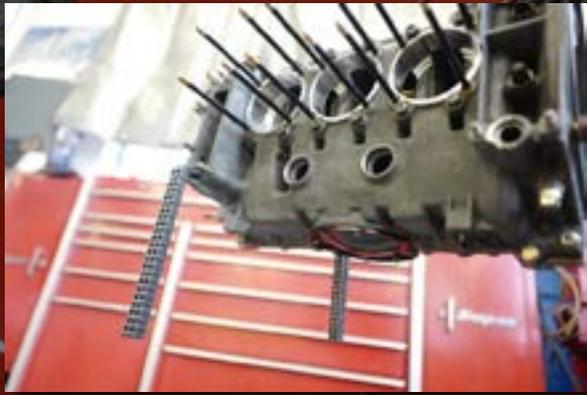


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Editor's Corner

by: Anker Berg-Sonne

The next issue of the NOR'EASTER, the November issue, will include the biographies and photos of all nominees to the 2021 board, both from the nomination committee and from the membership. There will also be a description of the voting process, which will be on-line only. The election itself will be held in November. The results will be posted on Porschenet.com, and also sent to all members who subscribe to emails from the region.

The NOR'EASTER team will take a break over the next few months, while the activity chairs plan the 2021 event calendar. It usually comes together to pick up publishing the NOR'EASTER again in the late March or early April time frame. Hopefully COVID-19, and the resulting restrictions will have eased by then so we can have a typical calendar of events.

We would also like to thank everybody who helped with enough content to publish a full magazine through the summer. Please keep it up!

In the meantime, have a happy, safe, comfortable, and cozy holiday season and winter.

Your NOR'EASTER team!

Front and Back Covers



Richard Viard ~ NER Summer Party 2020

The NOR'EASTER



Anker Berg-Sonne ~ NER Summer Party 2020

October 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

Autocross

October 25 NER - Autocross Event #5

Social

October 10 Cars & Coffee - Northborough, MA
*Food Drive to benefit the Veterans
Inc Food Bank*

October 10 [Fall Colors Poker Rally](#)

October 11 Porsche On The Mountain 2020

October 18 SoBo Cars & Coffee at Sweet Berry
Farm

Recurring

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

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



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The Season Ended Without a Bang

by: Bill Seymour

Palmer DE sponsored by South Shore Autoworks

And that's the good news! Well, not that the season ended, but that there were no bangs! DE's last fling was a three day event at Palmer Motorsports Park September 25-27th. The weather was remarkably cooperative – a little fog and mist on Sunday morning but otherwise dry and surprisingly warm. We had a good turnout but the track was generally uncrowded, few trains and lots running room. Another shout-out to Adam Schwartz and Stan Corbett for keeping DE alive during the pandemic and putting on very well organized events. Social distancing was well practiced everywhere – driver meetings in the open and divided up into smaller groups to comply with pandemic regulations. And everyone behaved splendidly – no on track incidents, very well-mannered passing and almost no trains.

Let's also give a round of applause to Stan for the well run tech line (filling in for Aaron Murphy) and to Buzz and Sally Bean for managing workers and running control. OK, and while we are at it, let's thank

the Palmer management team of Chris Tier and Al Sandy who were on site the whole weekend keeping things on track. (Pun intended of course and note that if you want more track time at Palmer you can join the Palmer Motorsports Club and wear your tires down to the cords.)

Due to the pandemic we did not have the usual “after the track goes cold” social. Thanks to the ministrations of the social team of Judy Mansing and Pam Mascetta, this was



replaced with an ice cream truck that served up traditional ice cream novelties. This was very well received by all but your scribe who is fond of beer and lactose intolerant.

As was the case at Watkins Glen, in car instruction was available at the Palmer event. Thanks to those instructors who were willing to jump in with the novices. It is an interesting observation that the risk to life and limb is greater from the covid than from being in the right seat of a Porsche driven by a newbie doing a buck-twenty on the front straight. Not only did the Green and Yellow drivers get instruction, there were a lot of run group promotions. Chief Instructor Dave Berman was amazing both in the effort he put in but also in his annoying insistence on getting tired instructors to do check out rides.

Finally thanks again to sponsor Justin Becker of South Shore Autoworks. Justin, who attends almost all of our events, was missing this time but with a very good excuse: he was supporting NER region President Nick Shanny at a PCA Club race at Road Atlanta!



“Three of the better looking drivers enjoying a glass of wine after the track went cold. Good food and company at the Barn at Wight Farm operated by Cedar Street Grille - very well done social distancing and excellent food.” photo & quote by Bill Seymour

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Such a great event. Beautiful weather, combined with beautiful people and cars. Such a wonderful way to wrap up such a difficult season. Covid be damned, we still had a great time. And it was even more fun to commandeer Bill Seymours car with Xin Liu



Car #85 taking turn one at Palmer Motorsports Park. Nearly a blur as it sped past. No one ever said Bill Seymour was slow on track. Amazing car. Amazing driver.

photos and quotes by Adam Schwartz

HERE ARE THE PROMOTIONS...

Green to Yellow

- Anthony Hitchcock
- Henry Dunn
- Stephen Wanstall
- Zack Holcomb
- Giulio Panzano

Yellow to Blue

- Brett Dikeman

Blue to White

- George Rouhart
- John Rego
- Naz Zilkha
- Robert Jacobsen
- Graham LaBossiere
- Nan (James) Wang
- Dominic Fabiano
- Hisham Barradah

White to Black

- Roland Morin
- Jim Daley



“The sooner we all get back in the paddock, the sooner we all get back on the track!”

photo and quote by Sam Rauworth



photo: Jim Burgarella



photo: Sam Rauworth

September 2020 DE



photo: Jim Burgarella



photo: Sterling Vernon



photo: Jim Burgarella



photo: Sam Rauworth



photo: Jim Burgarella

The Long & Winding Road

- Bill Seymour, Past NER President



Reading over my columns for this year I note that there has been no mention since April of the Jamaican Bakin' Endurance Team and its new Mustang. (Refresher – we bought a 2013 Mustang Boss 302S that had been owned by a collector and never used. It had sat for 7 years and had 9 miles on the clock. Ford Racing made 50 of these cars to compete in SCCA's Pirelli World Challenge GTS class and sold them without a VIN through Ford dealer parts departments.) So now there is finally something to report. As it turns out there was much more to be done to the car than we had anticipated. We thought we were buying a factory prepared race car. What we bought, in fact, was a partially finished race car that the factory expected would be finished by a race shop. As per our new team motto: "What could possibly go wrong?"

Where to begin? We knew we would have to flush all fluids. We knew we needed to get the car set up: ride height, corner balance, sway bar and shock settings, etc. We knew we would need to do a thorough nut and bolt (a lot of things were loose). We knew we had to make the car comfortable for all five of us (new seat, change seat rails, better mirror), replace out-of-date harnesses, move communications and

telemetry equipment from the old car to this one, add a cool suit system.

Then we began to do some research and ask around. We learned we needed to connect the oil catch can to the sump (otherwise it would overflow in an hour). We learned we needed a differential cooler (already had an oil cooler). We learned that the sway bar bushings would quickly fail if not upgraded. We learned we needed to reinforce the front bumper cover so that it would not go under the front wheels (as in "no more brakes") if there was contact. We learned what spares we needed and, eventually, where to find them. (Whole other story – we thought "gee, a nice American car, parts will be cheap."

Well many parts were custom made and/or not made since 2013 and the only documentation we have is for the 2014 model 302S and turned out to be largely wrong. And not many things cheap.) I could go on.





Actually this is Nick not Dave

But the big deal was we needed a new gas tank. The car came with the stock 16 gallon Mustang fuel tank and we are told that it uses a gallon of gas every 3 minutes at full tilt (yes, every 3 minutes!). Since you need to be able to do 90 minute shifts to be competitive in our endurance races we decided to install a 32 gallon fuel cell. And we would set it up to use a dry break fill set-up. The debate over how to do this and how to install it took months (we only sent back one fuel cell and poor Chip had to fabricate about 3 versions of the hardware needed to mount it). And then just as we were getting close we learned that we hadn't properly accounted for the Mustang fuel pump

“What could possibly go wrong?”



situation (it has a pulse width modulation pump – controlled by the ECU – that doesn't have a return fuel rail). We learned that the stock fuel pump is adequate for our needs but plumbing it into the fuel cell and getting it the necessary electrical connections was a challenge. And the first time we attempted to use the fancy fillers Chip got a little wet (only a minor adjustment needed).

But finally we were ready and off to Thompson we went for our first test day. We each got two 15 minute sessions and the car ran... well, OK. The first two sessions it was missing a bit (clogged injectors maybe) but then that cleared out. And later it completely quit on Dennis and had to be towed in (we believe it was fuel pump wiring related and now remedied – still a little tweaking to do in that department) but it restarted and finished the day. And it is a Beast! Sounds great and it just keeps pulling and pulling on the straight (444 hp!). Gearing is a bit odd – you can run all but the straight at Thompson in 2nd gear (good for 85 mph) and 5th and 6th gears will never be needed (158 mph in 4th).

The interesting news is that despite a top speed 12 mph faster than our previous car (BMW E30 with 3.0 engine that had 240 rear wheel hp and weighed 2,500 lbs to the Mustang's 3,500) our best laps were 0.5 seconds slower than the BMW. Granted that we are all learning the car

(proof: Nick was back at Thompson a week after this and took a second off) but it brought home the "horses for courses" axiom. On a very tight course like Thompson the lighter BMW gained a full second from the bridge turn to the start of the straight and only lost significant time on the straight where the power could overcome aero limits.

The second outing for the Mustang was NCR's Tamworth event in September. This time the car ran perfectly (if a little loudly – we were lucky not to be black flagged for noise). Dave got a lot of seat time in the car and had it down to very respectable lap times considering the street tires. The rest of us need more time to get used to it. I found it very challenging to go from my 1,400 lb/130hp Spec Racer Ford that drives like a go kart to the 3,500 lb/444hp Mustang that drives like your grandmother's 1950's Buick (well maybe not that bad). Adding to the difficulty is that the seating position puts me much too close to the wheel and unable to see over the hood on right hand corners (maybe we should just drive CCW ovals?). And did I mention that it is an oven inside?

Enough negativity – it sounds great and pulls like a train. We are looking at AER races: Mid-Ohio in October or NJMP in November. Then we'll appreciate the cabin temperature!



Gimmick Rally Speed Limit Adventure

by: Lisa Burke
photos: Anker Berg-Soone



After a summer of very little rain left us optimistic enough to not set a rain date, it was very “2020” of Mother Nature to send us the remnants of Hurricane Laura on the same day as our first Gimmick Rally in many years, but that did not stop our fearless Northeast Region Ralliers from driving through downpours to come out and give the Speed Limit Adventure a try! Even those who would not be able to drive the route given the conditions stopped in to pick up their Rally Kit and took advantage of sunnier days later in the week to enjoy the route and send us their final tally via email.

Attendees arrived at Minute Man Airfield in Stow, MA bright and early to check in at the starting line where they received driving directions, gimmick instructions, and rally supplies. After taking advantage of a brief reprieve from the rain to listen to the safety briefing, cars were sent off to start their journey in 1-minute intervals.

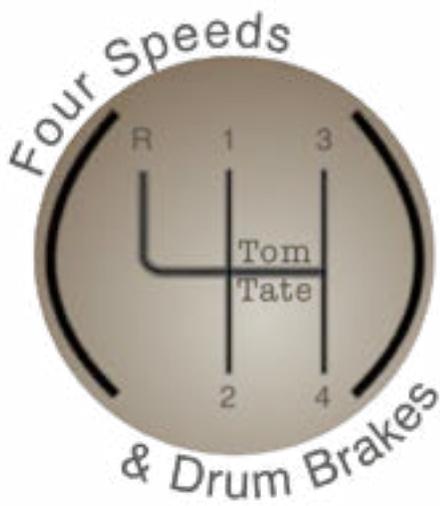
For the next 2 hours they navigated a scenic drive through Stow, Harvard, Bolton, much of the Nashoba Valley and even through the geographical center of Massachusetts in Rutland before returning to the airfield. During their journey, drivers and navigators worked together to find all speed limit signs along the way and either add their values (black and white signs) or subtract their values (all other signs), to reach a total number of miles per hour found.

Passengers and younger participants were asked to find Turtle Crossing signs, top-down convertibles, horses, and tractors. Spoiler alert: there were no top-down convertibles to be seen that day. We also had a few canine participants who got to stretch their legs at the airfield after the event when the rain had passed. Ralliers were able to grab a quick coffee before heading out or stop in for lunch when they returned at Nancy’s airfield café right next to the start/finish line.

It was great to see the variety of vehicles that came out for the day from non-Porsche SUVs, to Macans, air-cooled 911s and everything in between! But it was even better to see the smiles and laughs from everyone as they handed in their final tally.

Although current gathering restrictions (as well as the weather) prevented us from doing an on-site awards ceremony, the winners were announced via email once all results were in, and prizes were shipped to their homes shortly thereafter





The Beat Goes On

In spite of the battle that we are waging against the COVID 19 virus the car world is still hitting the back roads, highways and runways. While the miles are down the Tubs in my garage have all gotten their exercise this year.

The Autocross season finally got underway at Ft Devens the last weekend in July with excellent attendance. Actually that event was the second on our 2020 schedule, the first cancelled by the powers at Devens. The folks there put the calendar out in Jan as they coordinate all the local clubs which include PCA (NER & NCR), SCCA, the BMW Club, the Miata Club and a couple of others. When we got the dates there was a hue and cry over how late we started (June 7th) and how late into the year our last event would be run (Oct 25th). Since all the events through late July were cancelled, our Region really made out well since we will only miss one event. Many of the clubs lost half their season.

The weather was good for the first two Autocrosses that NER ran plus the Zone 1 event that NCR hosted and all the Porsches seemed to be happy to get out of the garage.

The other activity that has seen great response has been the Cars and Coffee gatherings throughout the area. The Cape Cod 911 Group have been meeting in Dennis MA most of the summer on Sat mornings and the line of P cars just keeps growing.

As the photo shows, masks were in place and coats were on, as the weather turns cooler but the chance to take a drive and meet up with fellow Porsche folks gets lots of cars out of the garage.





There has been a C & C out in Northborough, MA on Sat morning once a month that has also grown in size as summer has come to a close. Last weekend's collection included some domestic iron, a few BMW's and a Ferrari. The lot was nearly full by 8 am as cars circle looking for a spot.

Northborough was a bit of a hike for me and Dennis was 84 miles away so I figured why not have a C & C closer to home? After driving around for a bit I discovered that there was a local coffee spot right in Medfield called Blue Moon Café. Even better it was in the shopping center next to a Shaw's grocery store with a huge parking lot. I checked the hours they were open on Sunday mornings and pulled the trigger. A couple of posts on the PCA site and bingo we had ourselves a C & C with a row of Porsches in the front of the lot. How easy is that ?

In short order we had 14 P cars and a reason to be out driving around on a Sunday morning. The pastries at Blue Moon weren't bad either. I think I'll call a few more before the days get short and the cars get put away.





There is still plenty of time in the cool dry air of autumn to take a nice ride and burn out a little old gas before old man winter checks in. Remember him?

I do have a quick update about a car I promised to mention in my last column. It's a Volvo not a Porsche so you can sign off now if you want.

In the Medfield online for sale site someone posted a Volvo V70 station wagon for what looked like the cost of an oil change and service on a newer 911. It was a 2000 with only 92k on the clock and looked great.

Single owner, well cared for and everything worked including the AC. Remember how hot it was this summer?

It only needed a coolant level sensor (\$7- free shipping) to turn off an annoying dashboard warning light and a tailgate adjustment to latch correctly. Easy peasy.

I bought it because I have three grandsons here in Mass that are old enough to drive but don't have drivers licenses. They're not car guys and don't see the need. I figured that if I promised a free ride to the first one that got a license there would be a mad scramble to the DMV. No chance. Nobody was impressed with a station wagon and I had no takers. It only took a week to put it on Ebay and the new owner from the North Shore got a bargain while I also made a tidy profit. Strange how things work out sometimes isn't it?

KTF





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Cape Cod Porsche Gruppe

Wayne Kunkel

Labor Day is traditionally a huge day on Cape Cod as off cape folks come down for one last visit before school begins and work schedules get back to normal. There should be a comment about the new normal here, but I am a holdout that the old normal has a chance of returning.

The Cape Cod Gruppe usually gets 35-40 cars in the summer. This summer that has been a bit higher with a broader participation rate from the entire N.E. Region. The old record for the number of attendees was shattered on Labor Day weekend when 54 cars showed up.

With the Covid protocols in place we now have a staggered start beginning at 7:30 am. Typically people drift in and out because there are Saturday chores to do or Cape Cod sites to see. With this type of flexible start time we are avoiding being on the “bad” list at the Town of Dennis Health Dept.

The cars have greatly varied from an absolutely new GT4S to a 1955 356. The majority are 911's and Caymans but we see 944's and 914's as well. There is a coffee shop with breakfast goodies about a 2-minute walk from our lot.

In the “old” days we were meeting at Buckies Bakery and our winter ground of 10-15 members threw the delivery of coffee into a 2-hour extravaganza. Summer was not even doable there because of our crowd and the off-cape visitors. The new location is great! I anticipate another month of being outside before we go to Hearth and Kettle in S. Yarmouth.

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





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Members lined up to enter the
2019 NER - PCA Concours d'Elegance

photo: Larry Levin



The Missed Shift

Sterling Vernon, VP Communications

You used to watch auto racing on the edge of your seat, looking for either brilliance or that moment when advantage seemed to shift between drivers. At one moment, it would be neck-and-neck between two rivals...but then, due to some imperceptibly small difference, one driver would pull ahead and eek out a small lead. And then you'd hear the commentators say, "Oh, how unfortunate for that driver! It looks like they missed a shift!" Of course, we don't hear that any longer. Formula one drivers are, if not born with paddle shifters in hand shortly after their mother's delivery, undoubtedly fitted with paddles on their cribs to get an early lead. NASCAR, God love them, still actually has an H-pattern, honest-to-goodness manual transmission in those cars! The only problem is that they are usually flat out in top gear going around in circles turning left - no need to shift much. I do like a good NASCAR road course, though!

That stinging moment of embarrassment that inevitably arises from that most basic of all driving mistakes - the missed shift - must really haunt many a racing driver's sleepless nights. Well, except those F1 guys. I don't think they need to sleep anymore. That weakness was removed when the paddles were fitted at birth. As bad as many of my early cars were, not having track experience never really prepared me for a true appreciation for what a missed shift feels like. You can't really get deep, deep disappointment from a mistake until you are trying really hard not to make one. When I finally did get to a track...and started looking at my lap times, wanting more (not that track days are racing or preparation for racing, right?)...and trying to go for those last few 10ths each time around (yes, I can sense the attorneys coming for me)... That's when I finally started to realize the true feeling of heading into a turn, blipping the throttle for a nice smooth downshift to 2nd, taking the turn, squeezing on the throttle, dipping the clutch, moving the lever up to 3rd, releasing the clutch, hitting the gas, and...nothing. No torques at all. Damn. Fifth gear. And slow.

As you sheepishly wave that driver behind you by as you fumble to get momentum back up, you finally understand that those commentators were just waiting to add color about that gear change you just botched.

Another thing that has momentum to keep going through smooth shifting is our club's communications. As I write this, PCA National is shipping a 3rd-place trophy for our region's website to my house. If you saw my Facebook post, you saw that the website is the cumulative effort of about two dozen people directly and, by extension, is improved by each and every one of us as members. If you know me, you'll know I don't care much for accolades or awards, but I am still very proud of the hard work that everyone in our region has put into communicating with each other in each facet of our events and operations. Please give yourselves a pat on the back for a job well done!

In order to keep that momentum going, I've already mentioned that I've decided that I should pass on the reins of my club duties to someone with more time and focus than I currently have. It's hard to contemplate stepping away after five years, but I think the club will benefit from some fresh ideas and approaches. I've passed on names of a couple of great folks who I think can bring it to the next level. As with a manual shifting race car, we don't want to go from 2nd to 5th. I'm hoping my successor will be the 3rd gear, accelerating-force that our club can really use. I'll do my best to enable them wherever possible - and I really hope their plans are forward-looking and ambitious enough to go well beyond what I can do. You all deserve a smooth shift. Let's make sure those commentators are saying, "Look at the smooth take off out of that turn. No one is going to catch them now!"



Track Time at Last

Don Kelly, NER Treasurer

This had been a heck of a year. Cindy and I have been operating a bit more on the conservative side of complying with Covid Guidelines that has spelled out a really uneventful year. Literally! As of this writing we have not participated in any NER events this year, I mean none. It hasn't exactly all been Covid related, during the summer months we had family and personal commitments that kept us from great things like the Summer Party and the Watkins Glen DE.

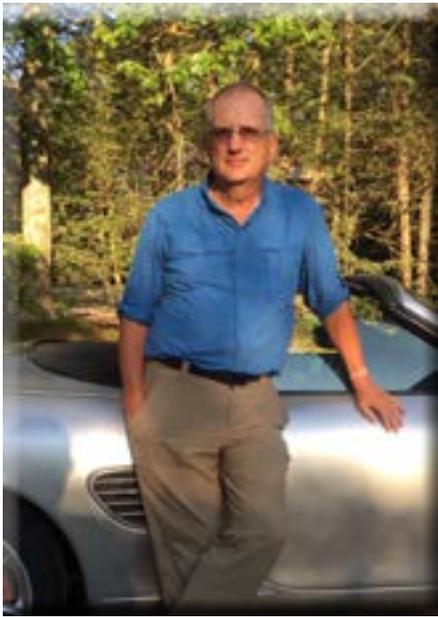
As I was reviewing the DE agenda I came to realize the September Palmer event is the final DE of the year. I admittedly vacillated for a bit, but finally decided I have to get at least one DE in this year. DE, as I have mentioned in prior columns is my very favorite activity, not just NER activity, but overall favorite. There is a certain ritual for me starting with deciding to select a particular event, thinking about that venue, getting the car prepped and inspected, obtaining track insurance etc. Then there is the day of the event, up early for a quick shower and coffee, the early morning ride to the track in the fresh morning air, the sign-ins, registrations and car inspection, and of course the drivers meeting. Let's not overlook seeing old track friends and catching up on the latest news. All of this tends to build my general excitement so that by the time I hit the track I am pumped.

Last year in October I went through the ritual relating to the DE at Tamworth NH. I am having a self-awareness moment here realizing I really do vacillate a lot on these things! I had heard that Tamworth could be a very tricky track which caused me some pause. I casually mentioned this to Stan Corbett who asked me one very wise if not pointed question. "Who is driving the car?" "Well," I said, "I am." "Well, don't overdrive the car" said Stan.

Simple enough, I signed up, and it was a wonderful experience. The mornings were cold, as in freezing cold. But the ride to the track through the lakes region of NH early in the morning while the sun was rising was breathtaking. The track itself is situated on a mountainside offering endless views, and plenty of turns with elevation changes as well. Once arriving at the track I bumped into some old track friends I hadn't seen forever, it was just a joy! I spent two fantastic days at a track that I came to very much like, in spite of my original reservations, and spent some quality time with some great friends just as the DE year pulled to a close.

So it is that I am now looking forward to the Palmer Event this weekend (it will be over by the time you read this). The car is ready to go, and so am I. Things will be a bit different, but I know folks will abide by proper Covid etiquette, I certainly will. It will just be so good to get out on the track again, let the Porsche breathe the way it is supposed to, and at the close of the event sit back and enjoy the fine memories of another spectacular weekend. For those of you that are thinking about trying DE and are vacillating, I suggest you give it a whirl, at least once!





Clubbing

Anker Berg-Sonne, Membership Chair

Part of the enjoyment of becoming the owner of an enthusiast car brand is tracking down, joining, and becoming active in the numerous clubs, discussion forums, and social media associated with the brand. I have written several times recently about purchasing Bill Seymour's 1987 Caterham. The Caterham/Lotus 7 has the longest production span of any other car model. It was introduced in 1957 by Lotus as it's 7, and is still sold by Caterham, who bought the rights to it from Lotus in 1972.

The Lotus 7 was the brain-child of Colin Chapman, famous for the phrase "add lightness."

I was amazed to discover that the clubs and communities around the 7 are just as active as the Porsche community. There are several worldwide and US clubs. The Lotus club recognizes the Caterham as a real Lotus, and there is also a dedicated Caterham club, several newsgroups, and lots of Facebook groups.

Unfortunately, the number of Lotus/Caterham 7s is a tiny fraction of Porsches in our neck of the woods., and physically getting together with other owners is a challenge.





There are opportunities. In our neck of the woods, NJMP has an annual sevens event on October 17 and 18, but my wife's birthday is on the 17th, plus my Caterham isn't set up for current DE requirements. The main deficiency that I have 4-point harnesses incompatible with HANS, so that is not an option for me. There is, however, the Lime Rock Park Historic Festival, an event that strangely doesn't seem to attract a lot of Massachusetts owners

of any brand. It is a three-day event over the Labor Day weekend. On Thursday, there is the Vintage Race Car & Sports Car Parade through local towns, Friday, there is practice and qualifying, racing on Saturday, Sunday has "Sunday in the Park" with a Concours d'Elegance and "Gathering of the Marques", and on Monday, more racing.



Just like with NJMP, racing doesn't work with my Caterham, so I decided to drive down and back on Sunday, entering the Caterham in Gathering of the Marques. The gathering is pretty much open to any car that you are willing to show off. The cars are parked around the track, which also gives an interesting opportunity to walk the track, which I will get back to in a moment.

I also decided to make the Lime Rock trip to test my ability, and the Caterham's, to drive long trips. I set off at 6 in the morning and used the darkness to adjust the headlights. Traffic was light all the way, and I was remarkably comfortable in the low seating position. The worst part was the noise level and buffeting at 70 MPH and up. Most of the driving is on freeways till you pass Hartford, and from there on, it is on two-lane roads. I always get stuck behind some slowpoke for miles and miles. This time it was a Volvo wagon. He was also going to the Park, and as he walked the show and come to my car he commented on my passing him. Fortunately, I didn't embarrass myself.

Walking the track was a lot of fun. I have driven hundreds of laps virtually on it in a Miata Cup, a Skip Barber Formula 2000, and the Porsche Cayman GT4. Physically, in a Skip Barber Mustang. When walking, you see features that you don't notice from a car, features that are really useful to understand to minimize lap times. Cambers and gradients show up much better, and the steepness of the hill is impressive. I am getting to appreciate how valuable detailed track maps and descriptions are. Walking is not something I will be able to do on the majority of tracks we race on virtually.

The Concours and the Gathering of the Marques were impressive with a huge number of entries. The Porsche gathering was the biggest by a large margin, literally a sea of Porsches, new and old. As mentioned earlier, the majority of cars were from NY, NJ, and CT and just a smattering of MA cars. Next year it would be fun to drive one of our Porsches down with a group of other NER members and socialize with our neighboring regions. I am going to see if I can help organize it.

On the return trip, I could feel and hear that the old Crossflow engine appreciated the Italian tune-up. I couldn't help hitting triple digits in one pass, just to see how it felt. Not something you want to do for long in a Caterham. I wore a beanie to ensure that my glasses and hearing aids didn't blow off. I forgot to mention that I

started out wearing my Porsche baseball cap that blew off as soon as I got on route 117. I had to stop and walk back to retrieve it from the road.

I had loaded the tiny trunk with the tools and every conceivable liquid that the car might need. Fortunately, for on route 20 in Worcester, on the return trip, I was unable to declutch at a stoplight. I made a right turn into a convenient BJ's parking lot and filled the clutch master cylinder. I could see that the fluid was leaking past the master cylinder seal. When I got home, I ordered a new master cylinder. Finding the right part for a Caterham is often a challenge, because they used parts from various British car brands. I was able to read the make and part number of the bad cylinder and it turns out to be one commonly used in a variety of race cars, so it was readily available. Replacing it took just half an hour.

There were also a couple of autocrosses that month. I am slowly getting used to the Caterham, and my times are dropping, but there's still a long way to being the fastest of the day.

At the end of the month, temperatures started dropping, and I needed to get going with my winter plans. I have ordered another LifeTime 21 x 11 garage shed from Costco. As I write this, I have leveled the site. Next, I have to lay down a layer of crushed stone, build a wooden platform that sits on the crushed stone, and finally assemble the garage. I am very careful not to throw my back. If I do it, I usually take at least a month to recover. I will document the process on the NER Facebook Group.

October will be busy with running the last Rally of the season. The team, Lisa Burke, Joe Cracco, and I have been delighted with the enthusiastic response to rallying after many years without. It looks like it will be a regular activity again. The team needs more members, both highly committed and also occasional helpers. Let us know if you are interested by emailing membership@porschenet.com. After the Rally, I have to finish the garage for FUN-BOX and also service all five cars for the winter.

November, we may take our first vacation since COVID hit. Out planned vacations to Barcelona and Australia's Northwest were canceled, but it looks like our annual trip to visit family in Denmark may happen, thanks to us getting Danish passports a couple of years ago.

Hopefully, next year will be more normal.





The Line

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

“Speed Limit Rally”

Here is a picture on Anne and me after completing the Speed Limit Rally on Monday. We had a good trip...thanks for organizing.

Bob Claise



“Porsche 993 Full DIY Detail”

Hello PCA Northeast- just sharing a couple of cool pictures of my Porsche:

Ocean Rd in Newport, RI

Greg Cunningham's

'03 Targa



Greg Cunningham



“Outside”

Happiness is a Porsche & a full woodshed!

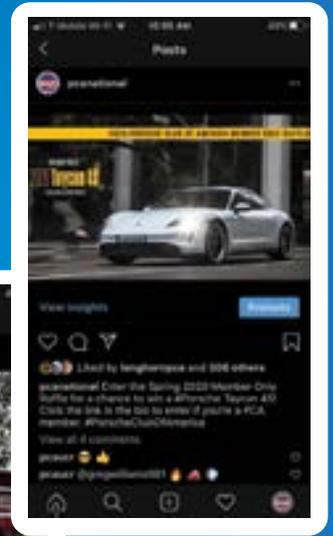
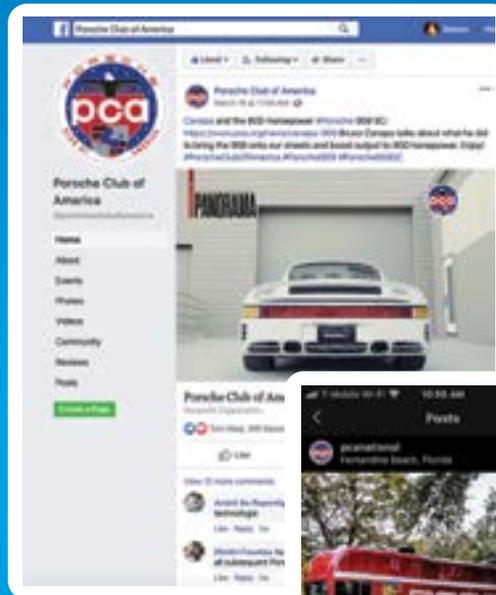
Edgar Broadhead



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PORSCHE CLUB OF AMERICA



NER Autocross #4 ~ September 5, 2020

Chris Ryan, NER Autocross Chair

NER held its third Autocross event of the season – we had 48 drivers on site (plus two staff members) to comply with the State’s 50 person limit. Once again, we were able to run a relatively smooth event, get in 12 runs, and be done by 4PM. 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.

We did 12 runs for the day. Overall FTD was taken by Wil Koscielny (who also ran control in the timing tent) in his 2020 Mazda MX-5 posting a 65.968 second run. Porsche FTD was taken by Rachel Baker in Class 6 (The largest Porsche Class these days) who posted a time of 69.513 in her 2015 981 Cayman S. Akira Mochimaru, who had been kindly showing up sans car in our prior events to oversee sound measurements was thankfully able to run again in his 2009 Porsche 904 replica with its newly rebuilt engine which performed well, allowing him to post a 70.821 in Class 10 (Improved) behind Ollie Lucier’s winning time of 69.830. We also wish to thank, once again our friend from Renegade Miata Club AX Chair Rob MacAlpine for setting the course (with Ernie Grasso’s help) and Sheryl MacAlpine for serving as safety officer and helping out with COVID compliance tasks. These events only work well when the volunteers step up to do their jobs and they all did once again, for which we thank everyone who participated.

See you all at our final event on Sunday October 25th. Registration for this event is now open. Results are posted below.

NER-PCA - Autocross #4 Results

September 5, 2020

Summary Results

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
1 - '356, 912, 914-4, 924, Macan, Panamera, Taycan' - Total Entries: 2							
1	1	111	Darminio, Chris	1976 Porsche 914	74.730	[-]8.879	-
2	1	111B	Darminio, Alec	1976 Porsche 914	83.609	8.879	8.879
2 - '911, 914-6, 924S&Turbo, 944, 944S' - Total Entries: 2							
1	2	61	Aubin, Bill	1984 Porsche 944	73.882	[-]2.158	-
2	2	3	Tate, Tom	1972 Porsche 911T	76.040	2.158	2.158
3 - '911SC, 911-3.2L, 964' - Total Entries: 1							
1	3	22	Canter, Robert	1984 Porsche 911 Carrera	76.309	-	-
4 - '928, 944Turbo &S2, 968, 986 Boxter' - Total Entries: 3							
1	4	58	Halbert, Neil	1990 Porsche 944 S2	73.501	[-]0.257	-
2	4	58B	Halbert, Brian	1990 Porsche 944 S2	73.758	0.257	0.257
3	4	69	Rouhart, Georges	1993 Porsche 968	73.952	0.194	0.451
5 - '930 Turbo, 993, 986 Boxter S, 987, 981' - Total Entries: 3							
1	5	37	Peters, Gareth	2004 Porsche 986 Boxster S	71.226	[-]0.249	-
2	5	31	Tabenkin, Lev	1996 Porsche 993 Carrera	71.475	0.249	0.249
3	5	59	Donkin, Alan	2003 Porsche 986 Boxster S	73.674	2.199	2.448
6 - '987 S, 981S, 718' - Total Entries: 10							
1	6	135	Baker, Rachel	2015 Porsche 981 Cayman S	69.513	[-]0.645	-
2	6	75	Skala, Mark	2014 Porsche 981 Cayman S	70.158	0.645	0.645
3	6	754	Aubin, Eric	2006 Porsche 987 Cayman S	72.479	2.321	2.966
4	6	156	Ryan, Chris	2013 Porsche 981 Boxster S	72.902	0.423	3.389
5	6	54	Grasso, Ernest	2018 Porsche 718 Cayman	73.606	0.704	4.093
6	6	147	Kessel, Eric	2009 Porsche 987 Cayman S	74.070	0.464	4.557
7	6	612	Cracco, Joseph	2014 Porsche 981 Cayman S	74.199	0.129	4.686
8	6	7	Boardman, Jeff	2007 Porsche 987 Cayman S	75.943	1.744	6.43
9	6	775	Burke, Lisa	2006 Porsche 987 Cayman S	78.088	2.145	8.575
10	6	229	Gaitsgory, Michael	2019 Porsche 718 Cayman	79.003	0.915	9.49
7 - '996, 964 Turbo, 997, 991, 992' - Total Entries: 2							
1	7	16	Miniscalco, Tony	2006 Porsche 997 Carrera	76.566	[-]4.719	-
2	7	903	Dailey, Tim	2007 Porsche 997 Carrera 4	81.285	4.719	4.719
8 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718 S&GTS, 997 S, 993 T							
1	8	25	Mazzariello, Jeremy	2012 Porsche 987 Cayman R	70.133	[-]2.041	-
2	8	49	Johnson, Jeff	2018 Porsche 718 Cayman GT3	72.174	2.041	2.041
3	8	264	Weisberg, Ariel	2019 Porsche 718 Boxster S	75.824	3.65	5.691
9 - 'Turbo, GT2&RS, GT3&RS, GT4, 997 S&GTS,' - Total Entries: 2							
1	9	360	Davis, Alan	2015 Porsche 991 GT3	70.266	[-]0.101	-
2	9	194	Lindquist, Chris	2009 Porsche 997 Carrera S	70.367	0.101	0.101
10 - 'Race & Improved' - Total Entries: 2							
1	10	1	Lucier, Ollie	2010 Porsche 987 Boxster S	69.830	[-]0.991	-
2	10	904	Mochimaru, Akira	2009 Porsche 904 Replica	70.821	0.991	0.991
11 - 'Non-Porsche' - Total Entries: 18							
1	11	198	Koscielny, William	2020 Mazda Miata MX5	65.968	[-]1.996	-
2	11	55	MacAlpine, Rob	1999 Mazda Miata	67.964	1.996	1.996
3	11	79	Sizemore, Donour	2011 Lotus Evora	69.893	1.929	3.925
4	11	118	Barron, Grant	1990 Mazda Miata	71.148	1.255	5.18
5	11	781	Fleming, Read	2003 BMW M3	71.806	0.658	5.838
6	11	181	Mellin, Rick	2004 Mazdaspeed Miata (MSM)	71.948	0.142	5.98
7	11	408	Wong, Brendan	2011 BMW M3	72.190	0.242	6.222
8	11	94	Bickford, Michael	2017 Chevy Camaro ZL1	74.426	2.236	8.458
9	11	248	Berg-Sonne, Anker	1987 Caterham 1700	74.682	0.256	8.714
10	11	76B	Zapata, Fabian	1999 BMW Z3	75.680	0.998	9.712
11	11	261	Johnson, Kieth	2018 Ford Shelby GT	76.130	0.45	10.162
12	11	341	Danilovs, Pavels	1997 Mazda Miata	76.971	0.841	11.003
13	11	100	Doyon, Theresa	2013 Mazda Miata	77.299	0.328	11.331
14	11	120	Quateman, Jeff	2016 Mazda Miata	77.466	0.167	11.498
15	11	966	Swenson, Christian	1978 Chevrolet Corvette	78.516	1.05	12.548
16	11	76	Corniel, Kevin	1999 BMW Z3	79.394	0.878	13.426
17	11	861	Murray, Kyle	1991 Mazda Miata	79.525	0.131	13.557
18	11	931	Allen, Donald	1979 MGB	86.359	6.834	20.391

2020 Devens Autocross Schedule

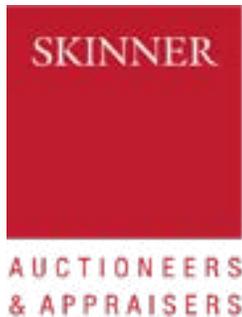
NER

10/25/2020

NCR

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forward to
2021!**

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Minutes of the Board

Alan Davis
Secretary

September 2020 Board Meeting Minutes

The September 9th board meeting was conducted via Zoom video conference.

In attendance were:

Nick Shanny – President
Bill Seymour – Past President
Don Kelly – Treasurer
Robert Jacobsen – VP Administration
Sterling Vernon – VP Communications
Paul Skinner – VP Driving Events
Anker Berg-Sonne – VP Membership
Alan Davis – Secretary
Stan Corbett – DE Registration
Lisa Burke – Communications & Rally Support

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 Stan reported that registration for the 2020 NER DE three-day Season Finale at Palmer Motorsports Park (September 25 thru 27th) is going well. Due to the current limitation on the number of drivers, it was necessary to increase the driver fees.
- Autocross (AX) – Alan reported that NER's recent autocross events have been run successfully even with the attendance limitations.
- The Gimmick Rally – Anker and Lisa Burke reported that the August 29th rally went well with 28 cars even though it rained.
- Rally II – after our successful gimmick rally, another Rally is planned for October to fill the gap left by the cancelled Fall events.

- Sim Racing - Our NER Tuesday night sim race attendance is averaging 20 drivers. Anker has volunteered to help Mike Bryan (Zone 1 Representative) to assist other regions in Zone 1 to create their own Sim Racing programs.
- Membership – Anker reported that our member count continues to increase with a good bump up in renewals.
- Robert provided an update on the Social Events:
 - Robert is finalizing the logistics for the upcoming NER trip to the Norman Rockwell Museum in Stockbridge, MA on September 19th that will include the art museum and an early dinner at the Red Lion Inn.
 - The end of the season Lala Java Coffee House Cars & Coffee in Northboro on Saturday, October 3rd will be a Food Drive to benefit the Veterans Inc Food Pantry. The local Jeep Club will also be joining the Food Drive and has challenged us to find out if Porsche drivers are as generous as Jeep drivers.
 - We might have one more Cars & Coffee this fall at University Station off route 128 in Westwood. Interested members should stay tuned to our email blasts and our web site.

The next board meeting, scheduled for October 14th.

Welcome!

VIP's - Very Important Persons

New members as of October 1st, 2020

Mark Baker

Wenham MA
2015 Boxster GTS

Chris Boutilier

Bristol RI
1986 911 Carrera

Wendy Bowen

Wakefield RI
2000 Boxster

Josh Cahn

Hopkinton MA
2020 911 Carrera 4S Cabriolet

William Calia

Johnston RI
2001 911 Carrera

Jeffrey Cartier

Greenville RI
2004 911 Carrera 4S Cabriolet

Allen Chen

Woburn MA
2008 Cayman S

Richard Crowell

Belmont MA
2006 Cayman S

Perry Cummings

Lancaster MA
2001 Boxster S

Gwen Dumont

Newbury MA
2015 911 GT3

Robert Edwards

North Reading MA
2009 911 Carrera S

Bob Feldman

Harvard MA
2002 Boxster

Joelle Feldman

Harvard MA

Keith Fortier

Smithfield RI
2000 911 Carrera Cabriolet

Rex Gautama

Boston MA
1999 Boxster

Reyner Gautama

Boston MA

Stuart Golde

Mansfield MA
2006 911 Carrera S Cabriolet

Diane Gorenstein

Huntington NY
2013 Boxster S

Masilo Grant

Hopkinton MA
2016 Cayman GTS

Robert Hocking

Milfrod MA
1999 911 Carrera

Gabriel Jackson

Hopkinton MA
2015 911 Targa 4S

Daniel Kazachkov

Norwood MA
2019 911 Turbo S Cabriolet

Joe Nash

Belmont MA

Jeff Seifert

Westford MA
2012 Cayenne

Bill Shaw

Seekonk MA
2004 Boxster S

Adam Wells

Attleboro MA
2006 911 Carrera S

Harry Wheeler

Reading MA
2020 911 Carrera 4

Anniversaries

Anniversaries



July 2020

48 Years

Donald Rothenberg

47 Years

David Melchar
Roberta Melchar

46 Years

Deborah Pinzon
Enrique Pinzon

45 Years

Eileen Crowley-Sofka
Richard Sofka

44 Years

Olivia Vargus
William Vargus

42 Years

Donald Plant
Katherine Plant

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

30 Years

Irena Berezin 30
William Berezin 30
Anthony Curreri 30
Anthony Curreri Jr 30

25 Years

Carol Aronson 25
Donald Shobryns 25

20 Years

Cheryl Baer 20
James Baer 20
Anne Di Giorgio 20
Hank Di Giorgio 20
Doug Martinez 20
Darlyn McCormick 20
Sean McCormick 20

15 Years

Kevin O'Connors 15
Clifford Steve 15
Karen Steve 15

10 Years

Carl Gravina 10
Karin Gravina 10
Karl Ng 10
Addison Rodamista 10
Guy Rodomista 10

5 Years

John Dunkle 5
Ellen Evensen 5
Brian Korenda 5
Chuck Langlois 5
Moli Luo 5
Jeannie Meyer 5
Peter Meyer 5
Joel Miller 5
Nancy Miller 5
Stephen Miller 5
Jennifer Munson 5
KEVIN NERO 5
Marisa Nero 5
Anthony Nofi 5
Patricia Regh 5
Thomas Regh 5
Marc Schiliro 5
Brian Sullivan 5
Shi Sullivan 5
Andry Sutanto 5
Elizabeth Wik 5
Robert Wik 5

2020 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: 2075

Affiliate members: 1079

Total members: 3154

PCA Juniors: 25

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