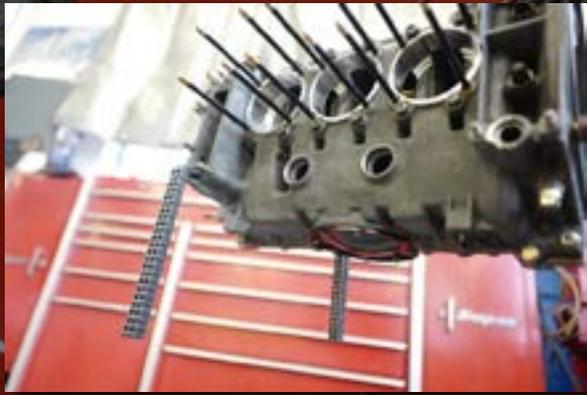


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SEPTEMBER 2020





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Editor's Corner

by: Anker Berg-Sonne

At the start of this calendar year, Larry Levin volunteered to double the size of the NOR'EASTER team. Since then, he has done the lions share of the work and provided much-needed relief for me. The timing was perfect. I was getting burned out and had given notice that I needed to focus on my other responsibilities. Due to Larry's hard work and his always positive attitude, I have regained my enthusiasm and energy and will remain on the team for the foreseeable future. It is individuals like Larry, who keep this club going. When you see him, give him an elbow bump and let him know that you appreciate his hard work.

We continue to receive great content from you, our readers. In this issue we have Melanie Randall's article about the Watkins Glen DE last month, and you will also find that The Lines continues to receive member updates. We hope that they will keep coming, even after COVID has run its course.

Election season is upon us. In this issue you will find the 2021 board nominations from the nomination committee.

Front and Back Covers



Larry Levin ~ Aurdrain Cars & Coffee
Newport 2020



Larry Levin ~ Assabet Cars & Coffee
Northborough 2020

— 2018 —

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NER Event Calendar

Signature

October 3 2020 NER Concours d'Elegance
Canceled

November 8-10 NER Ramble 2020
Canceled

Driver Education

September 11-13 NCR September DE at Tamworth
Club Motorsports

September 25-27 DE Season Finale at Palmer
Motorsports Park

Social

September 13 SoBo Cars & Coffee at Sweet Berry
Farm **Canceled**

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
Canceled

October 18 SoBo Cars & Coffee at Sweet Berry
Farm **Canceled**

Autocross

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

Recurring

Tuesdays 8:00PM Late Apex iRacing, check NER sim
Racing Facebook Group for updates

Saturdays 8:30AM Cape Cod Porsche Gruppe Cars &
Coffee

Northeast Region PCA Board Nominations

As per the bylaws, the Nominating Committee presents the slate of candidates for 2021 Board positions listed below. A member may propose additional nominees by contacting the Nominating Chair (email – admin@porschenet.com):

“Additional nominees or slates of nominees for any or all offices may be proposed by the members at any time up to and including the October meeting of the Board [10/9/2020]. Such nominations will include a signed statement from the nominees that he/she (they) will perform the duties of office if elected.”

Brief bios of all nominees will be presented in the November NOR'EASTER, and online balloting will be accomplished immediately after that.

All votes must be cast through the web site, no email, or mail-in ballots. The results of the election will be announced through the website and/or the Annual Dinner. To cast a vote, you will need to be a primary member of NER and have a voter ID and a key. These will be emailed to you using the email address you have on file at PCA.com, so please make sure it is current.

By way of reminder, Board members serve for one-year terms, and the elected Board is installed at the Annual Dinner. Board members cannot serve more than two terms in one position and cannot be on the Board for more than four consecutive years. (Except for VP Communications which is not term limited.)

Here are the nominees...

President – Nick Shanny
VP Driving – Jerome Gangiatano
VP Admin (Social) – Lisa Burke
VP Communications – Rob Ruffin
Membership Chair – Anker Berg-Sonne
Treasurer – Kristin Larson
Secretary – Alan Davis
Past President – Bill Seymour

Submitted by the Nominating Committee: Robert Jacobsen (Chair), Bill Seymour, Stan Corbett

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NER Annual Summer Party

by: Bill Seymour, *Past President*
photos: Richard Viard

Well some of you were lucky enough to come to a great party – sorry that we had to cut off the attendance at 100! This was the third year – second at Wachusetts Mountain ski area. The weather was great – OK, maybe it was a little hot but it was gorgeous at the top of the mountain – and we had most of the usual activities. Participation in the cornhole contest was a little thin this year but Kristin Larson and Bill Seymour avenged last year’s result and came in first. OK, so there was only one contest – we beat Nick Shanny and Dave Berman. It’s all about showing up isn’t it?

As noted the ride to the top on the chair lift yielded spectacular views and a respite from the heat. The band – Driving Sideways with Brian Magoon – was great. The food, carefully served to comply with pandemic restrictions, was splendid. I recommend the fried chicken but Rosemary was very pleased to get a top notch traditional hot dog. Lots of go-with-its. The Kristin Larson Death Bike Autocross Challenge did not see a lot of takers. Either we are getting smarter or the heat scared us off. I therefore avoided the ER.



The centerpiece of the event was the People’s Choice car show. Bad on all of us for not recording the names of the winning owners so I can only mention some highlights. The top vote getter was a gorgeous orange early 911 Targa that we understand was bought on Bring-A-Trailer a year ago. Tom Tate edged out Bob Siegel for second place (and first 356). My favorite was a 50th anniversary 911 (they made 1963 of them of course) that was driven up to the party that morning from Long Island.

Thanks to our sponsor Porsche Norwell. Jay Landry and his crew once again came through with some gorgeous new Porsches for people to drool over – we really appreciate their support. And thanks to Robert Jacobsen who pulled the whole thing together almost single-handedly. We look forward to next year (it is going to be an annual event at Wachusetts) when, hopefully, we can get triple the attendance.







Watkins Glen DE August 2020

by: Melanie Randall

The good news finally came in that YES we could go to the Glen for a DE event in August. Even better news, NER was able to get approval for in car instruction with some COVID-19 guidelines. For a green driver excited for her second trip, I was thrilled that I would in fact be able to drive again at the Glen. My first trip to Watkins Glen was last August. It was also my first DE event and my birthday weekend. I had NO idea how much of a celebration it would truly be.

This was my second trip to Watkins Glen (my third DE event) and although the road time is about 10 hours of travel each way, I was beyond thrilled to return to the very special place that is the Glen to once again drive the infamous track and celebrate my birthday.

We knew that we would be required to wear face masks anytime we were in the garages, in the car (with instructors) or anytime we could not properly social distance. It was just one more added accessory to add to my track attire.

We came into town on Thursday late afternoon after traveling all day. The sight of the Glen as you crest the hill on County Rt 16 is really something to see and the excitement I felt in that moment stayed with me all weekend. Due to COVID-19, I had the same instructor as I had last year, a dear friend and a regular at the Glen. Although nothing feels “normal” right now, being in the car with Derek certainly made me feel quite comfortable and super excited for another track weekend.

I found myself remembering the rush especially through the esses and the bus stop this year, as it was my favorite part of the track during my first event. The

line had not changed, although it seems, that I as a driver certainly had changed. I was going faster and feeling more momentum as I reconnected with my 1987 Porsche 911. This was only my second time tracking this car. The feeling of being connecting with the car and listening to the “second instructor” is like no other driving feeling I have ever had. It certainly is not like driving my SUV on our Maine roads.

My favorite part of this year’s trip was the track walk on Friday night with Erik. The vantage point is so different when you are outside of your car and really looking at the road. The elevation changes, twists and turns of the Glen make it one of the most desirable tracks to drive in North America. I feel like I became more aware of some spots on the track that feel scary while I am in the car, but are really quite safe places to push the envelope to gain more speed, momentum and comfort in my car. As a green driver, I find my most difficult spot on the track



to be the downhill left coming out of the carousel and into the laces. This corner just simply makes me nervous. Although my instructor kept pushing me to go deeper, my body just wants to be all over the brakes. I did learn and execute a few times a proper braking and turn in technique that allowed the camber of the track to keep me and my car exactly where it should be. I look forward to continuing to battle this turn in next year and getting less fearful about this particular corner.



Derek (instructor) and I hanging with the Martini car

The attendance at this year's event was lower than last year, but that is to be expected. My green run group did not have a lot of cars in it, so I felt like I was on the track by myself for a lot of my sessions. This allowed me to not have to worry about traffic, too much, while I continued to practice my line and gain speed and momentum. Traffic doesn't bother me too much, I will happily give a pass by to any driver that is in my mirror, but I don't love taking a pass when one is given to me. At times, I don't feel like I am a better driver



On track!

*All photos are from the 2019 August Glen DE event --- hence, no masks!
Same car --- same driver --- same instructor --- same track*

than anyone else and that I should just be giving pass bys. Thank goodness for my instructor to keep pushing me in the moments that I feel a bit uncomfortable, as that is the place where we learn, right?

The other drivers were all very courteous and friendly. There is something quite special about this group of people. My boyfriend, Aaron has been attending these events for a few years and has relationships with lots of the drivers. Everyone has been very welcoming to me and continue to make me feel welcome. The female drivers, few and far between, were also quite friendly and welcoming. For my last session of the event, I had a guest instructor join me so that I could get a feel for what it is to have a different instructor. Kristin was amazing. She had been out on the track with a student at times throughout the weekend, so had seen me driving and we had chatted about some of my challenges. She quickly was able to assess and advise me on a couple of edits to my braking so that I might be easier in the corners and able to “keep

the car happy.” Having another instructor in the car was a change that I had been nervous about, but for no reason, she made me feel very comfortable and I was pleased to take her for a ride.

We did sorely miss out on the social gathering at the track, especially to give our appropriate thanks to the track workers, who do their best to make sure that we are all enjoying the event while maintaining safety as the number one priority. Thank you to all that work at Watkins Glen, you were all superior. Watkins Glen took their job of hosting us safely very seriously and it was admirable how they have adjusted their rules to keep us all safe. Although I struggled at times with the balance of fun, challenge, learning, and focus, I had the best time at the Glen and I cannot wait to get in the car again! Thank you to NER for organizing this event. I now know why the Glen is a favorite, I hope to never miss an event there!

Checkers, I win!



Aaron and I locked and loaded with 933 headed home after a great weekend

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The Long & Winding Road

- Bill Seymour, NER President



I love Watkins Glen. (My dedicated readers – I know there are at least two – are saying “Yeh, we know, we hear this every year.”) It’s my favorite track (there are many famous ones I haven’t been to so don’t start a fight about Road America, etc.), it has great history, it’s a very pretty part of the country and I really like the local vibe. So the past weekend was the high point of this year’s truncated driving season (at least thus far). Let’s count some ways...

Congratulations and thanks to Adam Schwartz and Stan Corbett for running a great event despite all of the difficulties imposed by the pandemic. And the compliance with masking was remarkable – aided in no small part by the Watkins Glen staff who kept reminding us. Also kudos to Dave Berman and Charlie Kenney for managing student/instructor assignments admirably despite last minute no shows caused by pandemic restrictions and other complications.

We were able to have an indoor dinner at the Seneca Lodge – you can’t go to WGI and not go to the Seneca. No salad bar and a limited menu but the tables were miles apart and it seemed quite safe. On another night we went to the park by the lake (where we sometimes have had a picnic) and ate take-out pizza (Pam only ordered twice as much as we could eat) and drank some good local IPA’s. And of course there is always the cocktail hour done by the NCR and Down East folks in the parking lot of the hotel.

We did have some car issues. My overworked tow vehicle didn’t like 70 mph uphill on a really hot day and showed “transmission too hot” warnings. As I was caravanning with Nick this resulted in a BMW M5 Competition model being speed limited to 60 mph. There’s a true friend! There was also an outbreak of Caymano virus that took out 4 DE vehicles. We think Adam’s Cayman was patient zero. My first student Marcia was next (rear wheel bearings) followed by Dave (inner half shaft bearing) and Nick (steering rack). Finally, after a run session

I noticed oil on the back of my car. An inspection was made by backing it up on the trailer ramps and a pinhole leak in an over-tightened oil filter was discovered. When I struggled to get it off, Dave took over and spent 20 minutes poking a screwdriver through it 4 times and making multiple 1/16 revolution turns to remove it. Another true friend!

Since Spec Racer Fords are very popular on Youtube I had no trouble finding a video that showed what the car was capable of at Watkins Glen (and you can find SCCA race



results that confirm that they are 3 seconds faster in a race than in qualifying due to drafting). Based on this and my previous times in the car before it was upgraded to Gen 3, I had set a goal lap time and I was able to beat that by two seconds. But that satisfaction comes with the knowledge that I would qualify at the back of the grid if I actually went to an SCCA race (and doesn't even begin to describe how badly I would fare in terms of racecraft). But it is really fun keeping up with many of the Porsches despite only 125 hp. Dave did a session in it and had a ball. Dave also got to drive a Ferrari (well maybe he steered a dead battery Ferrari into the trailer while the rest of us pushed).



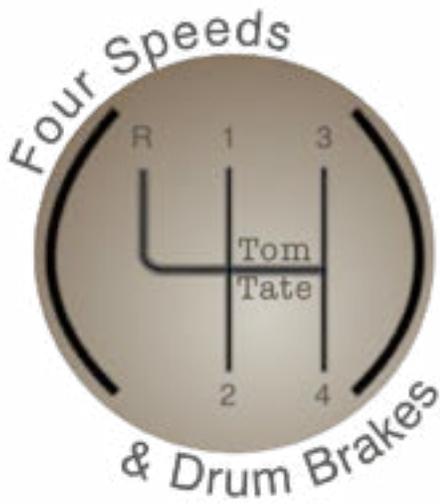
Dave gets to drive a Ferrari

I'll end by reprinting some of my column from last September...

“Finally, you will find elsewhere in this issue the nominations for the 2021 Board. I am very happy that we have an excellent slate and the Club will be in great hands but it took some time (and some accommodating people) to fill the slots. The problem is two-fold. The first, and obvious one, is that our members are busy, active people and don't have a lot of time to spare. The other problem – and one that I'd like you all to think about – is that our

club really is composed of barely overlapping silos. We have a very dedicated bunch of DE enthusiasts who are involved in DE management and spend their energies there. Similarly for Ramblers, Autocrossers, and Concoursers (is that the right noun?). We can find people to take on DE roles (or whichever silo they are in) but it is more difficult to get someone to step up to the Board level when the additional time demands might mean they had to give up the management role in their preferred activity. So you folks out there, please look down the road a bit as we will be needing quite a bit of Board help next year.”





That was certainly an indication that the cars were asked to do things at an autocross that you couldn't do on the street. Great practice for students that were just learning about what cars were capable of doing.



Run What You Brung

I have been running Autocrosses since pylons were lined up in Student Parking Lot A at the Univ of Maryland in the '60's. Back in those days all were welcome and we always had some strange stuff show up in a Sunday morning.

The shortest run I ever saw was an Isetta that only got to the first turn before it rolled over on its side. We just ran over and rolled it back on its wheels, gave him the headlight that was knocked off and sent him home.



Renaults from France were big in the DC area and as a small rear engine car there were a few on campus. They were quickly banned because their rims were held on with only three lug nuts and when pressed hard, the rims bent and the tires came off.

By the time I got to New England there was a Porsche 356 in the garage and I had spent a lot of time driving around the cones. My first Autocross up here was at a machine tool company parking lot in Worcester where I managed to set the fastest time of day (FTD) for a street/stock car and won a free case of oil.

Like events in Maryland all sorts of cars came to run. I remember a Sunday spent at the Mitre Corp in Burlington, MA when two guys showed up with a Sunbeam Tiger, a small British convertible with a Ford V8 in its nose. It had big tires on the rear but when they couldn't get it to turn in quickly they jacked it up and swapped the tires front to rear for more steering grip. Didn't work well but it sure produced a lot of smoke when they lit up the skinny tires on the rear.

SCCA ran a series of autocrosses in the Boston area in shopping mall parking lots that drew 60-75 cars on any given Sunday. We ran at Shoppers World in Framingham, the Burlington Mall and the Auburn Mall because they were all closed on Sunday. When the Blue Laws were eliminated and the stores were open we went to Hanscomb Field, Ft Devens, and businesses that would let us use their lots like the Bose Co in Framingham.

The winter months always provided a time to change or upgrade cars for the summer season. We would get new tires or a bigger sway bar. One of our friends came one summer with a Dune Buggy that had a 356 Porsche engine in the rear, it was fast. The next year he returned with a 911 engine hanging out the back, it was faster.

The next year when asked what he did over the winter he said that he “turned it around”. It was now a midengine car and began taking FTD every weekend.

A young fellow (younger than us anyway) showed one year with a Volvo 122S. It was a tired automatic with the stock four cylinder engine that was breathing hard to just finish a 2 minute course. He kept coming week after week and actually got pretty good with it in the small sedan class.

He never won but we got to be friends because you just couldn't miss the enthusiasm that he had for the sport. The Volvo was probably the worst possible choice for an autocross car because of its drum brakes, skinny little 4 1/2 “ tires, and automatic transmission. We asked him why he picked the Volvo to race and he said “ because that's the car my Grandmother gave me”.

Any car can be driven at an autocross and we have always encouraged folks to just ‘run what you bring’ . Any



experience driving a car, any car, at it's limits of adhesion will make a driver better.

While our PCA events tend to draw Porsches, we do have members bring other rides that are always of interest to car people. Last weekends event at Ft Devens was no exception.

The Caterham, that will probably always be called “Bill's car” after the previous owner, was handled nicely by Anker, our membership chair. Great plate, by the way.





We certainly had a big turnout of P cars as expected since any time they get into third gear that would be speeding anywhere in MA and a runway is a better place for testing the limits.

To me, the real star of the day was a newby driving a 2000 Toyota Camry.

His name was Peter and while he didn't get the car from his Grandmother, he was there to learn. And learn he did. His times got faster as the day wore on and he found the limits of the skinny little tires and the automatic transmission. There were snows on the rear proving that this was just a winter beater pressed into service.

More important, he didn't hit as many cones as some of our "pros" and the smile on his face told me that he was having as much fun as the rest of us.

So if you're thinking that an autocross is just a place for expensive cars to strut their stuff, think again. It's actually a place to learn the limits of your car no matter what you're driving. Bring it out we'll show you how. In the meantime, drive carefully and stay safe.

KTF





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PORSCHE CLUB OF AMERICA



Audrain Cars & Coffee August 16, 2020

by: David Melchar
photos: Larry Levin

The Audrain Automobile Museum started up its Cars and Coffee series for this year on Sunday, July 19, 8-10 am at the Polo grounds in Portsmouth, RI. The COVID-19 concerns had delayed the gatherings and once they began masks were required, attendees were limited, and vehicles were placed further apart than normal, but at last we had another car event in which to participate. New this year, each week the Audrain CEO, Donald Osborne, decided to showcase a vehicle marque at each Cars & Coffee with special parking and recognition.

The first Cars and Coffee showcased Corvette and the second showcased Ferrari. This third event showcased Porsche, and specifically PCA. As it turned out the weather was cool and threatened with a chance of rain. Luckily, the rain held off until the event ended.

While participating vehicles were positioned on the spacious grounds, the Porsches were lined up two deep alongside the stone wall edging the Polo grounds driveway. While a few NER members decided not to risk the weather, 39 Porsches showed up! The Audrain CEO chose three Porsches to recognize and award a snazzy Audrain Cars & Coffee cap. The criteria for this recognition was only known to Mr.

Osborne, but he said his choices were representative of the Porsches in attendance. The three Porsches selected included Bob Anastasi's stunning oak green 964, Sterling Vernon's racy Brumos liveried white 997 and James Serafino's unique urban bamboo 911 GT2 RS. A great time was had by all!

The Audrain Cars & Coffees schedule can be found at www.audrainautomuseum.org. A new exhibit, "From the Racetrack to the Opera: Marques That Did It All" has just opened at the museum and is worth seeing. This most interesting exhibit includes, among unique racing and production models of Ferrari, OSCA, Alfa Romeo, and Jaguar, the 1955 24 Hours of Le Mans winning Jaguar D-Type, driven by Mike Hawthorn.







Squiggly Lines

Nick Shanny, NER President

As I write this, I am sitting outside, enjoying the dry weather that has decided to make an appearance. We have had some sweltering days that seem to fall on outdoor event days, such as DE and AX. We have enjoyed some beautiful summer weather at our various outdoor events, but I do enjoy the cooler days and nights.

The club recently hosted the annual summer picnic. The event had a good turnout, a beautiful collection of cars, and a good band—a big shoutout to Robert Jacobsen and Anker Berg-Sonne for their efforts in putting this event together.

Our club happens to span both Massachusetts and Rhode Island and is therefore beholden to Covid19 rules in both states. The recent change regarding Rhode Island created issues for events taking place in Massachusetts. As a club, we are trying to find ways to support club members from both states going forward as we adapt to the ever-changing rules.

As previously reported, the 2020 Ramble was canceled due to the ongoing Covid19 Pandemic. Dennis Friedman expended a tremendous amount of time and effort, attempting to organize the Ramble. Still, with the restrictions, it was impossible to hold the event and keep the high standards that everyone has grown to expect. A special thanks to both Dennis and Carol for their efforts.

As you know our club depends on volunteers to make our events run smoothly. Whether it be the board or across the groups that make up the club, the need for volunteers is always there. If you have an interest or a skill you think the club could use, please reach out. You can contact any of the group chairs directly or send email directly to president@porschenet.com.





Roads Less Traveled

Don Kelly, NER Treasurer

I really haven't done very much in the way of Porsches this summer leaving me with virtually nothing to share with you in this regard. I did however, do something recently that I think could easily be done in your favorite ride. While on vacation in New Hampshire, I was pouting a bit about all the things I missed doing that are simply off the table currently. I actively shifted my thoughts to things that are very doable that I had just been ignoring. So I went to the garage and fired up my 1991 Harley Davidson; it's time to take a ride.

It was a beautiful New Hampshire day, a cloudless, clear blue, and sunny eighty degree morning. Where to go? To

be determined! For starters, there is only one road into and out of my area. I start there. I haven't been riding very much lately, so I am re-orienting a bit for the first few minutes, warming up as it were. I decide to head up a two lane country road, Route 140, in Gilmanton toward Alton. The air is rich and green as I pass by antique farms with little ponds in front, up over hills with breathtaking endless views, down through small valleys that wake me up with a pocket of cool air. I decide to bank off and take an unfamiliar road with a sign promising there is a lake somewhere down there. It is a little country road winding through some wilderness and wetlands eventually opening up on a picturesque lake nestled between forested

hills. Families are sitting at picnic tables on the bank chatting, smiling and just soaking up the morning. I continue on and as I pass by the end of the lake, the tired pavement ends and the dirt road begins.

There is something very special about dirt roads, and there are many in New Hampshire. The senses come alive; the damp earthiness, the hard packed surface with loose areas that keep you at full attention, the eventual washboard areas that promise to knock dental fillings loose, not to mention the kidneys. There is also the mystery, because in this case, I have no idea where it goes, or how long it is. I have plenty of gas, I intend to find



out. The road enters into heavy forest; sun rays beam through the trees and the air is thick with pine. After a while an area opens up and there is a horse farm. Not an old antique farm, but a beautiful large new complex with extensive paddocks and horses lazily grazing. Go figure, way out here. I am now a couple of miles in, back in forest, and really beginning to wonder where I am. The road is taking me up and down through boot hills, and off to the right I spot a pristine clear lake with a dad in a boat taking the kids tubing. The road continues through forest and it ends up being about 8 miles before I come to an intersection with pavement, old weathered pavement, but pavement none-the-less. My speed through this part of the adventure was about ten to fifteen MPH, it took a while!

I still don't know where I am, so left or right? Hmm...left. This road twists and turns by old homes with ample mature yards, some cut, some uncut, many with flower or vegetable gardens, as well as rambling wild flowers. The nostalgia is palpable; I feel as though I somehow rode back to earlier times, it is peaceful. I eventually come out to...What??...Route 140, almost where I started. I have gone in a large circle. I now very much know where I am. I head toward Alton Bay on Lake Winnepesaukee. Changing it up a bit, I am now going to become a voyeur, taking in the sights of folks, young and old, enjoying summer lake time. At Alton, the southernmost point of Winnepesaukee, I roll to the west side, Route 11, heading north and keeping the lake to my right. I get hit with the aroma of fried clams and onion rings wafting from Pop's

Clam Shack. I come to small bridge over a channel where two young boys are doing backflips into the lake from their perch on the bridge. Wow, I remember when. I bear right at Ellacoya State Park and spot all the camping trailers and RVs. As I head along, there are teens out on a raft wrestling and tossing each other into the cool water.

From here I head home, enjoying the views of the expansive lake on my way, never ignoring the low rumble of my faithful ride. Once home, I tuck the Harley away, and think a quick "thank you" for a safe ride. I am feeling relaxed and calm as I escort the lawnmower out. Time for some chores!





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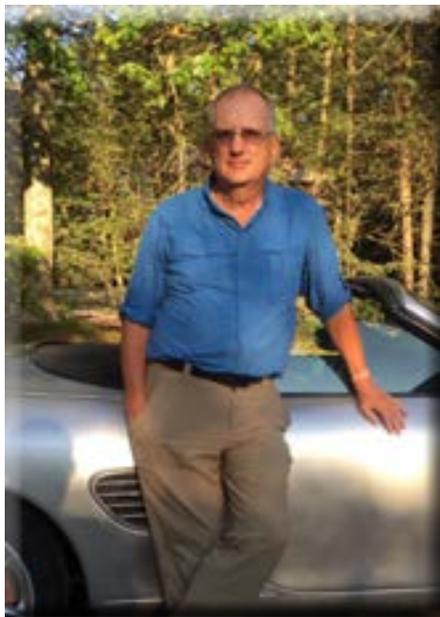
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Skip Barber One Day Race School

Anker Berg-Sonne, Membership Chair

At the 2019 Gala (held in January 2020), Kirsten surprised me by bidding on the one-day race school donated by Skip Barber Racing. She won the auction and announced that it was her birthday present for me.

I initially scheduled to take the class in May, but in the middle of the first wave of COVID-19 I had a health scare, that's another story. I rescheduled the class to the first Monday in August in the hopes that I would have recovered by then. It turns out I could have made the first appointment.

The class was held at Lime Rock Park, one of the best tracks I know of for learning. It is fast, not overly technical, and fun to drive. We were asked to show up at 7:30 AM, and to avoid having to leave home just after 5 AM, I booked myself into a B&B right next to the track, The Meadow House. I found the place OK, but there wasn't a soul around and knocks on the front door, which was partially open, and shouts of "anybody here" went unanswered, except for two amiable cats. But then I noticed an index card taped to the door frame with my name on it, informing me that I had the "Bunk House" to myself and should help myself to anything in the fridge, including beers. I went in, but there was no indication of where the Bunk House was, and a walk around the property offered no clues. Fortunately, a young woman came out and was about to enter one of the cars parked in front. I asked her where the Bunk House was, and she could offer no assistance, but she yelled, "Andy!" a few times, and eventually, a young man came down and showed me where it was. It turns out the Bunk House is a room in the main, an only building!

The Meadow House is very rustic, and crammed with racing paraphernalia. Quite too rustic for me, but for



the racing enthusiast, a stay may be worth the somewhat steep price for a hard rock bed and no breakfast. Andy was not to be seen or heard anymore, and no other guests showed up, so the two cats and I had the place to ourselves. They were very hungry for the company and must have been starving because they kept asking for food. Enough about The Meadow House.

The next morning, I showed up at the Lime Rock Park gate, and after a brief wait, we signed waivers and were let in to register. That day there were four different events going on, all Skip Barber: The Experience, One Day School, Three Day School, and Private Lessons, so plenty of action on the track.



In the morning, the One Day School participants were divided into three groups. The morning program consisted of a classroom. Fairly elementary, delivered by Bruce, who was excellent. I did get one perfect nugget from the class. To drive a good line, a good technique is to pay attention to the tire tracks and start outside them and finish inside them.

My group, yellow, started with the skidpad. The cars had a plastic tire on one of the rear wheels, so losing the rear end when the plastic tire was on the outside was sudden. Recovery took full lock in both directions and perfect timing. Good stuff that I still need to work on.

The next exercise was “autocross,” quoted because it was very elementary and short to the extreme. I decided to treat it like the real thing and managed to catch two cones. My excuse is that a Mustang is somewhat wider than my Boxsters and a lot wider than my Caterham. I did manage to impress the other students with my speed and daring!

The third “exercise” was being driven around the track by Bruce, in a van. Bruce showed us the line, pointed out the marker cones, flag stations, and other cues. Having driven Lime Rock Park a zillion times, virtually, this was useful, because it highlighted where there were better lines than I’d been using. The main one being the line through turns two and three. I have been taking turn two too fast, missing the apex, giving me a lousy exit from turn three. “Slow in, fast out,” how true!

After that lunch, was handed out in a COVID-safe manner and consumed socially distant.

The afternoon was dedicated entirely to the fun stuff: driving race Mustangs around the track. Still in three groups, with just the student in each car, and with each student driving the same car every session. Again, groups were rotated through three exercises:

The most fun was to drive around the track following a pace car, of which there were three, so three trains of one-day students on track, mixed in with students from other programs. The fastest were the private instruction cars where the student had an instructor in the passenger seat.

Next, two of us would ride in the pace car. Because of the other traffic on the course, the pace car driver was very busy on the radio coordinating with the other traffic, but he did have time for some interesting conversation. The last was standing in one of the flag stations with Bruce, who would comment on how the drivers on track were performing. Bruce would also take notes and give feedback to you when it got to be your turn to be with him.

Being a sim racer gave me a real advantage because I was familiar with the track and knew where to focus.

The first time each group was on track they evaluated the skills and experience of the students. On the subsequent of the four sessions, they ensured that each train had drivers of similar skill levels. Again, sim racing paid off, and I was in a short train that drove faster than the others.

The last element of the program was filling out evaluation sheets and getting goodie bags.

My main disappointment was the speed. We never drove more than 8/10ths, and our speed on the straights was very sedate. I would deliberately hang back a little and brake late so cornering felt realistic. I can't fault them; they don't want spins on a busy track. And like my DE instructor likes to say: "anybody can drive fast in a straight line." Every couple of laps, the pace car would turn right indicator on at the Sam Posey straight, signaling for the lead student to pull to the side, slow down and rejoin the train in last place. This would give the other cars a chance to stomp on the throttle to close the gap to the pace car.

So what kind of value is this for the \$2,000 they charge for the one-day school? If you aim to get your racing

license, it is essential, but then you would be better of jumping directly to the three-day program, which is all you need to apply for your novice license. There is no two-day program that covers the difference between the one-day and three-day programs. If you aren't sure racing is your schtick, then it may make sense, and there were several teenagers who obviously had been treated to the program by their parents. Added to the cost is insurance – you are liable for any damage you cause to the car – and some optional elements like video and data logs. They add the better part of another \$1,000 to the cost.

Another way of looking at it is: Would you rather spend three days at Disney than one day at Skip Barber. I would choose Skip Barber!

And yet a third way: Bruce would give really good feedback to the students, as would the other instructors.

A final note: Driving to Lime Rock Park from Stow, MA is a drag; Interstate 84 is not a favorite of mine, especially west of Hartford, and when you turn off I84, the rest of the drive is on two-lane roads with lots of truck traffic. Next time I will find a better route, I don't mind if it takes a bit more time.





Manual Transmissions: Heel-And-Toe Shift

Sterling Vernon, VP Communications

When you do it well, it just feels right. “Heel-and-toe” shifting is one of those life skills that I doubt too many of us were taught from a young age. As I grew into the car passion, it became increasingly clear that it was one of those rights of passage I needed to try to master. A smooth manual shift is a mark of someone who has achieved some modicum of proficiency with the archaic mechanism known as the manual transmission. It takes some imagination to even consider that there is a reason to be able to use one foot to serve two functions simultaneously. And it takes mechanical sympathy to grasp the logic behind why you’d want to learn the skill. It then takes a crazy person like me to want to install special pedals to enable the action to be performed even more seamlessly. Maybe you have them, too?

For anyone not familiar with the heel-and-toe technique, it is a way to downshift a manual transmission car more fluidly. When shifting up, you can naturally pause briefly between shifts to allow the engine’s revolutions to slow a bit to better match the expected RPM-range called for by the taller gear that is next. But when shifting down, the falling revs of the engine between shifts works against the mechanical need for higher RPM required to match the shorter gearing of your next cog. A bad rev match can quickly reduce the speed of your tires and can cause a slide or a spin. In order to achieve that rev match on the downshift, often while under braking with the right foot and with the left foot occupied by depressing the clutch pedal—you need a third foot. To simulate having a third foot, one needs to twist the right foot so that the toes are still on the brake pedal and executing the braking while the heel (or sometimes the right side of the foot) reaches over to the gas pedal and gives it a bit of a jab to goose some revs from the motor. That burst of extra RPMs from the engine allows you to let the clutch back out to mate the engine speed to the transmission gear speed dictated by your wheel speed in a smooth manner.

Why the prosaic trip through old-fashioned and largely irrelevant driving technique discussions? Well, by analogy, it is time for me to consider downshifting my board activity with the club. And I’d love to do so as smoothly as possible. I’ll be happier if it feels more like a well-executed heel-and-toe...and less like a ham-fisted clutch drop! The bare facts are that the demands of work and family have only intensified for me in these COVID-ridden days. My kids are still young enough to need some “guidance” from me (they have not fired me just yet) and the extra cooking, cleaning, home maintenance...and gainful work (thankfully)!...find me with less spare time than ever.

Over the past five years, I’ve greatly enjoyed my time on the board of the club as membership secretary, webmaster, brief NOR’EASTER editor stint, and as VP of Communications. It has been a privilege to be able to try to give back to a club that gives so much joy to each of us as members. I find that I just don’t have the time now to do as good a job with my tasks as I’d like - a good time to pass the reins to someone with more time and fresh passion for the job(s). I’ll limp along if we cannot find a successor in time, but I would encourage anyone with a passion for the club to consider the role - the mechanics can be transferred without too much difficulty. It might be easier than learning to heel-and-toe! I’ll be happy to work with anyone in the role to make sure that they are far more successful with it than I have been.

So please consider rolling up your sleeves and lending a hand with the operations of the club. At the least, you get to know the people we are lucky to count as members in ways that aren’t otherwise possible. You get to meet the great folks who run or sponsor our events and help support our activities. And you get to work with a great team that achieves things you may think look pretty simple because they make it look easy, just like a great heel-and-toe. Contact Robert Jacobsen, admin@porschenet.com, our election committee chair, to let him know you’re ready to jump in.



The Line

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



“Trip ODO”
For my 2005 S.... Get it? *SMILE*
Stewart Ginsberg



“Blue Ridge Parkway”

I Some of our readers might recall my past articles about traveling down to the Blue Ridge Boxster Summit. This year, like so many of the events we all look forward to enjoy, the 22nd annual BRBS in late May/early June was cancelled due to concerns with Covid-19. However, because of our love for the area, and taking road trips in our Boxster, we decided to our own trip - which I referred to as Blue Ridge Boxster Solo.

Although the venue was moved to northern GA in 2019, after several years in Little Switzerland, NC, we decided to return to that cute, little hamlet located north of Asheville, directly on the Blue Ridge Parkway. This decision was only made after careful planning and research on the best way to travel safely - this would be our first out of state trip since the onset of the Coronavirus pandemic.

Since Little Switzerland is located about 950 miles from home, we'd be staying overnight on the road. I'm a Hilton Rewards member, and was impressed with the safety procedures they put into place, including deep cleaning (and sealed doors), digital check in, and digital door keys (from their phone app). We also packed picnic meals and our only other stops were for gas and bio breaks, with masks and plenty of hand sanitizer.

We decided to stay in the same charming AirBnB cottage we had rented the last time we were there. The host assured us she was exceeding the AirBnB guidelines for cleaning and sanitizing. Once we arrived, our first trip was to the local Walmart (masks required) to buy all of the food for our stay. We either cooked at the cottage or prepared picnic food for every meal, save for one where we treated ourselves to a fancy, social distanced dinner at the Switzerland Inn.

Since we'd been there before, we were familiar with the area and had some favorite activities we wanted to do again, including visiting the Folk Music Center (on the VA/NC border in Galax, VA), the local bookstore, a favorite vineyard, and - of course - to drive the Diamondback sports car and motorcycle route (NC 226a), and also The Devil's Whip (NC 80). We also chose some new activities - a few waterfall hikes, and visits to the Folk Art Center and the stunning NC Arboretum. We were also thrilled to get thumbs up, waves and headlight flashes from a group of P-cars, obviously out on a tour, coming the other way.

But, really, just being up in the cool (daily highs in the low to mid 70's, but we also needed fleeces on one early morning hike) mountain air, and taking in the beautiful views is reason enough for us to make the trip each year.

I tend to take dozens of pictures, and like all amateur photographers, I only hope a few turn out decently. I think this one did, so I made arrangements to give it the retro, National Park poster treatment, to commemorate our trip.

I hope all of our members are staying safe, but still finding ways to enjoy their Porsche's during this year that we all have been to made to do things a little (OK, a lot!) differently

Gary Cooper



“Porsche Showcased”

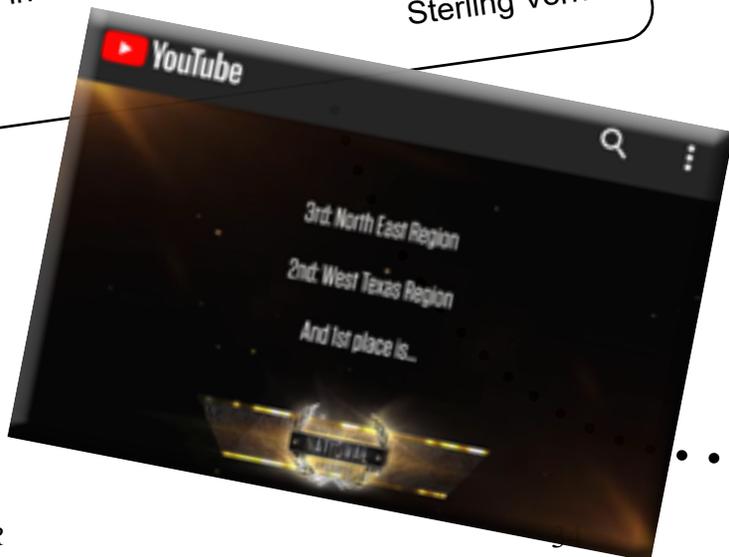
It was Porsche's turn to be showcased at [Audrain Automobile Musuem](#) Cars and Coffee on 8/16/2020. NER PCA was well represented!

Photo by Larry Levin

“Porschenet.com”

Our region's website, porschenet.com, took third place in Class 1 (big regions) for best PCA site!

Sterling Vernon



“Driving.....”

Out with my LOVE...

...and my WIFE came too!

Louis Santos



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PORSCHE CLUB OF AMERICA



NER Autocross #3 ~ August 16, 2020

Chris Ryan, NER Autocross Chair

NER held its second Autocross event of the season! With this event, we had recently received notice that State group requirements had recently been reduced to 50 people, so, after two last minute cancelations, we had 46 drivers show up for the event and all things considered, everything went relatively smoothly again. Thank you once again to all those who participated for doing a good job complying with wearing masks and adhering to the social distancing guidelines.

As previously reported, this year we have “officially” opened up NER autocrosses to non-Porsche drivers. This event saw about 34% non-Porsches, a drop (or increase in P-Car percentage, depending on how you look at it) from our first event.

As for the event itself, with the lower than usual number of cars, we were able to provide 13 runs for the day. FTD was taken by Walter Lunsmann in his 991 series GT3, and that was FTD overall, so P-Cars prevailed! Great Job, Walter! Special Thanks again 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. He is confident his 904 will be back in action for our next event in September. We also wish to again 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.

See you all at our next event on Saturday September 5th. Registration for this and our final event this season (Sunday Oct 25th) are now open.

Pictures from NER Autocross #3:

Adam Blauer's: <https://nerpca.smugmug.com/2020/2020-08-16-NER-AX-3/Adam-Blauer/n-Mg3PtM>

Anker Berg-Sonne: <https://nerpca.smugmug.com/2020/2020-08-16-NER-AX-3/Anker-Berg-Sonne/n-ZXmpwx/>

NER Autocross #3 ~ Results

NER-PCA - AX Event #3 - Sun 08-16-2020

Timed Entries: 44

Sponsored by Porsche of Norwell

| Pos. | # | Driver | Car Model | Best | Diff. |
|--|------|--------------------|----------------------------------|--------|---------|
| 2 - '911, 914-6, 924S/Turbo, 944, 944S' | | | | | |
| 1 | 61 | Bill Aubin | 1984 Porsche 944 | 73.971 | -]3.775 |
| 2 | 3 | Tom Tate | 1972 Porsche 911T | 77.746 | 3.775 |
| 3 - '911SC, 911-3.2L, 964' | | | | | |
| 1 | 22 | Robert Canter | 1984 Porsche 911 Carrera | 77.69 | - |
| 4 - '928, 944Turbo &S2, 968, 986 Boxster' | | | | | |
| 1 | 2 | Adam Blauer | 1994 Porsche 968 | 73.999 | -]0.233 |
| 2 | 69 | Georges Rouhart | 1993 Porsche 968 | 74.232 | 0.233 |
| 5 - '930 Turbo, 993, 986 Boxster S, 987, 981' | | | | | |
| 1 | 37 | Gareth Peters | 2004 Porsche 986 Boxster S | 71.988 | -]0.566 |
| 2 | 31 | Lev Tabenkin | 1996 Porsche 993 Carrera | 72.554 | 0.566 |
| 3 | 477B | Chris Doty | 2014 Porsche 981 Cayman | 74.502 | 1.948 |
| 4 | 59 | Alan Donkin | 2003 Porsche 986 Boxster S | 75.034 | 0.532 |
| 5 | 88 | Daniel Gramm | 2006 Porsche 987 Boxster | 79.765 | 4.731 |
| 6 - '987 S, 981S, 718' | | | | | |
| 1 | 135 | Rachel Baker | 2015 Porsche 981 Cayman S | 70.15 | -]0.587 |
| 2 | 75 | Mark Skala | 2014 Porsche 981 Cayman S | 70.737 | 0.587 |
| 3 | 156 | Chris Ryan | 2013 Porsche 981 Boxster S | 73.949 | 3.212 |
| 4 | 147 | Eric Kessel | 2009 Porsche 987 Cayman S | 74.373 | 0.424 |
| 5 | 54 | Ernest Grasso | 2018 Porsche 718 Cayman | 74.849 | 0.476 |
| 6 | 7 | Jeff Boardman | 2007 Porsche 987 Cayman S | 77.24 | 2.391 |
| 7 | 126 | Dan Tibma | 2009 Porsche 987 Cayman S | 83.077 | 5.837 |
| 7 - '996, 964 Turbo, 997, 991, 992' | | | | | |
| 1 | 16 | Tony Miniscalco | 2006 Porsche 997 Carrera | 77.06 | -]5.992 |
| 2 | 903 | Tim Dailey | 2007 Porsche 997 Carrera 4 | 83.052 | 5.992 |
| 8 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718 S/GTS, 997 S, 993 Turbo, 991 S/G' | | | | | |
| 1 | 25 | Jeremy Mazzariello | 2012 Porsche 987 Cayman R | 71.109 | -]2.601 |
| 2 | 49 | Jeff Johnson | 2018 Porsche 718 Cayman GTS | 73.71 | 2.601 |
| 3 | 809 | Robert Galejs | 2018 Porsche 718 Cayman GTS | 75.164 | 1.454 |
| 4 | 722 | Eddie Galvez | 2016 Porsche 981 Boxster GTS | 79.797 | 4.633 |
| 5 | 127 | Brian Ganger | 2015 Porsche 991 Carrera 4S | 81.413 | 1.616 |
| 9 - 'Turbo, GT2/RS, GT3/RS, GT4, 997 S/GTS,' | | | | | |
| 1 | 884 | Walter Lunsman | 2015 Porsche 991 GT3 | 69.943 | -]1.770 |
| 2 | 194 | Chris Lindquist | 2009 Porsche 997 Carrera S | 71.713 | 1.77 |
| 3 | 360 | Alan Davis | 2015 Porsche 991 GT3 | 72.412 | 0.699 |
| 10 - 'Race & Improved' | | | | | |
| 1 | 318 | Grant Barron | 2011 Porsche 997 GTS | 73.257 | -]6.436 |
| 2 | 318B | Alex Fern | 2011 Porsche 997 GTS | 79.693 | 6.436 |
| 11 - 'Non-Porsche' | | | | | |
| 1 | 55 | Rob MacAlpine | 1999 Mazda Miata | 70.399 | -]0.876 |
| 2 | 79 | Donour Sizemore | 2011 Lotus Evora | 71.275 | 0.876 |
| 3 | 405 | Michael Canny | 2017 Ford Focus | 72.278 | 1.003 |
| 4 | 867 | Graham LaBossiere | 2004 Mitsubishi Lancer Evolution | 72.642 | 0.364 |
| 5 | 781 | Read Fleming | 2003 BMW M3 | 73.058 | 0.416 |

| Pos. | # | Driver | Car Model | Best | Diff. |
|------|-----|------------------|----------------------|--------|-------|
| 6 | 374 | Fabian Zapata | 2003 Nissan 350 Z | 74.153 | 1.095 |
| 7 | 502 | Michael Cleary | 1990 Mazda Miata | 75.04 | 0.887 |
| 8 | 261 | Kieth Johnson | 2018 Ford Shelby GT | 75.985 | 0.945 |
| 9 | 28 | Eliot Shanabrook | 2018 Ford Mustang GT | 76.169 | 0.184 |
| 10 | 248 | Anker Berg-Sonne | 1987 Caterham 1700 | 77.02 | 0.851 |
| 11 | 434 | Nick Vullemier | 2002 BMW M3 | 77.92 | 0.9 |
| 12 | 228 | Reid Shanabrook | 2018 Ford Mustang GT | 78.188 | 0.268 |
| 13 | 100 | Theresa Doyon | 2013 Mazda Miata | 78.625 | 0.437 |
| 14 | 76 | Kevin Corniel | 1999 BMW Z3 | 82.421 | 3.796 |
| 15 | 628 | Peter Chew | 2000 Toyota Camry | 89.737 | 7.316 |

| Times Of | Time | Class | # | Driver |
|----------|-------|-------|-------|------------------|
| Raw time | 69.94 | | 9/884 | Lunsmann, Walter |

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2020 Devens Autocross Schedule

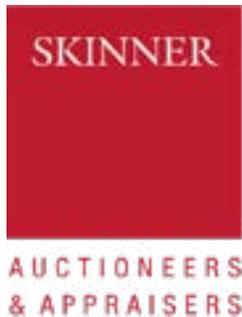
NER

**9/5/2020
10/25/2020**

NCR

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

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Minutes of the Board

Alan Davis
Secretary

August 2020 Board Meeting Minutes

The August 12th board meeting was conducted via Zoom video conference. It's nice to meet this way but not nearly as fun as that 1970s Zoom TV show on WGBH. Come on an' zoom-zoom-zooma-zoom...

In attendance were:

- 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
- Stan Corbett – DE Registration
- Adam Schwartz – DE Track Chair
- Lisa Burke – Communications & Rally Support

Not attending due to unexpected circumstances:

- Nick Shanny – President

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

- Drivers Education (DE) – Paul and Adam reported that the only remaining 2020 NER DE event will be the three-day Season Finale at Palmer Motorsports Park (September 25 thru 27th). If there is a limitation on the number of drivers, (determined by the local Dept. of Health) then Adam and the track committee will decide if it will be feasible.
- Autocross (AX) – Alan and Anker reported that NER's first autocross of 2020 was a success. Mask and social distancing requirements, as well as sanitization and attendance limitations, were strictly followed and monitored. At the time of the event, (July 25th) up to 100 people

were allowed on site. The Club's next AX event, slated for August 16th, has a limitation of 50 people in accordance with the Commonwealth's most recent policy. Likewise, the restrictions dictate that people from Rhode Island will not be allowed to attend. The AX Chair and AX registrar have taken the necessary steps to ensure that the event will be fully compliant.

- The Gimmick Rally – Anker and Lisa Burke reported that the upcoming rally on August 29th will be arranged into two (or more) driving groups to comply with the 50 person on site limit.
- Sim Racing - Attendance at our NER Tuesday night sim races has tapered off during the summer. Anker suspects that SIM drivers may have found the switch to the Cayman GT4 Clubsport to be more work and less fun than expected. He is looking into ways to make the GT4 Clubsport more drivable.
- Membership – Anker reported that our member count has returned to normal, as we had hoped.
- Robert provided an update on the Social Events:
 - Members can check the status of upcoming NER tours and cars & coffee events on our web site as well as our email announcements.
 - The end of the season Cars & Coffee at the Lalajava Coffee House in Northboro is scheduled for Saturday, October 3rd and will include a Food Drive to benefit the Veterans Inc Food Pantry.
 - Our plans for an Annual Gala in November have come to halt with the current restriction on indoor events that limits events to 25 people, including the wait staff. The possibility of a January Gala is still on the table.

The next board meeting, scheduled for September 9th, might be done "in person" if there's a suitable site. If not, we'll be back to the video conference again.

Anniversaries

Anniversaries



September 2020

35 Years

Ann Lord
Helen Lord

20 Years

Nancy Buckingham
Thomas Buckingham

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

15 Years

Roberta Capuano
Charles Cooney
Matt Cooney
Thomas Heffernan
Jeffreys Johnson
Sharron Kenney
Hugh O'Mara
Kristen O'Mara

10 Years

Bob Creighton
Ben Freeman
Adam Graves
Jim Liritzis
Ann-Marie Luhrs
Henry Luhrs
David Manoogian
Pavel Murnikov
David Peterman

5 Years

Gary Cooper
Sara Miller
James Woods

Welcome!

VIP's - Very Important Persons

New members as of September 1st, 2020

Greg Baden

Andover MA 2002 911
Carrera Cabriolet

Brian Barcelos

Raynham MA
2006 Boxster S

Thorsten Becker

Westwood MA 2018
911 GT3

Joseph Cesaro

North Kingstown RI
1987 944

Baer Connard

Woburn MA
2004 Cayenne Turbo

Greg Cunningham

Portsmouth RI
2003 911 Targa

Tony DeSpirito

East Greenwich RI
2017 911 Carrera Cabriolet

Dick DiNapoli

Reading MA
1987 928 S4

Jeff Donnelly

Pembroke MA 2014
911 Turbo S Cabriolet

Peter Feinstein

Gloucester MA
1987 924S

James Ferguson

Pocasset MA
2016 Cayman S

Chris Gorski

Cromwell CT 2009
911 Turbo

Stephen Hall

Holden MA
2005 Boxster S

Bill Hamer

South Deerfield MA
2018 718 Cayman

John Hughes

Saunderstown RI
2017 911 Carrera GTS

Jon Hunter

Tiverton RI 2011
911 Carrera S

Henry Jones

Natick MA
2017 911 Carrera

Paul Ledoux

Bradford MA
2002 911 Turbo

Christian Leimkuehler

Milton MA
2005 911 Carrera S

Brian Lussier

Dracut MA
2017 911 Carrera GTS

Joyce Lyons

Ipswich MA

Richard Mahee

Princeton Junction NJ
2007 911 Turbo

Michael Mallinson

Bellingham MA
2003 911 Carrera

Jennifer Munz

Holden MA

Michael Olson

Fiskdale MA
2000 Boxster

Michael Razzano

Mashpee MA
2012 911 Carrera Cabriolet

Charles Schusner

Attleboro MA
1972 914

Barbara Shepherd

Plainville MA

Eric Shepherd

Plainville MA
2016 Cayman GTS

Jason Sinatra

Revere MA
1985 928S

Gary Snyder

Ipswich MA
2018 Macan

Ron Stearns

Wakefield RI
2006 911 Carrera S

Rob Steele

Sandwich MA
2017 Macan S

James Stover

Falmouth MA 2007
911 Carrera 4 Cabriolet

2019 Board of Directors

President: Nick Shanny
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VP Driving: Paul Skinner
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VP Administration: Robert Jacobsen
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VP Communications: Sterling Vernon
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Treasurer: Don Kelly
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Secretary: Alan Davis
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Autocross Registration: Jeff Johnson
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DE Registration: Stan Corbett
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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: 2064

Affiliate members: 1073

Total members: 3137



PORSCHE
Spyder