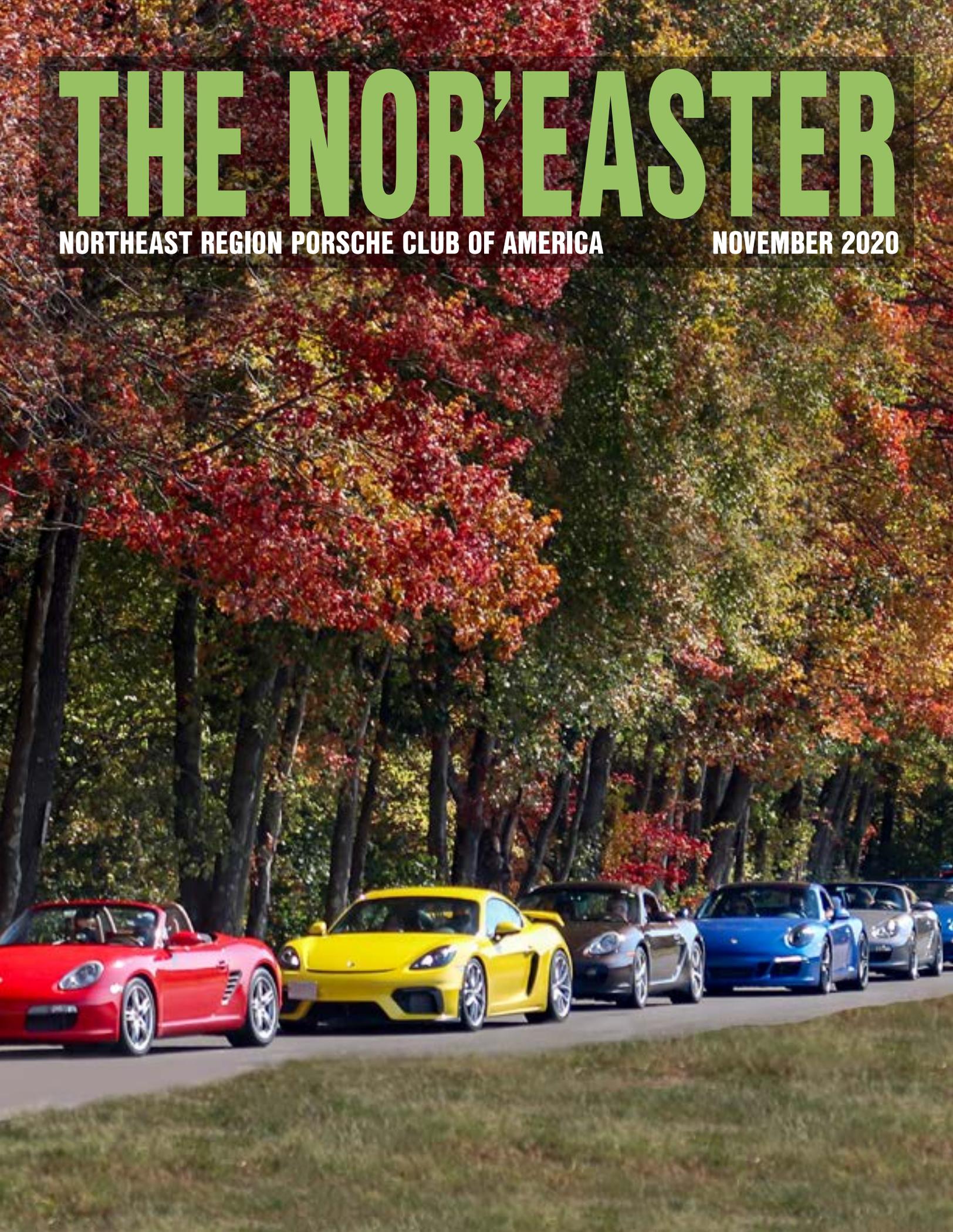
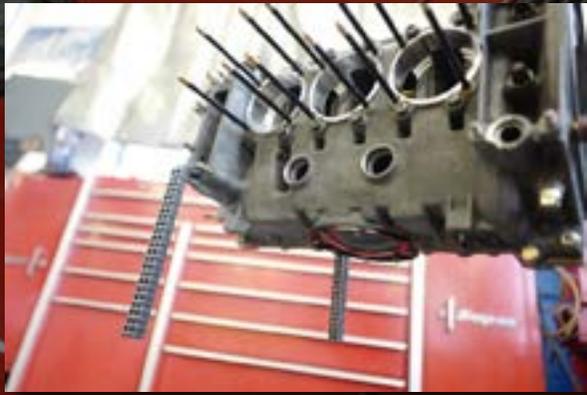


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Editor's Corner

by: Anker Berg-Sonne

Suddenly, it is cold outside, and we have had the first snow of this winter. I hope you did better than me winterizing your Porsches and putting them away for the winter. I am almost finished with my latest garage project and will be able to put all our toy cars under roof, and then I will have to change the oil and filters in all of them and get the winter projects underway. New trailing arms for the Base Boxster will eliminate an annoying rattle. New motor and transmission mounts for the Boxster S will prevent the exhaust from rubbing on the chassis when accelerating hard. And the big one: Pulling the head on the Caterham to overhaul it and take a look at cylinder wear.

The NOR'EASTER will take a break after this issue and be back late winter, and in March/April, we will publish the annual print issue that we send to all primary members in the region.

To keep your skills honed, and to fight COVID confinement boredom, give Sim Racing a try. It is addictive. The region has two wheel and pedal sets that you can borrow for a short period; just let me know by emailing me at membership@porschenet.com if you are interested.

In the meantime, Happy Holidays from the entire NER Communications Team.

Front and Back Covers



Gary Cooper ~ NER Poker Rally ~ 2020

The NOR'EASTER



Larry Levin ~ NER Cars & Coffee ~ 2020

— 2018 —

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NER Event Calendar

*Thank you for participating and making
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*Check back here as our first issue of
2021 will have a full calender of events.*

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2021 Board of Directors Election



Voting for the 2021 Northeast Region PCA Board of Directors will be open from 6AM November 5th through 11:45PM November 15th at the following website

<https://vote.electionrunner.com/election/flsYK>

All votes must be cast through the website, no email or mail in votes.

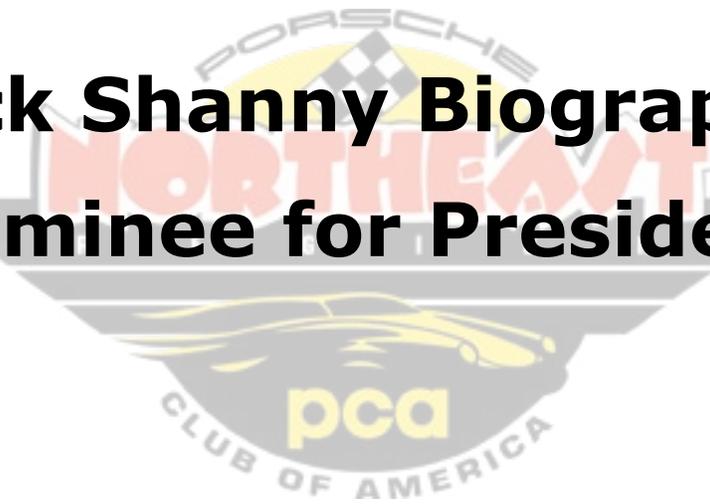
The results of the election will be reported via email in December and posted in the next issue of the NOR'EASTER. (Normally they would be announced at the annual Gala but, sadly, there will be no Gala this year due to the pandemic.)

To cast a vote you will need to be a primary member of NER and have a voter ID and a key. These have been emailed to you. If you are a primary member and have not received you can look up your ID and key here:

<https://porschenet.com/voterinfo/>

On the following pages are the biographies and pictures of all nominated candidates. These are also available on the voting website.

Nick Shanny Biography Nominee for President



I am Nick Shanny, and I am very excited to be nominated to serve as President on the board of NER PCA. I have served on the board in the past as President, secretary, and Webmaster. I am looking forward to having the opportunity to serve on the board again.

I became a PCA member back in the 2004 after purchasing a GT silver Boxster S, my first Porsche. I fell in love with the car and the brand. I started participated in driver education (DE) events in 2005 and have never really looked back. Several years in, I decided that I "needed" a dedicated track car as well as a car that forced me to really learn how to drive. Enter in an orange 1976 911 with a 1979 3.0L carbureted motor. No nannies, fully caged, and ready

for the track. Affectionally known as "Pumpkin", it became the car that help me learn how to drive on the track, but ultimately, it was the vehicle that introduced me to a new group of lifelong friends. It is the camaraderie that keeps me engaged with the club and fuels my desire to give back.

Away from the track I live in Weston with my wife, Kay. My three children are all grown up and have fled, I mean left, the nest.

Kristin Larson Biography

Nominee for Treasurer



My name is Kristin Larson and I am honored to be nominated for Treasurer of NER. I have been a member of NER since 2009 with Dave Berman and we have owned 6 Porsches over the years. We currently drive the "Apple" car at DE, both as Instructors. While our recent focus has been on DE, we have also participated in Autocross and other socials over the years. I have also been involved with PCA my entire life as I grew up going to race tracks as my parents both participated in DE and numerous other positions within NNJR.

I had spent 8 previous years on the NER board as Treasurer, President and Past President and looking forward to going back on the board. I am a Certified Public Accountant with most of my 25 years of

experience working in small to mid-size companies so handling the books of a company is second nature to me. I have seen many advancements in my previous years on the board and encouraged by the desire to further the strength of board and all of NER.

Dave and I currently live in Acton, MA with our dog Cam. Over the past year, in addition to track events, we go on daily walks with Cam and I ride our new Peloton.

Luis Rivera Biography

Nominee for VP of Communications



I was born and raised in the Merrimack valley. My family is from Puerto Rico and El Salvador and I grew up around cars. Having spent summers from ages 10-22, working at my old man's shop, former hot rodder, turned cool, laid back dad, I learned about, worked on and came to love everything from old German cars to Midgets, JDM and Muscle Cars.

I got a hand built go kart for my 4th birthday, learned to drive stick at 11 and when I got my permit at 16, my dad brought his client's '86 944 turbo to our house, threw me the keys and asked me if I wanted to drive it... That characteristic clunk when I closed the door, the smell of the leather, the rumbling 4 banger, and the sensation when I hit the gas... I HAD TO HAVE A 944 some day.

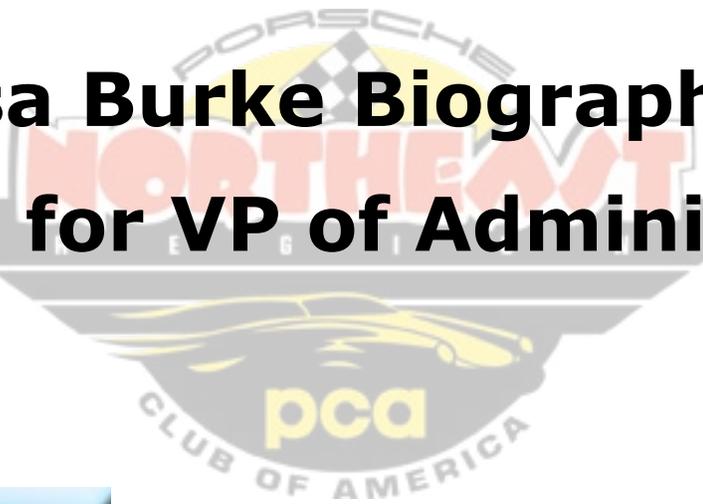
That day came two years ago when we found and brought an '83 944 back to life. Hands-down one of the most fun, most aggravating, yet patience-developing and memorable moments and projects together.

Having just bought a barn that (came with a house) on the South Shore, we're turning it into our personal shop. I'm excited to continue to bring Porsches back to life with him and maybe we'll build a go kart along the way...



Lisa Burke Biography

Nominee for VP of Administration



I'm Lisa Burke and I joined the club in 2014 after my significant other purchased a surprise 2006 Cayman S while I was away on a business trip. Prior to getting the Porsche, we enjoyed the social benefits of a car club as members of the local Honda S2000 group (and still do). Often people think social events are "nice to have" in a car club, but there is so much more to this community than performance driving events and I hope to help get that word out.

In my first couple of years in NER PCA, I enjoyed the newcomers meeting, winter warmers, summer parties, and many a cars and coffee, but it was the Car Control Clinic a.k.a. Autocross School (and the subsequent addiction to Autocross) that really cemented my appreciation for this club and the people in it. While I particularly enjoyed the

bench racing at Billiards after Autocross events (pre-COVID, of course), I still love a good cars and coffee whenever I can get to one.

In 2019 I took on the monthly email blast publication where I learned just how many events this club promotes, and for 2020 I am very proud to report that along with co-Rally Master Anker, we revived the family-friendly Gimmick Rally discipline for NER PCA. 2 down, many more to come!

I've been lucky enough to meet many of you at the gate for Autocross check-in over the last couple of years, also as a volunteer at 2018 Porsche On The Mountain, during the silent auction at last year's Gala or more recently at the 2020 rallies. For those I have not met yet, especially new members or those who haven't made it out to many events in the past, I will do my best to pay forward the same enthusiastic welcome to you that was extended to me when I started getting out there.

I look forward to being your 'Cruise Director' – I mean, VP of Admin - in 2021 and ensuring future social events bring all of us and our cars back together after this seemingly endless year apart.

Jerome Gangiatano Biography

Nominee for VP of Driving



Greetings. I am Jerome Gangitano and I am honored and excited to be nominated to serve as the Vice President of Driving on the board of NER PCA. I have previously served on the board as Membership Chair. I am looking forward to having the opportunity to serve on the board again.

I became a PCA member in 2014 upon the purchase of my first Porsche; a Navy Blue 911 4S Cabriolet with tan interior. My love affair with Porsche started in 1985 when I saw my first Porsche up close at a Nordstrom in San Diego, CA; a beautiful Navy Blue 911 with tan interior. My love was enhanced as I had the opportunity many times to ride in a White 911 Targa owned by the father of a good friend. I was so turned on by the speed and the handling. I can still remember the first turn we took at higher speed as we joined up with Interstate 8, "Wow"!

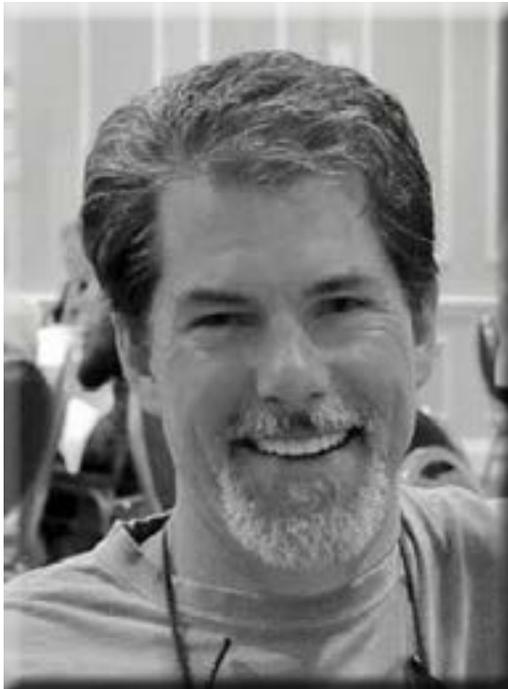
Soon after purchasing my 911 C4S and through discussions about how much I enjoyed the thrill of driving, I was encouraged to try driving in Autocross (AX) and/or Drivers Education (DE) events. So, I did just that and participated in my first autocross event in 2015. I enjoyed it very much. My time driving was sidetracked in 2016 due to an accident but I jumped right back into it in 2017 when I started my first DE event at Thompsons Motor Speedway. I loved it and was immediately hooked (I was warned how addicting it was!). I really enjoyed the safe, collegial and learning environment. My driving journey in DE continued from there participating in several events at different tracks. I was privileged to have great instructors in my right seat helping me to improve my line and my times while being safe and courteous at all times.

After driving in events as a Solo driver and in my continued quest to improve, I decided to step into a 911 GT3. So, I was like, "ok, now how do I get to know this beast". I was fortunate to be able to take her out on a wet AX track at LimeRock prior to my first DE event of the year. I turned the nannies off and had fun working to control a rear wheeled Porsche with lots of power. It was such a valuable learning experience!

So, I continued with many DE events continually working to improve my performance. Beyond this quest and more importantly, I have had the opportunity to spend time with so many great people and have made many good friends. Each event is time well spent with each other and with our shared passion for driving.

Off the track, I live in Back Bay, Boston. I am also an avid boater and spend time out on the water. Some of my friends from DE have joined me on the boat for afternoons under the sun. As you might imagine, we talk mostly about driving. Perfect.

Alan Davis Biography Nominee for Secretary



I'm honored to be nominated for a second year as the club secretary. My wife, Lisa, and I joined PCA and the Northeast Region in 2012. We met in college over 40 years ago and are now retired in Franklin, MA.

Our first Porsche was a used 2007 911 Carrera. We now drive a 2019 Cayenne and a 2015 911 GT3. Until retirement, I worked as an engineer in utilities, energy efficiency, and construction. Like the stereotypical engineer, I look at things logically and tend to be brief and to the point. I hope that some of you read the meeting minutes from the board meetings this year. I can assure you that the meetings are way more interesting than I described them.

Since joining the club, Lisa and I have tried every club activity other than DE. We love to do the Ramble and attend the Gala event. My big interest is autocross, which I first learned of in 2012 at NER's Newcomers event.

Autocross, which is called "Solo" by some clubs, is great for introverts like me. You can literally spend an entire day by yourself either in your car or working the course socially distanced 250 feet from the nearest other course workers. Although, if you get hooked on AX, then that solo life doesn't last. I mean you just beat your prior best time by 4 seconds – you just got to tell someone and there are other drivers all around you in the grid who want to hear about your run and share some tips. And, have you ever wanted a ride in a 944 or a 958, a 911 cab, a Boxster, a Macan, a GT4, or a GT3? No problem! Between runs, when we're not social distancing, all you have to do is ask that driver for a ride (tip: have your helmet with you). You'll not only get to see other cool Porsches from the inside. Being the passenger with more experienced drivers can help to shave seconds off your next run! Before long, you'll find that solo has become social.

I will appreciate your votes and look forward to making you glad to be Porsche Club members in 2021.

Anker Berg-Sonne Biography

Nominee for Membership Chair



Next year will be my fifth year as a Porsche owner and NER member, my fourth year as a member of the NER board, and my third year as Membership Chair, if elected.

2020 was a hectic year for me actively engaged in growing Sim Racing and Rallies as formal activities in the region. Both of these are possible while the COVID epidemic runs its course. They widen the range of activities offered to the adult membership and, significantly, provide active participation for children and youngsters, which I consider essential for the club's long-term health. Since May of 2018, I have served as editor of the club magazine, the NOR'EASTER.

Membership Coordinator is my favorite responsibility because of the direct communications and interaction with our membership. My circle of friends has grown by leaps and bounds while I have been with NER. NER activities and responsibilities, taking care of our cars and ensuring they are properly maintained and stored, have dominated my free time.

I will continue to participate actively in a wide range of activities and as a leadership team member for Sim Racing and Rallies.

In addition to the above, I am an active Autocrosser, an occasional DEer, an active Sim Racer, and one of two Zone Sim Racing Coordinators for Zone 1.

If elected, 2021 will be the final year of my four-year term as a NER board member. I will continue to look for opportunities to expand and improve the membership experience for all family members. As my term draws to an end, I will seek to identify and mentor a successor for this critical role.

Thank you for your support!
Anker

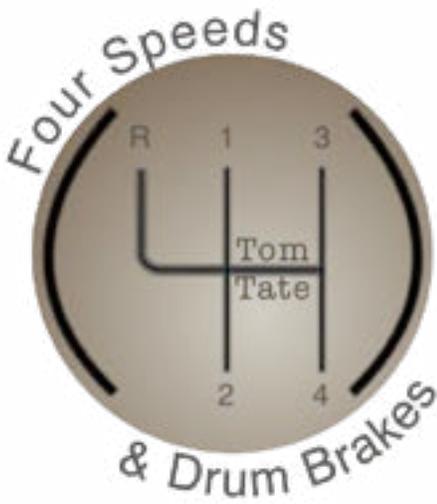
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On The Road Again

In spite of the lack of automotive events this year the months have flown by like never before. It was summer before we knew it and it what seemed like a few weeks the summer was gone. The shorts are back in the drawer and the jeans and long sleeve shirts are back. I can only talk about Cars & Coffee events for so long before I begin I lose my audience so I'll just say that the last one, held in Medfield, had over 35 P cars in the Blue Moon Café lot and caused a traffic jam as drivers slowed down to stare. OK, I'll throw in a photo.

With this column looking like the last one for 2020 it's a chance to cover a few subjects that haven't made it into print this year. That would be my observations about people in cars that aren't good at what they're doing.

Even my short drive on Rt109 every day (well, 3 days a week now) to the commuter rail station in Norwood turns up lots of drivers that think they are the only ones out there. My advice to help traffic run smoother and safer:

If you're on a two lane road and want to turn left, get over to the left side of your lane so that the cars behind you don't have to wait until you can't see anything approaching before they can continue.

If you are the "left turn artist", as my father used to say, keep your front wheels pointed straight until you begin to turn. If your wheels are turned and an inattentive driver (yes, they're out there) hits you from behind you'll be

punted directly into oncoming traffic and it won't be pretty. I saw that happen a few weeks ago and it really made a mess.

If you're merging into traffic, either on the highway or from a side street onto a main road, step down on the gas. Use some of that modern day horsepower and get on with it. Just because you were able to stick your car in front of another it doesn't mean that you can take your time getting up to speed.

I know that modern cars have brakes that will leave a seatbelt imprint on your chest but that gives me no comfort when someone is following me too close. I have pulled over more than a few times this year to let a tailgater pass only to see them race up to the next car in line and follow them within a car length. That tells me that it was nothing personal, it's just their driving style but why does it seem to be mostly young women in new Jeeps? Maybe there's a sticker on the dash of a Jeep that says "follow closely" ?

Another subject that needs work on the roadways are turn signals. Let me first provide my take on turn signals. I believe that turn signals should be used when there is someone that will be affected by your movements. They might be in a car, on a bike/motorcycle or on foot. Two lane roads always seem to have someone that should be informed if you're going right or left, including drivers on side streets waiting to come out. That would not include a driver that you have just passed on the highway and is disappearing in the mirror. However, if the car you passed is keeping up you better tell them what you're doing, therefore use the stalk on the left to let them know.

As far as highway driving is concerned I've always believed that law enforcement looks for speeders in the left lane (billed as the passing lane) and for that reason I tend to avoid that lane. If I do have to get out there to pass a slower car I get back into the middle lane as soon as it's clear. You'd be surprised how empty the right lane is on most roads as drivers think that's the 'slow lane'. Not true, with few cars there it's easy to get places in a hurry. Just keep your eyes up to spot cars on ramps ahead that will be needing space in your lane. Most will make their way into the middle lane and you can be on your way.

Of course the secret to accident free driving is paying attention to what you're doing. In Mass, only hands free phones are allowed (a fact not known many who still drive with a phone held up to the side of their head) but I'm not sure that using Bluetooth even allows enough of your brain to be available to handle all the decisions needed for safe driving. I see many use the 'follow the bumper' driving style that requires fewer brain cells to keep a two ton vehicle moving but it doesn't make it as safe, in my opinion. I guess that's why auto manufactures have added the nanny features that will apply the brakes when needed even if the driver was looking out the wrong window.

We can all see where this is going and that is to turn all of us into passengers, including the person sitting behind the steering wheel. Assuming there is a steering wheel in the car. For that reason I think that it is fair to say that for drivers, we have lived in the very best of times.

We have driven cars when wheels could spin on dirt roads and full lock didn't mean your house was closed up. When cars actually made noise when you stepped on the pedals (gas and brakes) and people looked up when you came down the road. It was fun then and is still fun, just not as often.

So get those old cars out of the garage before winter closes the door on the excitement of driving. The day will come when someone will ask you to mail in your driver's license so let's put the miles on while we can.

KTF



The Long & Winding Road

- Bill Seymour, NER Past President



I had an opportunity for an interesting car comparison at the September NCR Tamworth DE. I did two check out rides back to back for promotions from the White to the Black run group. Both drivers drove well, both were promoted and both were running almost identical lap times. One driver was in a 2005 GT3 and the other was in a 2018 Cayman GTS (chipped to 440hp with a PDK). The Cayman driver was Bob Hollis who had spent the two previous years driving “The Turtle” – a low powered 944 with, of course, a manual transmission and no nannies. With Bob’s base of experience and the modern amenities of the Cayman this drive seemed effortless – he easily hit all the apexes and the car always felt perfectly balanced. He had to wake me up when we got back to the pits. The ride in the GT3 felt much different. Never mind that there

was a lot more mechanical noise, in general it just felt much more raw. To get equivalent lap times the car had to be driven with greater slip angles and the required heel/toe shifting, even though done pretty well, often upset the balance. The driving wasn’t as smooth and there were more errors made – but none that were unsafe or got me a pucker. It was apparent that the driver was just working a lot harder than Bob. I was awake the whole session.

So which car is better? Tough call but I’ll bet you know which side I’m on. I didn’t ask Bob which was more fun to drive – The Turtle or the Cayman? And even if the Turtle is more involving, it’s fun to go faster so there is no easy answer. I do enjoy driving my oversize go-kart which is both involving and pretty quick.



So let's look 20+ years down the road when ICE cars will be banned from normal use. Assuming we are still able to get gasoline and take a vintage car to the track, what do we think will be popular? I'm sure the new electric (or whatever) cars will be trackable and crazy fast. Will they be as much fun? And if we are saving a gas-burner, will we (that's a little optimistic for me, I acknowledge) prefer a harder-to-drive/involving beast or a more sophisticated/polished later model? As Click and Clack used to say, "send me your answer written on a \$20 bill."

Changing gears completely, I enjoyed being a volunteer at the Fall Gimmick Poker Rally. It was beautifully organized by Lisa Burke and Anker Berg-Sonne – I was handed a kit that included hand sanitizer, gloves and paper towels plus signs and tape (to affix the signs) plus the list of entrants (one by name and one by number) and a pen to cross them off as they arrived (actually two pens and each had a choice of 4 colors of ink!) plus the cards to hand out (two decks, just in case) plus a lanyard with nametag plus two refrigerator magnets. All in a fancy bag. Wow.

The weather was perfect and my location at Sholan Farms in Leominster was a lovely hilltop spot on a nice country

road. The 40+ entrants were all enthusiastic and included a wide range of Porsches (many with top down) plus a few auslanders – most noticeably a Factory Five Cobra. I had a number of nice chats and made some new buddies. Again, great job Lisa and Erick.

As reported elsewhere we are reluctantly going dark in the NOR'EASTER department. There will not be another issue until we have some good news about next year's events. In the meantime we are close to going into "Store your Porsche season" (I like the fact that in Formula One it's called the "Silly Season"). I just drained out most of the gas from the 356 and put in some non-ethanol 93 octane. I will get in a couple of short rides but then the battery comes out, the cover goes on and it's lights out for a while. The Cayman stays on the road but only goes out in nice weather – but has snow tires just in case. And there is some over the winter maintenance to be done on the Spec Racer Ford. One final event (done by the time you read this) will be an American Endurance race at Mid-Ohio in the Mustang.

So see you all next year (and let's hope for a better one than 2020!).

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2020 Fall Foliage Poker Charity Rally

by:Anker Berg-Sonne

The second Gimmick Rally of 2020, the Fall Foliage Poker Charity Rally, was blessed with perfect timing for the foliage and beautiful, warm and sunny weather.

The 40 participating cars gathered at the Devens Grille in two groups, one with a 9 AM start and another at 10. Many of the cars were convertibles with a strong showing of Boxsters and a Cobra, all with their tops down at the start. After signing required waivers and receiving goodie bags for all occupants, cars lined up for the start where they received a playing card, or two if they gave an additional donation to Homes for Our Troops. There was also the opportunity to purchase a raffle ticket to benefit Loaves and Fishes, a local food pantry. They took off on the 73-mile route up the slopes of Wachusett Mountain with three stops on the way. The first stop was Sholan Farms in Leominster, where our Past President, Bill Seymour, had them draw another card. Then on to Wachusett Ski Area, where our current President, Nick Shanny, had them do the same. Finally, Bolton Orchards, where yours truly had them draw yet another before proceeding to the finish line at Minute Man Airfield, where a final card was drawn and a five-card poker hand submitted for scoring. While results were tallied, participants bought lunch at Nancy's Airfield Cafe.

The winning hands were all full houses with Peter and Lisa Geldmacher taking the top spot, Bob Canter and Guille Solano Franco in second and Tommy and Lydia Reeves with third place, each winning Porsche branded merchandise generously provided by our sponsor,

Porsche Warwick. Two raffle prizes were also drawn, one, very appropriately, a NER branded poker card and chip set, and the other a very unique set of wine glasses on attached to Porsche hotwheels.

The Rally's charitable proceeds were \$1000 to Homes for our Troops, and \$350 for Loaves and Fishes, the Ayer Food Pantry.

Pictures from the Rally are viewable at <https://nerpca.smugmug.com/2020/2020-10-10-Fall-Foliage-Rally/Gary-Cooper/n-JSFpnL> (Gary Cooper), at <https://nerpca.smugmug.com/2020/2020-10-10-Fall-Foliage-Rally/Janice-Clark-Barr/n-4G7SWF> (Janice Clark Barr), and at <https://nerpca.smugmug.com/2020/2020-10-10-Fall-Foliage-Rally/Anker-Berg-Sonne/n-Xmjpsn> (yours truly).

We plan to organize 4 rallies in 2021 and hope you will join us there. Suggestions are always welcome for locations and gimmicks, so don't hesitate to contact us if you have some fun ideas!

A very special thank you to our sponsor, Porsche Warwick, to the Devens Commons for hosting the start, Sholan Farms, Wachusett Ski Are and Bolton Orchards for the stops, and Minute Man Airfield for the finish. Also, to our assisting volunteers, Erick Aubin, Kirsten Berg-Sonne, Bill Seymour, and Nick Shanny. Most of all, to the drivers, navigators, and passengers for making it a success!

Lisa Burke and Anker Berg-Sonne, co-Rally Masters.



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Palmer DE Event – A First Timers View

by: Jim Burgarella

The 2020 driving season was fast ending with little participation on my part in NER's events due to the CV-19 pandemic. I was wavering about whether to attend the DE Season Finale at Palmer motorsports park. I had previously attended the May 2019 Thompson weekend and had two track days under my belt. A review of Google Maps and a few YouTube videos showed a track with not much run-off, which increased my apprehension. I decided to go for it and signed up for Green Beginner for Friday and Saturday.

My car is a 2019 991.2 Carrera 4 GTS. It has 450 hp and all available performance options including Sport Suspension, rear axle steering, and PCCB brakes. I bought it to fulfill both track days and weekend cruises. I have never come close to using its limits on public roads and wanted to get closer to using its capabilities on track.

Porsche of Norwell was extremely helpful in prepping my car including a brake flush, oil change and tech inspection. A little Xpel Tracwrap to help with rubber pickup cleanup and I was ready to go.

I outfitted my car with both a GoPro for driver steering inputs and the Porsche Track Precision App (PTPA) that integrates with both the cars PCM and my iPhone for video. In addition to lap time and max speed, the PTPA records, graphs, and analyzes many driving parameters including throttle position, brake pressure and steering angle. It also records Over-/Understeer and shows whether the electronic stability control (ESC) has activated. My favorite is a "Drive on your limit (%)" indication showing

how much of the cars capability you are using (more on this later).

My priorities for the weekend were to get familiar with Palmer, gain some driving experience and be safe. A long-time motorsports fan with a couple of track days and some Porsche Driving School experience, I was familiar with concepts of a racing line, apex, turn-in and track out. Being familiar with these concepts and applying them while driving are two different things.

PCA has a great DE program that pairs an instructor with beginner and novice drivers. My patient and brave instructor took the wheel of my car and drove a couple of laps around the track pointing out landmarks for positioning the car in to a turn, finding the apex, and how to track out in preparation for the next turn. Palmer has a lot of turns and remembering them all from a couple of laps was a challenge.

Finally, it was my turn to drive. My first few laps saw many off-line approaches into the corners. While there were not many trains during the weekend, my beginner group had a few on the first few runs on Friday and I tended to follow the car ahead of me rather than drive the correct line. As I progressed through the day's sessions, I started get a reasonable line through some of the corners. My biggest challenges were turns 8 and 10. Turn 8 has you approach downhill like you are going drive through the catch fence and off the mountain. Trying to follow real-time instructions on the correct radius to hit the late apex was not proving to be easy for me. Similarly, turn 10, a downhill banked right hander with a very late apex, was

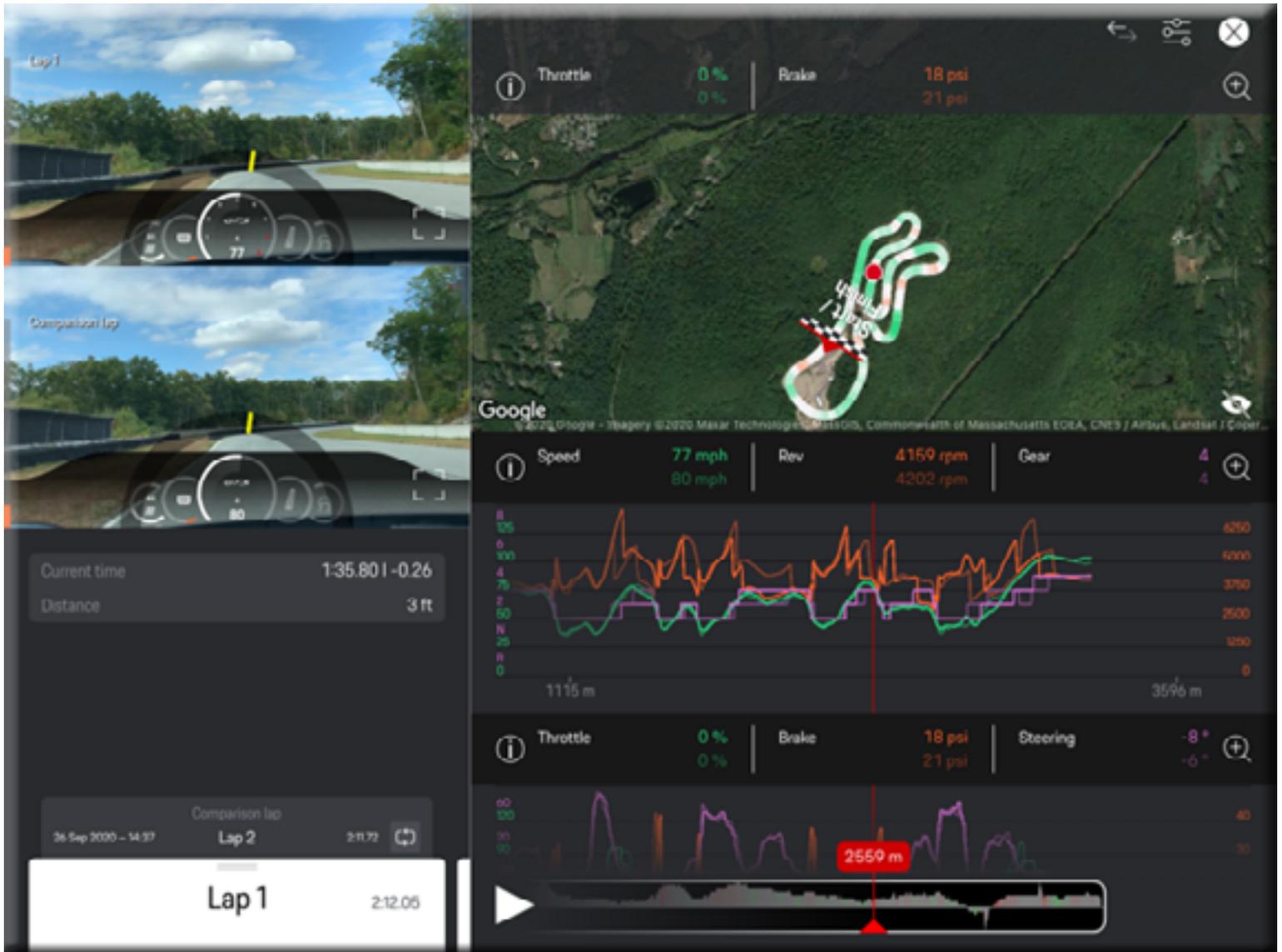
finding me far from the correct line. Friday sessions ended with me a bit lost on these two corners.

While the real-time verbal inputs from my instructor are a great way to gain experience, I learn best with visual inputs. On Saturday, I brought a Google printout of the track and worked with my instructor to draw in the correct line for turns 8 and 10. This was an immense help to me in finding an improved line through these corners. Steady driving improvement came during the two days I was at Palmer. The first day was mostly about remembering the corners, while the second day I was able to start refining my lines through the corners. For most of the sessions, I was focused on getting the correct line through the corner and slowed more than needed while I worked on finding the line. In my last Saturday session, I finally felt comfortable with higher corner entrance speeds. Understanding that the focus on DE is not timed laps, I still found the PTPA timing data as a useful indicator of my improvement during the weekend. My very first lap

of the weekend was a 2:32.71. Consecutive lap times of 2:07.80 and 2:07.81 in the last Saturday session show both improvement in time and consistency. The “Drive on your limit (%)” score increased from 58% to 69%. Also comforting for a Green session driver, the app reported that the ESC nannies were never used.

A great weather weekend and a well-organized Palmer event is the highlight of my 2020 driving season. I experienced a lot of comradery and helpful tips from more seasoned drivers and my instructor. The Palmer track with its elevation changes and many late apex turns is both a challenge and a lot of fun to a first timer.

I am already thinking ahead to the 2021 DE season. I have decided that my Porsche is for driving and is not a garage queen. My goals for 2021 are to progress up through Yellow Novice and be able to end the year with a few Blue Solo runs.





Come Ramble With Us In Bretton Woods, NH April 30 - May 2

***Registration Opens Wednesday January 20, 2021
Dennis & Carol Friedman, NER Ramblemeisters***

Since 1986, literally thousands of club members have kicked off their driving season by attending NER's Annual Spring Ramble. In recent years, over 300 people driving 175+ Porsches (some Ramblers do occasionally drive vehicles other than Porsches) have turned out to enjoy good friends, good food, and a weekend at a top-notch resort hotel.

At this time, we're planning for this to be a "traditional" Ramble with all the usual components – Friday night welcome reception, morning and afternoon Saturday drives in northern New Hampshire with a buffet lunch, Saturday night cocktail reception followed by a plated and festive dinner, and Sunday morning getaway brunch. However, given the current state of the pandemic, we are developing contingency plans in order to maintain the spirit of the event while ensuring everyone's safety.

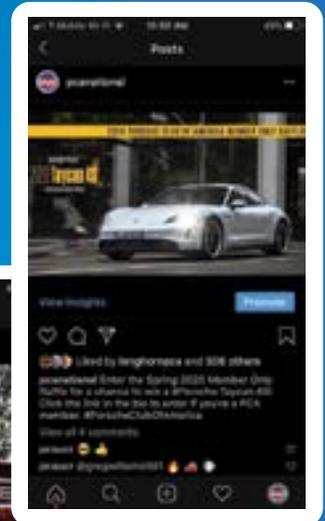
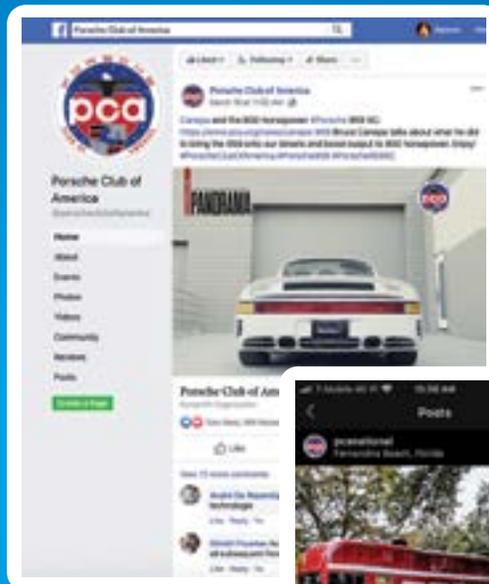
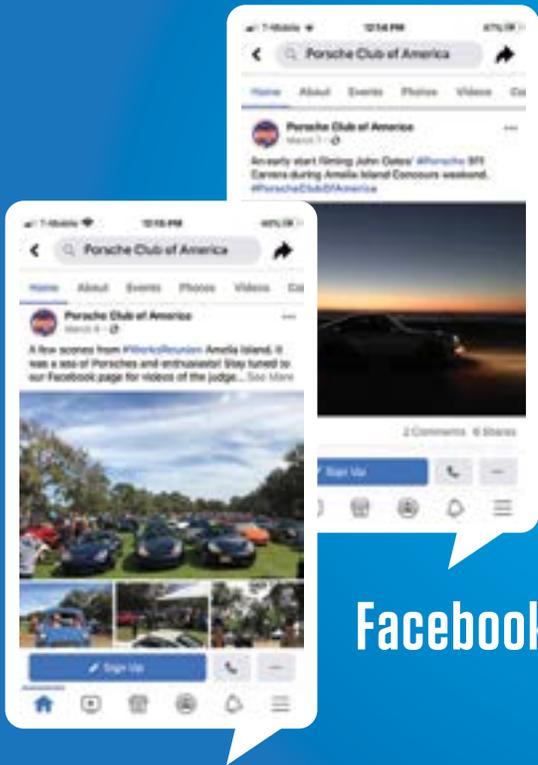
When we announce all the details in early January, we'll share our best laid plans based upon the state of the world at that time. Nevertheless, given the unpredictable twists and turns we've all experienced since last March, it may be necessary to make changes as the winter unfolds. We're considering many creative approaches to enable as

many people as possible to enjoy this 35th annual New England Ramble. However, it may be necessary to limit total attendance to prudently social distance.

Rest assured that as much as we want the Ramble to return in it's very sociable traditional format, our first concern is to keep everyone safe. We look forward to seeing you in the White Mountains next spring, enjoying both your cars and the people that make PCA the club we choose to be a part of.



READ | POST | COMMENT



Hang out with PCA on social media

In addition to the huge regional social media presence, the club is active at the National level, too. Join us for our daily posts on Facebook, Instagram, and Twitter.

We bring you the inside scoop at PCA and Porsche events, auto shows, road tests, Porsche Panorama video and photoshoots, and more.

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PORSCHE CLUB OF AMERICA



Porsche Taycan Roadshow ***~Stay Charged~***

by: Ted Shaw

Recently I had an opportunity to attend the Porsche Taycan Road Show. This is an invitational event that goes around the country providing people with an opportunity to drive various new Porsches. This event is run by PCNA and not the same thing as a test drive at a dealer. The group in charge of this event are the same people who do the Porsche Travel Experience and the Porsche Track Experience at Barber Motorsports Park. They are “product specialists” and not Direct Sales people.

In any case, my scheduled drive time coincided with the arrival of the remnants of Hurricane Zeta, so the weather was decidedly dicey and that impacted the overall experience somewhat. After registration and a short intro and safety talk, we were shown to our cars and a quick operational run through was done. Then we were ready to depart. Foot on the brake, press the starter button, (to the left of the steering wheel of course), the dash lights come on and.....nothing..... No starter whine.... No engine rumbling to life Not even a solenoid click or a chime..... just silence and stillness..... Move the little lever on the dash down to **D** The

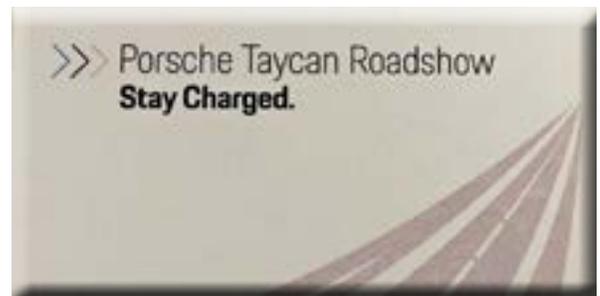
blue **P** in what should be the gage cluster - but isn't - changes to **D** and still nothing. No “Thunk” as the slack in the drive train pulls against the transmission..... no vibrations ... no clue that anything is ready to go. But our leader's voice is on the radio and the Taycan in front of me starts to move..... off the brake and light touch on the other pedal..... aaaannnd ... we're moving silently very strange Out of the circle in front of the Golf Club and over the speed bumps to the roadway. Now I'm getting some road feel and feedback through the steering wheel. Still the silence is overwhelming. I can tell I am in a Porsche, all the clues are there. The seat feels right. The steering wheel is familiar and covered in Alcantara. There is a Sport Chrono clock on the dash in the center where it should be. It's the only analog gauge left ... at least It looks to still be analog. I didn't check to be sure. The view out over the hood is very good. The A pillars are thin and the front fenders don't impede anything. Out the back not so much. My 996 is better and most of what I see out the back of my Porsche is the leading edge of the wing. But the side mirrors in the Taycan are good and as the movie

quote goes “Whats-a behind me is of no importance”. The interior looks wide like a Panamera ... maybe even a little wider. The center console is flat and full of lights. Which is good because I have an urgent need for the defroster. ... There it istop left corner . The first switch/button/ Icon I find on the flat panel. I touch the space on the panel and it feels like a switch (but it’s actually just haptic feedback), instant heat - fan and defrosting. That’s better.....did I mention that it’s now snowing?

We’re on a follow the leader trip thru the pine forested back roads of Plymouth and I’m impressed so far. Normally at this point in a car review you talk about the gears, except the Taycan doesn’t have any.....OK it does have a low gear if you engage launch control Did I tell you it’s snowing? But in Normal mode, you just step on “Gas” pedal and off you go - no gear changes..... (Is it really still correct to call it a gas pedal ????... You can’t call it the Loud pedal either because there still isn’t any noise it’s erie) Maybe the GO pedal..... anyway, that brings up the subject of the small round knob on the steering wheel. Last time I used one these knobs, all the labels were in Italian. In the Taycan, turn the knob and you change between Normal, Range, Sport and Sport Plus and something called Individual. The selection shows on the Digital Dash screen. In the “Turbo” (500 HP) I drove, truthfully, there was not that much difference between the various driving modes. But then we weren’t going very quickly and it was still snowing /raining. Maybe on a dry day it would be more apparent.

In the second ½ hour driving section, I am now driving a very pretty Blue “Turbo S” with even more horsepower (670 hp or are they those “Twarks” that Clarkson was always going on about). There was a very noticeable difference. In Sports Plus, it was very much more “Alive”. Instantly transformed into a GT3RS and was it my imagination or is there a little more noise in addition to the added responsiveness. pedal and steering feel. It was most assuredly a track mode. You could feel that the Taycan really wanted to leap ahead and be let out to play. It seems I woke up “Bumblebee”. Let’s put him back to sleep and wait for a dry day, switch back to regular Sport mode before the Transformers movie starts and something bad starts to happen.

I can’t tell you much about the Taycan’s range, other than to say we drove for an hour or so (maybe 45 miles). As I exited the car, it was showing 170 miles to “empty” and a 78% charge level. Overall driving the Taycan was a very positive experience. Our lead instructor summed it up nicely. The Taycan has the handling of a 911 combined with the comfort of a Panamera.





Squiggly Lines

Nick Shanny, NER President

Given a year that no one could have predicted, our club has managed to navigate a course through all the turmoil. The first part of the year was largely shut down with a few scattered club events. We managed a decent number of events once we all figured out how to manage Covid19 and public gatherings. Unfortunately, several major events were canceled including the Ramble, Gala, and Concours because it was not possible to responsibly hold them due to Covid19

None of this could have happened without the dedicated volunteers that run our club. Through all their hard work and perseverance, they have organized safe and responsible events for everyone to enjoy. For those events that were canceled, there was no small amount of effort expended attempting to make them happen. Please join me in saying “thank you” to all the club organizers for a job well done.

Planning for 2021 is already underway for all the various activity groups within the club. We will plan for a full year of events and then adjust based on the fluid nature of

the pandemic. The web site and our Facebook group will always provide the most up to date information. Now that the club business is out of the way, now on to my true passion: racing. As you may know I am part of the JB racing team. Bill Seymour has shared many stories of our adventures throughout the years and now it is my turn.

As Bill has reported previously, we purchased a 2013 Ford Mustang Boss 302 S. I know this is a Porsche club, but we all must admit that there is something alluring about an American V8. We spent most of the year replacing the stock fuel tank with a 32-gallon fuel cell. We tested the car at a few DE events and then signed up for a two-day endurance race at Mid-Ohio racetrack. We invited Justin Becker of South Shore Autoworks to drive with us as one of our drivers could not attend due to a death in the family. Otherwise, it was the normal cast of characters: Bill, Dennis, Dave, and me.

Day one consisted of testing in the morning and qualifying that afternoon. Our expectations (read delusions) ran high with respect to which class we would be running in. Mind you we had not raced the car and had just a few hours of actual seat time. That did not stop us from discussing which class we would qualify in. Classes range from one to five with five being the fastest. We did not believe we would end up in class five, but figured four, or at worst, class three. Reality set in and we found ourselves in class two solidly in the middle. Our egos were a bit bruised, but hey, we were racing. There were a total of seventeen cars in our class, so there would be plenty of competition.

That evening we prepped the car and then set



about figuring out the driving order. No one wanted to go first, so I took one for the team and elected to drive first. A green track, as it had rained the evening prior, a 44-degree starting temperature, and a track full of race cars...what could possibly go wrong?

In fact, nothing for the first stint. The track was cold and slippery. The car was a bit of a handful to begin with. It was easy to get the rear end to step out when getting on the power and ultimately, I dropped back to last place within our group. As my stint progressed, I continued to find pace and eventually was running within one second of the fastest cars within our class clawing my way back to 8th place before my stint ended. The car was a blast to drive and the power down the straights was intoxicating.

Dave was up next. His stint was progressing well as he became more comfortable with the car. Lap times were decreasing as the stint progressed and then it happened. The radio call came in that the car had just stopped running. He had pulled off and could not get the car to restart. We did not believe we had run out of fuel as he was just an hour into his session. We were gutted. The car was towed back to our trailer and we set about figuring out what was wrong. Unfortunately, it turned out to be terminal.

When cranking the engine, we heard a metallic scraping sound originating from the bell housing and clutch area. Justin had the presence of mind to inspect the crank sensor, which when pulled, looked as if it had been smashed. We believed something had broken inside the clutch assembly. When turning the motor over a few more times we heard something “drop”, and at that point, we knew we were finished. We spent a moment discussing if we should drop the transmission there at the track and decided it was not worth the effort.

Historically this is not the first time we had transmission problems at Mid-Ohio. It was further determined that it was the same driver in both cases that was driving when things went south. Unfortunately, it was also the same previous driver, in that case me, that was driving before handing it off to Dave. There was a reasonable argument to be made suggesting that either one of us was to blame.

A new race car is always going to have teething problems, whether a Ford or Porsche. We now have a winter project to keep us busy, diagnosing the problem, finding a better solution, and getting the car back on track. Traveling 24 hours to spend 2 hours racing on the track racing really does beg the question: “So...you want to go racing?”





Stuck in Gear

Sterling Vernon, VP Communications

Do you ever get that feeling like you don't quite have full control over the machine? Over the past couple of years, my 997 has developed a bit of a mind of it's own when it comes to gears. Occasionally, it decides that it wants to either not go directly into a gear or it wants to hang onto that gear for as long as possible, like those last few drops of wine at the bottom of my glass. Just try to wrestle them away.

One minute, I'm cruising along, enjoying my drive thoroughly. The next, I've got both hands on the shift lever trying to pull it from third down to fourth. At the last second, the level will finally pop out of it's prior, happy home. But now my timing is already off. I usually have to give the clutch another quick kick to try to match the revised timing.

I'm feeling the same way with our pandemic situation these days. I cruise along most weeks, just working and cooking and cleaning and taking-care-of-kids and muddling through - and feeling lucky to have the routine. But then, it's the weekend. Time to switch gears! But it's just not so fluid these days. There are so few places to go and so few things that are the right combination of safe-feeling, enjoyable, and accessible...I'm finding myself feeling a bit stuck. It's more of an observation than anything - there are these moments where life just feels like it's different. I'm still very lucky, so it's definitely not a complaint.

Recently, I thought I'd go shoot some photos and video at one of our NER autocross events. But I asked late and learned a bit too late that I need a negative test to leave the confines of my house in RI to visit the event. Despite all of our states, aside from those Vermont cow-types,

facing similar challenges, it seems that we'll all be trying our best to face them in isolation. Makes sense, and I get it. But the things we need to do sometimes feel slightly misaligned from the place that they need to be - just like my shifter.

I think both my shifting and my life may benefit from slowing down and focusing on each movement to maximize control and minimize risk and friction. It's hard when you can't always know when friction will suddenly pop up to slow you down. It's the unexpected that really jars you out of the comfort zone. The same quality of being flexible seems to be equally applicable to both driving and life. I'm just going to try to remain fluid. But I may end up spraying a little extra WD40 in some unexpected places...just in case.

As I talk of slowing down, my NOR'EASTER editors reminded me that this will be my final column as your outgoing VP of Communications. I'd like to thank all of you for suffering through my columns, perusing the website, reading the NOR'EASTER, and paying attention to the emails we send out. All of those things, minus my columns, will continue and improve. Thanks as well to the sponsors and advertisers who help make all of our communications possible. Without their support, we certainly would not have the breadth and depth of content that we enjoy. There are exciting plans ahead for our club communications and I am eager to enjoy its evolution.

Thanks to you all.



All good things must come to an end.

Robert Jacobsen
VP Administration

My time on the NER board is fast approaching its terminus. My first two-year term was as the club treasurer and my second two-year term has been as VP Admin. Four consecutive years and I am now obligated to step aside. During those four years I attended my first DE event, drove a 63 year-old Jeep across the country, learned infinitely more about the club and (most importantly) had the pleasure of meeting many more people than I ever would have if I had not joined the board. Covid unfortunately changed a lot for my role as VP Admin as most of the events planned for the year were cancelled or altered dramatically including the fact that there is no annual gala this year (I have a very high degree of confidence for next year though as the person nominated to be the next VP Admin, Lisa Burke, should do a stellar job).

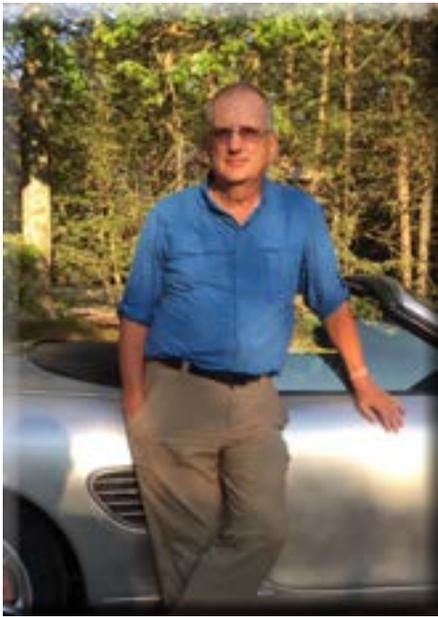
The vast majority of NER members may only know the board members by the articles we write in the NOR'EAS-TER or when we are introduced at the annual gala. As I am a lame duck VP Admin and face no immediate repercussions please allow me to pull the curtain back just a bit on the goings on of the board during my tenure.

Board meetings rotate around to different board member's homes or the occasional restaurant. Pre-Covid our board meetings typically would start around 6:30 with dinner and then we would dive into whatever the agenda contained. When I first joined the board the big discussion was what to do with the NOR'EASTER. Eventually after many hours over the course of many

meetings the decision to migrate it over to an electronic version only was made. Other points that might come up during meetings include the occasional new rules handed down from PCA at the national level and how they affect us, NER's financial situation, the new genre of electric cars in the club, incorporating more events for the four-door crowd, the statistics surrounding the demographics of the club and generally what the board needs to do to ensure the viability and value of NER in the future. In my opinion the NER board has done yeoman's work during my time as a NER member and long before I even owned a Porsche. The effort put forth by the board, various activities chairs and other volunteers over the 61 years the club has existed is the reason we are what we are today. The reason we will be what we are tomorrow though, is based on member participation and feedback as well as future board decisions. If you are interested in throwing your hat in the ring and volunteering, raise your hand. If you have ideas for events or feedback on existing events, send an email.

I will miss being on the board, but I know that for every person leaving the board at the end of the year, there is a very qualified candidate ready to pick up the reins. So, with that, let's go into next year hoping it is better than 2020 with more driving and more being with people.

P.S. Rosemary (Bill Seymour's better half) made the best coffee at the board meetings.



Zone Level Sim Racing

Anker Berg-Sonne, Membership Chair

Because of exponential growth, there are some significant developments going on in PCA Sim Racing. Starting in early November, PCA Zone Level leagues will be established and will compete for participation in a National Zone Challenge runoff series that will include the top 4 racers in each class from each Zone.

Initially the 14 national zones will be combined into 5 Zone Groups having geographically similar locations and time zones. PCA Zone 1 is the only zone represented by a single group.

The first series in Zone 1, our zone, will start with two races on November 9 at Lime Rock Park and on November 16 at Road Atlanta. These two races will not contribute to championship points but will familiarize racers from the zone with the format.

Then, starting on November 30, the championship races will be at Road America on November 30, Watkins Glen on December 7, Mosport on January 4, Sonoma on January 11, VIR on January 18, SPA on January 25, Silverstone on February 8, and finally at Sebring on February 12.

The schedule for each week will be eDriver Education (eDE) on Mondays, starting at 6 PM. At these, you will be able to get instruction from some of the best drivers in the zone and get advice on navigating the course for the race coming up. Wednesday will be Prelude race day, again starting at 6 PM, a practice race on the same course. Finally, on Fridays, the race where you compete for championship points, at 6 PM again.

Any PCA member can participate in eDE and Prelude races. Only PCA members of Zone 1 who are registered

and have received classification from the National League will be allowed to participate in the championship races.

To ensure you compete against racers of similar ability, drivers will be assigned to one of four classes: Rookies in the Challenge class and increasing levels of experience, Sport, Club, and Pro. The four drivers in each class with the most championship points will advance to the National Zone Challenge Runoffs in March of 2021.

Do not hesitate to participate even though you may be a beginner in Sim Racing or High-Performance Driving. We welcome and encourage the participation of drivers at any experience level.

For more information about registering and receiving classification, visit <https://pcasimracing.com/getting-started/>

For more information about Zone 1 races, visit our Northeast Region Sim Racing Facebook group at <https://www.facebook.com/groups/810156892838722>

Also, feel free to email me at anker@ankersoft.com

Whether or not you decide to participate in the Zone Challenge, join our local, regional league and be prepared to have some serious fun!

Currently, the Zone Coordinators for PCA Zone 1 include Bob Moore of VR Motion Labs and myself. We are very lucky to have one of the top Pro level drivers in our zone and the founder of the PCA Sim Racing eDE program, James Huth who will be heading up our eDE program.



Moving on to other topics: On Sunday, October 25, we had the final Autocross of the 2020 season. Weather was brutally cold in the morning and never got into the sixties, even though it felt warmer when the sun finally broke through in the afternoon. The tires on my Caterham never heated up, and I was very tentative in the morning, but got braver in the afternoon and posted some decent times. As usual, I took a lot of photos. You can view them by clicking on this link: <https://tinyurl.com/y5mrmwm6>.

On the personal side, I have been building a second garage shed in my back yard. I decided to build the same shed as I built a couple of years ago, hoping that experience would expedite building time and increase building quality. I am happy to report that the shed will be finished in a few days. That will give us indoor space for 4 out of our five cars. My poor Mercedes is still relegated to sit outside in the weather.

Now that winter is coming, consider taking up Sim Racing as a hobby to pursue over the winter to maintain or improve your skills and keep you entertained. You will not regret it.

Be safe, busy, and entertained.





Bidding Adieu

Don Kelly, NER Treasurer

I am coming to the end of my second year as Treasurer and a member of your Board of Directors, it is time to bid adieu. It has been an exciting time to have been a part in 2019 of NER's 60th Anniversary and all the related activities and walks down memory lane. The Club has certainly grown from its humble roots to a vibrant organization offering so very many events and activities hopefully with enough variety to have something fun for everyone. 2020 was challenging, to say the least, as the Board and Activity Chairs (and all the many volunteers) had to do a constant and unforeseen dance to cope with the moving target of Covid-19 guidelines, while relentlessly endeavoring to keep as many events and activities on the table as possible.

When I became Treasurer my eyes were opened and I was inspired by just how hard working and dedicated this group of volunteers is. In a word, they care about your experience and truly work to provide top shelf experiences. I was quite surprised by how many moving parts this organization has, and by the competence with which they are managed. With the Covid-19 situation in particular, it was amazing to witness the energy expended to plan, cancel and re-plan, until an event was ultimately doable or not, and if not, it was not without a fight to the finish. It was an honor to work with this group.

Changing gears here, I was able to get in the DE event at Palmer in late September. I hadn't been able to partake since last year between Covid-19 restrictions and family events. I will admit that after an entire year hiatus, I was suffering a bit of anxiety about getting back behind the wheel, call it the "Rust Factor." When I arrived at the event, I immediately lightened up when I spotted so many of my DE friends and was able to catch up, from six feet

away and behind a mask. It was a bit embarrassing that a couple of times I heard my name shouted out but couldn't figure out who was behind the mask? Once established it was good for some laughs! Once on the track and a few easy laps in, the flow came back and any doubts vanished. It absolutely amazes me still, that one can drive 2.3 miles around a track, with all its twists and turns, and elevation changes, and consistently do it within a few tenths of a second variance. It seems impossible. When I first started to participate in DE, I remember folks being so happy about shaving a second off their time, now I get the "big deal," it's hard! I can't wait for next year!

I look forward, like most of us do, to better days when the pendulum of life swings back in the direction of what we remember as normal. I sure would like to shed the mask and sanitizer. Baby steps! So I bid you adieu, and I wish the incoming Board Members the very best of luck! I am confident the Club will be in good hands.





Bill Seymour Ready to Rumble



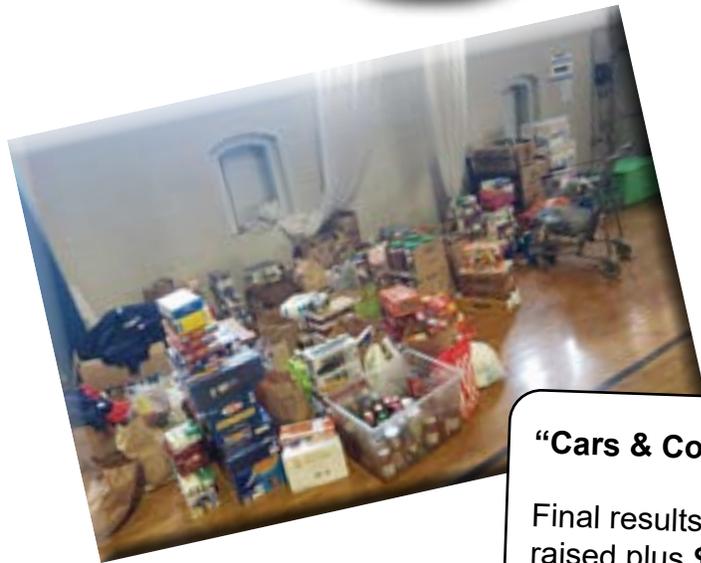
Foggy Palmer





The Line

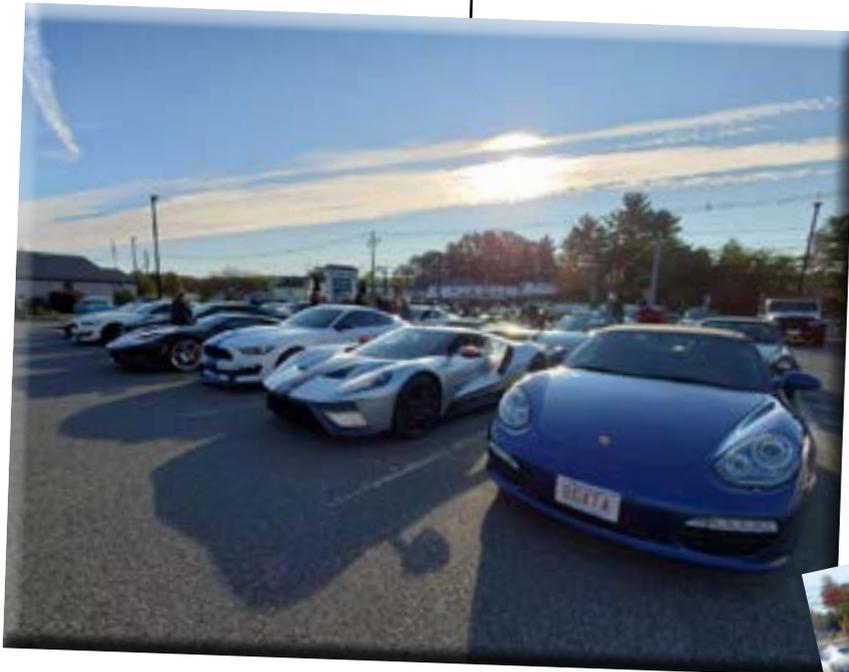
The *fastest* way to learn what members have been up to.



“Cars & Coffee 2020 - Lala Java Northborough, MA”

Final results from Saturday, Oct 4, 2020: **2,645lbs of food** were raised plus **\$640 in cash and checks** for [Veterans Inc](#) Thank you to all who came, who donated and to those who volunteered during the event.

Robert Jacobsen
Assabet Advisors, LLC



“Sunday Funday”

Great day today, started out with Audrain cars & coffee, then a drive to Ocean Ave.

Paul Whooten



“The View”

Here is a snap of foliage tour. Rangeley lakes area. Did the coast around Boothbay harbor and the mountains last weekend. Tons of twisties so much fun.

James Bailey



“Audrain 2020 Tour d’Elegance”

Such fun seeing over 50 Vintage cars being driven out on the road where they belong! Of course Porsche was well represented in fact there were 4 of them! Video of all the cars can be enjoyed here: https://youtu.be/x-_wnJtPb0E

Larry Levin





NER Autocross #5 ~ October 25, 2020

Sponsored by: Herb Chambers Porsche

by: Chris Ryan, NER Autocross Chair

photos: Anker Berg-Sonne

NER held its fourth and final Autocross event (even though it was called AX #5) of the season on Sunday October 25th – 54 drivers turned out to enjoy a beautiful Fall day out on the tarmac dodging cones. Thankfully, Devens had rescinded the 50-person limit on site, so we were able to invite some spectators to show up and check out our event. We had an additional 14 people show, including old friends Scruffy and Susan Kelley who stopped by for a visit. We hope some of them come back to participate as drivers next season.

We logged 8 runs for the day, and hopefully a good time was had by all. We actually had a new (fourth) air-cooled 911 join the group who raced in Class 2 against Tom Tate. Including Bob Canter's 3.2 Carrera and Lev Tabenkin's 993 that was the entire representation of air-cooled Porsches.

Overall FTD was once again taken by Wil Koscielny in his 2020 Mazda MX-5 posting a 66.041. Walter Lunsman edged out last event's winner Rachel Baker with a time of 68.532 in Class 9 vs. her 68.889 in Class 6 to take Porsche FTD. Other Class winners included Tom Tate (Class 2) with a time of 76.656 in his 1972 911T; Bob Canter (Class 3) with a time of 75.064 in his 1984

911 3.2 Carrera; Chris Hubert (Class 4) with a time of 72.781 in his 99 Boxster; Lev Tabenkin (Class 5) with a time of 71.172 in his 96 993; Tony Miniscalco (Class 7) with a time of 76.037 in his 2006 997 Carrera; Jeremy Mazzariello (Class 8) with a time of 70.008 in his 2012 Cayman R; Akira Mochimaru (Class 10) with a time of 76.615 in his 2009 Porsche 904. Additional results from this event as well as final standings for the Season are shown below.

I wish to thank all the participants for doing a great job complying with all the COVID requirements to make the events run smoothly this season. And once again, I have a big shout out to our friends 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. We hope that next season will run as smoothly, and hopefully with a few less restrictions and extra requirements.

Until then, please stay safe and healthy during the long off-season Results for this event and Season Class winners are on the following pages.

NER-PCA - AX#5 - Sun 10-25-2020

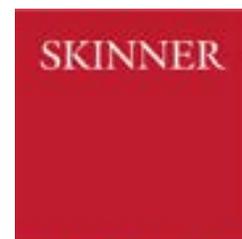
Summary Results

Timed Entries: 54

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
2 - '911, 914-6, 924S&Turbo, 944, 944S' - Total Entries: 2							
1	2	3	Tate, Tom	1972 Porsche 911T	76.656 / <i>76.656</i>	[-]5.796	-
2	2	556	Staton, John	1977 Porsche 911S	82.452 / <i>82.452</i>	5.796	5.796
3 - '911SC, 911-3.2L, 964' - Total Entries: 1							
1	3	22	Canter, Robert	1984 Porsche 911 Carrera	75.064 / <i>75.064</i>	-	-
4 - '928, 944Turbo &S2, 968, 986 Boxter' - Total Entries: 4							
1	4	60	Hubert, Chris	1999 Porsche 986 Boxster	72.781 / <i>72.781</i>	[-]0.688	-
2	4	58	Halbert, Neil	1990 Porsche 944 S2	73.469 / <i>73.469</i>	0.688	0.688
3	4	58B	Halbert, Brian	1990 Porsche 944 S2	74.136 / <i>74.136</i>	0.667	1.355
4	4	47	Kessel, Eric	1999 Porsche 986 Boxter	77.241 / <i>77.241</i>	3.105	4.46
5 - '930 Turbo, 993, 986 Boxter S, 987, 981' - Total Entries: 5							
1	5	31	Tabenkin, Lev	1996 Porsche 993 Carrera	71.172 / <i>71.172</i>	[-]0.546	-
2	5	37	Peters, Gareth	2004 Porsche 986 Boxster S	71.718 / <i>71.718</i>	0.546	0.546
3	5	59	Donkin, Alan	2003 Porsche 986 Boxster S	75.518 / <i>75.518</i>	3.8	4.346
4	5	13	Noble, Rick	2014 Porsche 981 Cayman	76.376 / <i>76.376</i>	0.858	5.204
5	5	88	Gramm, Daniel	2006 Porsche 987 Boxster	78.307 / <i>78.307</i>	1.931	7.135
6 - '987 S, 981S, 718' - Total Entries: 8							
1	6	135	Baker, Rachel	2015 Porsche 981 Cayman S	68.889 / <i>68.889</i>	[-]0.674	-
2	6	75	Skala, Mark	2014 Porsche 981 Cayman S	69.563 / <i>69.563</i>	0.674	0.674
3	6	123	Yablonski, Devon	2014 Porsche 981 Cayman S	69.932 / <i>69.932</i>	0.369	1.043
4	6	54	Grasso, Ernest	2018 Porsche 718 Cayman	73.285 / <i>73.285</i>	3.353	4.396
5	6	156	Ryan, Chris	2013 Porsche 981 Boxster S	74.362 / <i>74.362</i>	1.077	5.473
6	6	754	Aubin, Eric	2006 Porsche 987 Cayman S	74.770 / <i>74.770</i>	0.408	5.881
7	6	70	Landry, Christian	2017 Porsche 718 Boxster	91.398 / <i>91.398</i>	16.628	22.509
8	6	229	Gaitsgory, Michael	2019 Porsche 718 Cayman	DNS / <i></i>		
7 - '996, 964 Turbo, 997, 991, 992' - Total Entries: 3							
1	7	16	Miniscalco, Tony	2006 Porsche 997 Carrera	76.037 / <i>76.037</i>	[-]3.352	-
2	7	903	Dailey, Tim	2007 Porsche 997 Carrera 4	79.389 / <i>79.389</i>	3.352	3.352
3	7	727	Sarraf, Ali	2013 Porsche 991 Carrera	82.662 / <i>82.662</i>	3.273	6.625
8 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718 S&GTS, 997 S, 993 Turbo, 991 S&GTS, 992 S&GTS' - Total Entries: 9							
1	8	25	Mazzariello, Jeremy	2012 Porsche 987 Cayman R	70.008 / <i>70.008</i>	[-]2.441	-
2	8	49	Johnson, Jeff	2018 Porsche 718 Cayman GTS	72.449 / <i>72.449</i>	2.441	2.441
3	8	49B	Fleming, Read	2018 Porsche 718 Cayman GTS	73.862 / <i>73.862</i>	1.413	3.854
4	8	617	Wu, Henry	2014 Porsche 991 Carrera S	74.392 / <i>74.392</i>	0.53	4.384
5	8	414	Croteau, Jeff	2013 Porsche 991 Carrera S	75.994 / <i>75.994</i>	1.602	5.986
6	8	809	Galejs, Robert	2018 Porsche 718 Cayman GTS	76.029 / <i>76.029</i>	0.035	6.021
7	8	7B	Boardman, Jeff	2015 Porsche 991 Carrera GTS	76.150 / <i>76.150</i>	0.121	6.142
8	8	414B	Croteau, Brianna	2013 Porsche 991 Carrera S	77.025 / <i>77.025</i>	0.875	7.017
9	8	381	Garcia, Ariel	2018 Porsche 991 Carrera GTS	79.789 / <i>79.789</i>	2.764	9.781
9 - 'Turbo, GT&RS, GT3&RS, GT4, 997 S&GTS, ' - Total Entries: 4							
1	9	884	Lunsmann, Walter	2015 Porsche 991 GT3	68.532 / <i>68.532</i>	[-]1.908	-
2	9	194	Lindquist, Chris	2009 Porsche 997 Carrera S	70.440 / <i>70.440</i>	1.908	1.908
3	9	61B	Aubin, Bill	2020 Porsche GT4	70.621 / <i>70.621</i>	0.181	2.089
4	9	360	Davis, Alan	2015 Porsche 991 GT3	71.835 / <i>71.835</i>	1.214	3.303
10 - 'Race & Improved' - Total Entries: 1							
1	10	904	Mochimaru, Akira	2009 Porsche 904 Replica	76.615 / <i>76.615</i>	-	-
11 - 'Non-Porsche' - Total Entries: 18							
1	11	198	Koscielny, William	2020 Mazda Miata MX5	66.041 / <i>66.041</i>	[-]1.234	-
2	11	173	Chen, Justin	2006 Honda S2000	67.275 / <i>67.275</i>	1.234	1.234
3	11	902	Bakken, Jeff	2017 Chevrolet Corvette	68.609 / <i>68.609</i>	1.334	2.568
4	11	902B	Belliveau, Steve	2017 Chevrolet Corvette	70.081 / <i>70.081</i>	1.472	4.04
5	11	118	Barron, Grant	1990 Mazda Miata	70.409 / <i>70.409</i>	0.328	4.368
6	11	502	Cleary, Michael	1990 Mazda Miata	71.624 / <i>71.624</i>	1.215	5.583
7	11	94	Bickford, Michael	2017 Chevy Camaro ZL1	74.329 / <i>74.329</i>	2.705	8.288
8	11	248	Berg-Sonne, Anker	1987 Caterham 1700	75.390 / <i>75.390</i>	1.061	9.349
9	11	434	Vullemier, Nick	2002 BMW M3	76.609 / <i>76.609</i>	1.219	10.568
10	11	55	MacAlpine, Rob	1999 Mazda Miata	76.888 / <i>76.888</i>	0.279	10.847
11	11	261	Johnson, Kieth	2018 Ford Shelby GT	77.862 / <i>77.862</i>	0.974	11.821
12	11	279	Scholz, Eric	2008 Scion xB	79.116 / <i>79.116</i>	1.254	13.075
13	11	757	Burke, Lisa	2001 Mazda Miata	79.787 / <i>79.787</i>	0.671	13.746
14	11	11	Dominiak, George	2020 BMW M2	81.007 / <i>81.007</i>	1.22	14.966
15	11	100	Doyon, Theresa	2013 Mazda Miata	81.964 / <i>81.964</i>	0.957	15.923
16	11	931	Allen, Donald	1979 MGB	87.464 / <i>87.464</i>	5.5	21.423
17	11	85	Sway, Brian	2004 Mazda Miata	88.785 / <i>88.785</i>	1.321	22.744
18	11	515B	Wilson, John	1989 Mazda RX7	97.583 / <i>97.583</i>	8.798	31.542

NER-PCA
2020 Year End Championship Points

Pos.	Driver	Total Points	Points W/Drops	E-1	E-2	E-3	E-4
Class 2 - '911, 914-6, 924S&Turbo, 944, 944S'							
1	Aubin, Bill	27	27	9	9	9	
2	Tate, Tom	27	21	6	6	6	9
Class 3 - '911SC, 911-3.2L, 964'							
1	Canter, Robert	36	27	9	9	9	9
Class 4 - '928, 944Turbo &S2, 968, 986 Boxster'							
1	Halbert, Neil	19	19	4		9	6
2	Rouhart, Georges	16	16	6	6	4	
3	Halbert, Brian	13	13	3		6	4
Class 5 - '930 Turbo, 993, 986 Boxster S, 987, 981'							
1	Peters, Gareth	33	27	9	9	9	6
2	Tabenkin, Lev	21	21		6	6	9
3	Donkin, Alan	17	14	6	3	4	4
4	Gramm, Daniel	6	6	2	2		2
Class 6 - '987 S, 981S, 718'							
1	Baker, Rachel	36	27	9	9	9	9
2	Skala, Mark	24	18	6	6	6	6
3	Ryan, Chris	13	11	4	4	3	2
4	Grasso, Ernest	10	8	3	2	2	3
5	Aubin, Eric	7	7	2		4	1
6	Boardman, Jeff	3	3	1	1	1	
Class 7 - '996, 964 Turbo, 997, 991, 992'							
1	Miniscalco, Tony	36	27	9	9	9	9
2	Dailey, Tim	18	18		6	6	6
Class 8 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718 S&GTS, 997 S, 993 Turbo, 991 S&GTS, 992 S&GTS'							
1	Mazzariello, Jeremy	36	27	9	9	9	9
2	Johnson, Jeff	24	18	6	6	6	6
3	Galejs, Robert	8	8	3	4		1
Class 9 - 'Turbo, GT2&RS, GT3&RS, GT4, 997 S&GTS,'							
1T	Lunsmann, Walter	27	27	9	9		9
2	Lindquist, Chris	24	18	6	6	6	6
3	Davis, Alan	20	17	4	4	9	3
Class 11 - 'Non-Porsche'							
1	Koscielny, William	24	24	6		9	9
2	MacAlpine, Rob	20	19	4	9	6	1
3	Fleming, Read	5	5	1	2	2	
4	Bickford, Michael	3	3	1		1	1
4	Berg-Sonne, Anker	4	3	1	1	1	1
4	Johnson, Kieth	4	3	1	1	1	1



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PORSCHE



2020 Devens Autocross Schedule

Thank you for a great season!

See you in 2021



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Minutes of the Board

Alan Davis
Secretary

October 2020 Board Meeting Minutes

The October 14th board meeting was hosted by Nick Shanny 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
Adam Schwartz – DE Track Chair
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 reported that the DE season has come to close after the final event at Palmer. The club came out ahead as the fees collected exceeded our costs.
- Autocross (AX) – There is one remaining NER autocross event on October 25th. Massachusetts increased the attendance limitation from 50 to 100. Yet, due to the social distancing requirements, the event must be restricted to only experienced autocrossers. As such, Chris Ryan, our AX Chair, is opening the event to a limited number spectators and especially interested newcomers who may want to see an event before next season. Interested members can contact Chris via email to register for those spectator slots.

- Ramble – The next ramble will be at the Omni Mount Washington Resort in Bretton Woods, NH on Friday April 30 - Sunday May 2. Registration opens on January 20th.
- Cars & Coffee - The cars and coffee food drive on October 3rd had well over 100 cars and delivered almost 3,000 pounds of food for Veterans Inc. food bank in Worcester. Robert reported that “the Porsche club kicked the Jeep club’s rear differentials by a very widebody margin”.
- Rallies – Anker reported that the Fall Colors Poker Rally on October 10th was very successful with 48 cars participating. Thanks to volunteers Lisa Burke and Erick Aubin, who did the bulk of the work along with support from the enthusiastic poker dealers at the rally stops.
- Sim Racing – A new program will begin in November. Sim drivers will compete in PCA Zone races with the top racers moving on to a national event.
- Membership – Anker reported that our NER member count is on track and continues to grow.
- Board Nominations – The slate of nominees for Board positions in 2021 has been set. The election by our members will be done online, as done in recent years, and will happen in early November. The November issue of the NOR'EASTER will include the nominee biographies. Bill Seymour will review the club bylaws to ensure that the election process complies and, also update the written description. Sterling Vernon will set up the online election. Stan Corbett will be the official election teller again this year.

The next board meeting is scheduled for November 11th.

Welcome!

VIP's - Very Important Persons

New members as of November 1st, 2020

Rob Bikash

East Greenwich RI
2017 718 Cayman S

Robert Borgatti

Southborough MA
2014 911 Carrera S

Susan Costantino

Smithfield RI
2020 Macan

Ralph Eddy

North Grafton MA
1985 944

Todd Hanna

Andover MA
2020 Taycan Turbo

Randy Kilmon

Wayland MA
1977 911 Targa

Earl Moffatt

West Stockbridge MA
1977 911S Targa

Eric Morse

Dover MA
1999 911 Carrera Cabriolet

Oliver Orwig

Kingston MA
1997 Boxster

Rahul Polu

Sharon MA
2007 Cayman

Tom Reeves

Norton MA
2014 Boxster

Ellen Savickas

Paxton MA

John Savickas

Paxton MA
2020 911 Carrera S

Mary Selent

Milford MA

Steven Selent

Milford MA
1987 911 Carrera Cabriolet

Charles Turner

Mansfield MA
2006 Boxster

Edmund Williams

Warwick RI
2000 911 Carrera

Anniversaries

Anniversaries



November 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

39 Years

Anthony Curreri
Anthony Curreri Jr

25 Years

Carol Aronson
Donald Shobrys

20 Years

Anne Di Giorgio
Hank Di Giorgio
Doug Martinez
Darlyn McCormick
Sean McCormick

15 Years

Kevin O'Connors
Clifford Steve
Karen Steve
Carl Gravina
Karin Gravina
Kathy Murphy
Michael Murphy
Karl Ng
Addison Rodamista
Guy Rodomista

5 Years

Michael Carroll
John Dunkle
Ellen Evensen
Brian Korenda
Chuck Langlois
Thomas Leoutsakos
Moli Luo
Jeannie Meyer
Peter Meyer
Joel Miller
Nancy Miller
Stephen Miller
Kevin Nero
Marisa Nero
Anthony Nofi
Patricia Regh
Thomas Regh
Rob Ross
Marc Schiliro
Andry Sutanto
Elizabeth Wik
Robert Wik

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: 2082

Affiliate members: 1086

Total members: 3168

PCA Juniors: 25

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