com

VP Driving: Paul Skinner
driving@porschenet.com

VP Administration: Robert Jacobsen
admin@porschenet.com

VP Communications: Sterling Vernon
communications@porschenet.com

Treasurer: Don Kelly
treasurer@porschenet.com

Secretary: Alan Davis
secretary@porschenet.com

Membership: Anker Berg-Sonne
membership@porschenet.com

Past President: Bill Seymour
pastpresident@porschenet.com

Zone 1 Rep: Mike Bryan
mike@brycorp.ca

Committee Chairs

Autocross Chair: Chris Ryan
autocrosschair@porschenet.com

Autocross Registration: Jeff Johnson
autocrossreg@porschenet.com

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

Driver Education: Adam Schwartz
trackchair@porschenet.com

DE Registration: Stan Corbett
tcreg@porschenet.com

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

Dow Tour Chair: Gary Cooper

NER Communications Team: Anker Berg-Sonne,
Sterling Vernon, Lisa Burke, Larry Levin, Pete
Mazzone, 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: 2035

Affiliate members: 1068

Total members: 3103

Anniversaries

Anniversaries



August 2020

51 Years

Erik Plotkin
Richard Plotkin

44 Years

Brandon Mathison
Mark Mathison

41 Years

David Affonso
Teresa Affonso

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

Margaret Orlando
Roger Warren

30 Years

Kenneth Andrews
Patricia Andrews
Christine Carceller
Sal Carceller

20 Years

Nick Durham
Natalie Nguyen
Robert Ogan
Matthew Sliwa
Richard Spiers
Stephen A. Spiers II
Diane Valliere
Michael Valliere

15 Years

Ann Anderson
Richard Anderson
Fotene Cote
Thomas Cote

10 Years

Robert Decelles
Henry Michie
Caroline Sauve
Brian Snay
Barry Solar
Judith Solar
Maureen Spooner
Patrick Spooner
Alain Tranchemontagne
Erica White
Evan White

5 Years

Karl Arakelian
Ronald Bamber
Richard Haroutunian
Donna Hollis
Robert Hollis
Fazal Hussain
Angela Lacosta
Peter Lacoste
Thomas Mack
James Miller
Julian Miller
James Sexton

