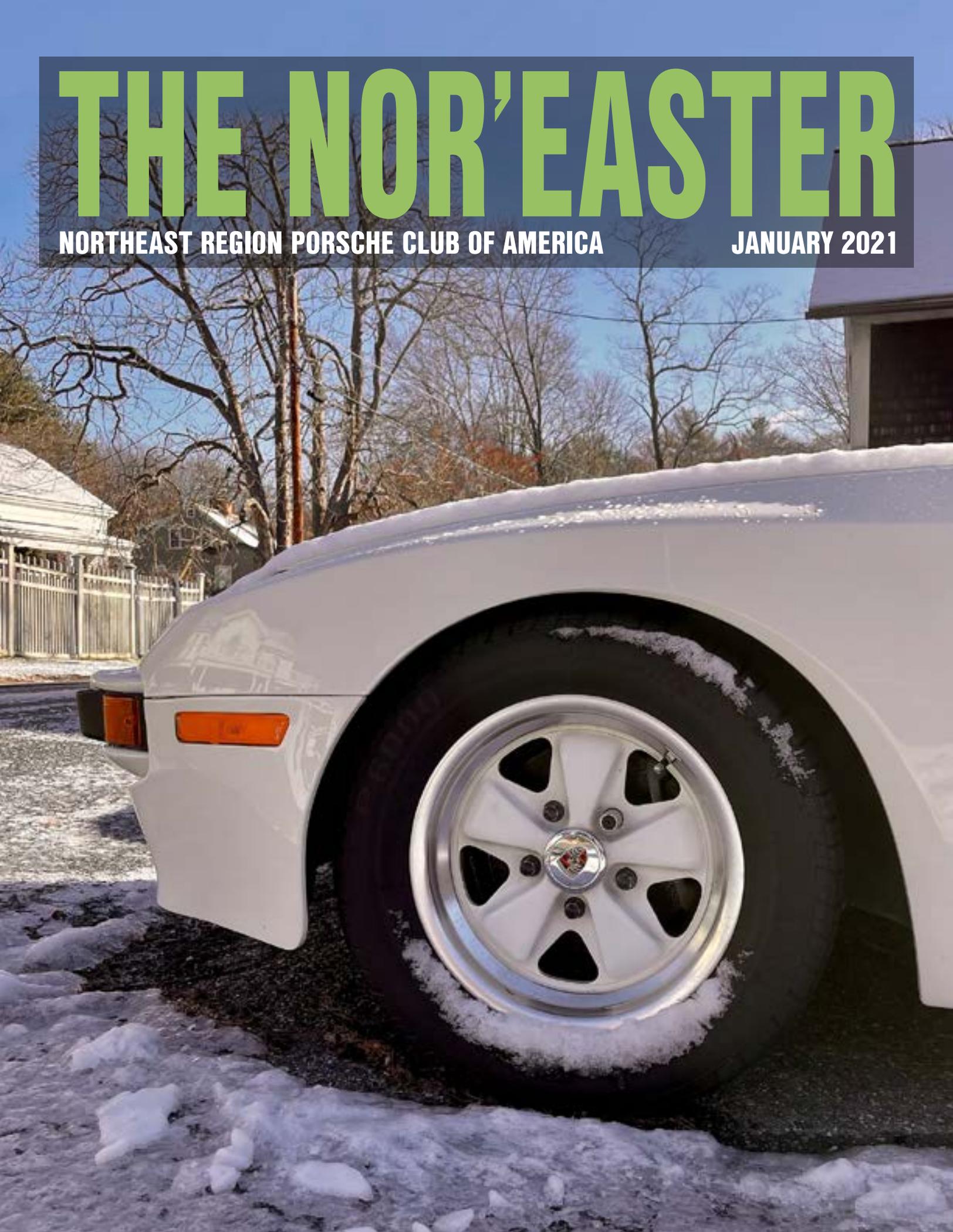
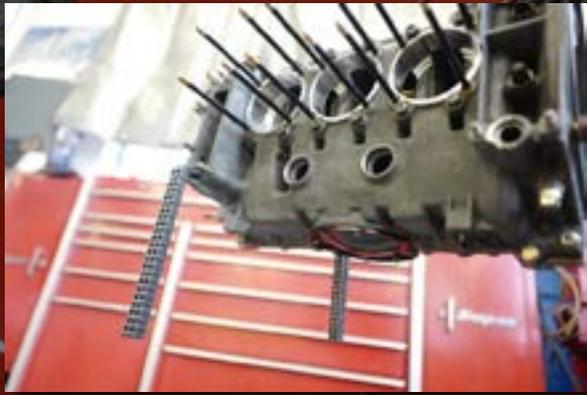


THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

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Editor's Corner

by: Anker Berg-Sonne

We hope this un-announced issue of the NOR'EASTER comes as a pleasant surprise to you.

It is focused on giving you an early preview of the activity plans that we are working on for the 2021 season. A full calendar will be published as soon as we have finalized our plans, usually in the March time frame.

The COVID crisis had a serious impact on our 2020 plans and the pandemic just seemed to go on forever, getting more and more serious as time passed. In spite of that, we were able to deliver a decent set of events across most activities, and also some that were new, like Sim Racing and Gimmick Rallies. The most serious impact was on our main social events, like the Ramble and the Gala. We were, however able to have a Summer Party for the second year in a row at Mount Wachusett.

With COVID inoculations under way and hopefully completed by early summer there is hope that we will return to normalcy by mid-year.

Our hopes are that you and your loved ones weathered 2020 in good health and spirits, and look forward to seeing you again in person this year.

Front and Back Covers



Sterling Vernon~ December 2020

The NOR'EASTER



Larry Levin ~ Cars & Coffee, Newport 2020

January 2021



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The cars aren't real,
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Wayne M. Ushman, CFA - Managing Director Robert E. Jacobsen - Director/ CCO

NER Event Calendar

Signature

April 30 - May 2 NER Ramble 2021

Driver Education

April 10 Driver Education Ground School

May 3-4 NCR DE Event at Lime Rock Park

May 28-30 DE at Thompson Speedway Motorsports Park

June 11-13 DE at Palmer Motorsports Park – Clockwise

July 2-4 DE at Le Circuit Mont-Tremblant

July 16-18 NCR July DE at Tamworth Club Motorsports

August 13-15 DE at Watkins Glen

September 9-12 NCR September DE at Tamworth Club Motorsports

September 24 2021 DE Season Finale at Palmer Motorsports Park

October 30-31 NCR DE at NHMS

Recurring

Tuesdays 8 PM NER Sim Racing League, check NER Sim Racing Facebook Group for updates

Mondays 7-9 PM Zone 1 Sim Racing eDE

Wednesdays 7-9 PM Zone 1 Sim Racing Prelude (practice) race

Fridays 7-9 PM Zone 1 Sim Racing Championship Points race

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



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, many 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. You'll arrive Friday (or earlier at our inviting rate), and begin your socially-distanced activities before the serious driving commences on Saturday morning.

After our 2019 travelogue on Cape Cod, this year's edition will be back to primarily driving on 2-lane country roads in the beautiful White Mountains of New Hampshire. Come experience secluded roads and scenic vistas that pass by rushing streams, meandering rivers, peaceful lakes, and more than a few mountainsides. You'll also traverse a few covered bridges along the way.

Our Overall Event Sponsor is once again European Performance Engineering in Natick, MA. Give these talented folks a call at (508) 651-1316 for anything from an oil change to a full street-to-track conversion. Or, visit their website at www.epe.com.

At this time, it's impossible to know what the exact status of the Covid-19 pandemic will be by the end of April. We are planning for the possibility that we will still be dealing with significant restrictions, and will do whatever is necessary to ensure the safety of the members attending. However, we will remain flexible, and relax restrictions appropriately if conditions improve as we hope will be the case by spring. Rest assured that the Omni Mount Washington Resort has implemented an extensive "Safe and Clean Initiative" that conforms to CDC guidelines. This includes hand sanitizing stations in public areas, plexiglass shields at the front desk and in all serving areas, markings for proper social distancing on the floors, and increased frequency of cleaning and disinfecting throughout the resort.

On Friday from 6:00–7:15 p.m., see old friends and meet some new PCA'ers at the Welcome Reception – sponsored again this year by Porsche of Warwick. We'll have private access to what are normally public spaces on the hotel's first floor – the Conservatory and Great Hall. In addition, 6 foot round tables will be set up for 4 people in the Grand Ballroom, providing seating for over 100 people. There will be several tables deployed

where complimentary served hors d'oeuvres and snacks will be available. There will also be a couple of cash bars available. So stop by, and say hello before you head out for dinner on your own.

There aren't too many restaurants close by the resort, so you might choose to eat on the property. To book a reservation at either Stickney's Restaurant or the Main Dining Room (both are open from 5:30 – 9:00 p.m.), call 603-278-8864 or visit [OpenTable.com](https://www.opentable.com).

The arrangements for Saturday morning will be a little different this year to enable appropriate social distancing – **Registration will be split into 2 groups.** When you visit the registration page on www.clubregistration.net, you'll have the opportunity to indicate whether you prefer the earlier or later group.

Group #1 will register from 7:00–8:30 a.m. in the Grand Ballroom, with continental breakfast continuing until 8:45 a.m. thru the end of the mandatory drivers and passengers safety and route briefing. Everyone in Group #1 should plan to depart on their morning tour by 9:00 a.m.

Group #2 will register from 8:00–9:30 a.m. in the Presidential Ballroom, with continental breakfast continuing until 9:45 a.m. thru the end of the mandatory drivers and passengers safety and route briefing. Everyone in Group #2 should plan to depart on their morning tour by 10:00 a.m.

Everyone will experience the same navigational, directions-based tour exploring the White Mountains, which will take you to our lunch destination in Plymouth, New Hampshire.



Following the served buffet lunch (box lunches will also be available for those preferring not to eat indoors), you'll embark on another navigational, directions-based tour that will take you back to the Omni Mount Washington Resort. Or, if you prefer to return sooner to hike, shop, get a massage (request your 15% discount at the Spa), or whatever, simply take the more direct route that will also be provided.

For anyone joining us for the first time – a hearty welcome. Your registration packet will include a detailed route to and from our lunch stop, that my wife Carol and I have travelled many times, revising and correcting along the way. Unlike most PCA tours, you'll drive on your own (not as a convoy). You'll typically find yourself part of a multi-car pod. Make a pit stop or pull off to take a photo when you want, and pick up the next pod coming down the road. Want to spend time with some different Porsche models of varying configurations and colors? Just safely pull off the road and join the next pod to come along. However, if you decide to take an extended off-route excursion, or make a lengthy stop, and the sweeper car passes you by, you will have “officially” left the tour for insurance purposes.

This year's Saturday evening cocktails and meal will also be served in 2 groups. If you're in the earlier breakfast group in the Grand Ballroom, you will also have the earlier dinner in the Grand Ballroom, with the later breakfast group having a later seating in the Presidential Ballroom. This arrangement will enable strict social distancing in both Ballrooms, and also limit the number of people milling about in the public areas enroute to dinner.

Group #1 will be welcomed into the Grand Ballroom starting at 6:30 p.m. A selection of hors d'oeuvres will be on each table of 4 when you arrive, along with water, bread, and butter. The main course will be served approximately 7:15 p.m.

Group #2 will be welcomed into the Presidential Ballroom at 7:00 p.m. A selection of hors d'oeuvres will be on each table of 4 when you arrive, along with water, bread, and butter. The main course will be served approximately 7:45 p.m..

After dinner there's time for more safe socializing.

From 7:30–10:00 a.m. Sunday morning, a full, hot, served buffet breakfast will be provided in the Grand Ballroom. Due to the capacity restrictions this year, overflow seating will be available if needed. After breakfast, you're on your own again to head home, or stay longer and enjoy the charms of the White Mountains.

Remember, this is a Tour, and we expect you to follow all the laws and regulations pertaining to the public roadways we'll be traveling. We'll be on many narrow, 2-lane roads, so please give pedestrians and bicyclers a wide berth. If you have the urge to exercise your Porsche more fully, we would highly recommend attending one of the many Driver's Education or Autocross events hosted by the Northeast Region. ***IMPRUDENT OR DANGEROUS DRIVING BEHAVIOR WILL NOT BE TOLERATED DURING THE RAMBLE.***

- The Friday rate is for your room only and includes all taxes and fees. Subject to availability, this same rate applies for 3 nights pre & post Ramble should you wish to extend your stay.

- The Saturday Package Rate includes your room, Saturday cocktails and hors d'oeuvres (cash bar after you've used your 1 drink ticket/person), Saturday night dinner (jackets for men and festive attire for the ladies), Sunday morning hot breakfast served buffet, and all service charges, gratuities and taxes.

- The resort fee is included in the room rate and includes free wireless internet, the fitness center, and parking.

- Your registration fee covers the socially distanced Friday Welcome Reception with hors d'oeuvres and snacks, Saturday's continental breakfast, Saturday's lunch, your magnetic plastic name badge, and other costs incurred in organizing and conducting the Ramble.

- Unless you like being on a waitlist, register for one of the 150 rooms in our block once you receive your registration confirmation. Check-in is 4:00 p.m. and check-out is 11:00 a.m. **Prompt booking is particularly important this year since capacity restrictions in the various event rooms due to strict social distancing will limit us to 269 attendees.**

Room Details

Our room block includes 3 different room types as listed below. The following link <https://www.omnihotels.com/hotels/bretton-woods-mount-washington/accommodations/guest-rooms> provides pictures and room details.

Deluxe Rooms	Single	Double
Friday	\$250.77	\$250.77
Saturday with Meals Package	\$406.29	\$561.80

Deluxe Rooms (w/ mountain views)	Single	Double
Friday	\$270.87	\$270.87
Saturday with Meals Package	\$426.39	\$581.90

Only 24 of these rooms are available.

Corner Vista and Premier Rooms	Single	Double
Friday	\$303.84	\$303.84
Saturday with Meals Package	\$459.36	\$614.88

10 Corner Vista rooms (550 sq. ft) and 3 Premier rooms (625 sq. ft.) are available.

PLEASE DO NOT MAKE YOUR RESERVATION BEFORE YOU HAVE REGISTERED ONLINE AND RECEIVED YOUR CONFIRMATION EMAIL. We will be matching registrations against the hotel-supplied rooming list on a weekly basis, and those registered will receive priority within our room block. **A ROOM RESERVED WITHOUT AN EVENT RESERVATION IS NOT GUARANTEED.** We expect to occupy our entire room block, so please make your reservations with the Omni Mount Washington Resort promptly after you receive your registration confirmation to avoid disappointment.



2020 NER Enthusiast of the Year Award

by: David E Melchar

The NER Enthusiast of The Year Award in past years was presented at the annual NER Gala held around the end of the year. This year the COVID virus changed that, as it has impacted so many other events in 2020. The award was presented privately at the end of December to the 2020 recipients, **Roger and Rosemary Slocum**.

Roger and Rosemary are joint recipients because they are so closely associated with NER and Porsche activities. Their Porsche journey began in the 1960s with a 356C in California during Roger's Navy career in submarines. A subsequent career move to Newport, RI eventually saw them sell the 356 and acquire their current 996 in the early 2000s. Roger thoroughly enjoys this Porsche, driving it year-round!

The Slocums are frequent participants in NER road tours and other club events and have attended the NER Ramble for many years. Around ten years ago they decided to establish a Cars & Coffee event in Rhode Island. During the first year or two, the event locations rotated among numerous towns in the area, including Portsmouth, Warwick, Narragansett, Middletown and Fall River, MA. These efforts helped to find a convenient location for the most NER members. Eventually, Sweet Berry Farm in Middletown, a farm market, café and pick-your-own farm, was chosen for its ease of access, proximity to coffee and its large private lawn area. Roger and Rosemary continue to organize and conduct the event, welcoming attendees and performing host duties! Roger says he particularly enjoys greeting new members and hearing stories about them acquiring their first Porsche. He shares these stories through monthly articles about the events.

Roger and Rosemary embody the finest interpretation of club enthusiasm for which the NER Enthusiast of the Year Award has been presented for 40 years, and the 2020 award honors them.



The Cars Aren't Real but the Racing is!

Robert Galejs

The PCA NER Sim Racing league has been very active as the 2020 sim racing year comes to a close. We run iRacing events nearly every week with Monday night practices (including a mini-race) and a full race on Tuesdays. In 2020 we had 48 races on 16 tracks from 7 different countries (USA, Japan, UK, Australia, Italy, Spain and Belgium). We started off slow with about 3 drivers or so per event in January but ended up with 13 or so in December. The majority of races have been in the open-wheel Skip Barber Formula 2000 (“Skippy”) and the Porsche 718 Cayman GT4. Overall, we have driven over 32000 race-miles this year!

Some of the tracks are classics while others are less well-known. This years we raced at: Lime Rock, Laguna Seca, Watkins Glen, Daytona, New Hampshire Motor Speedway, Sonoma, Summit Point, Mid-Ohio, Charlotte, Silverstone (UK), Okayama (Japan), Suzuka (Japan), Spa-Francorchamps (Belgium), Monza (Italy), Barcelona (Spain), Phillip Island (Australia). For 2021 we'll be trying out a few new tracks: Mount Panorama (Australia), Imola (Italy), Road America, etc. New cars on the menu for 2021 include: Dallara F3 (open wheel with a bit more power than the Skippy), Porsche 911 RSR and the USF 2000 (another open wheel variant). Should be a fun year!

A typical race day has a one hour open practice with everyone on the track at the same time. This is a good time to talk and get advice from other drivers via the in-game chat function. The practice is followed by a 2-3 lap/10-minute lone qualifier (only you on the track) to determine the race starting grid (faster drivers up front). After the qualifier, you have a minute and a half or so to get in the grid. Once everyone is gridded or the time runs out, the starting lights appear. They are off at first, turn red a few seconds before the start and when they

turn green its go-go-go time! Time to see how fast and consistent you can be over the next 40 minutes in a sea of other drivers. We typically average around 100 mph or so over the entire race (including the start, turns and pit-stop).

Just like in real-life breaking the rules or going off-track has its penalties. Going a bit off-track has no penalty aside from amassing “incident points”, assuming you don't lose control. Cutting a corner will result in a slow-down penalty, typically a second or so. If you spin out without hitting anything/anybody, you just get back on the track carefully (cars on track have the right-of-way). For a minor crash you choose whether to live with the damage (maybe some bent/missing aero) or drive back to the pits for a quick repair. For a major one (wheel sheared off, car upside-down, etc) you just hit the reset and you get a “tow” back to the pits (you actually appear there instantly with a towing count-down timer). Other penalties to watch out for are moving before the start (pit stop penalty), speeding in the pits (another pit stop penalty next time around), or speeding in the pits/driving through too many pit stalls (you're guessed it, another pit stop). Typical race etiquette applies: When side-by-side into a turn leave room for the other driver, no late-braking “dive-bombing” into a corner to cut off the driver in front, slower lapped drivers should allow faster drivers to pass, etc.

With the Skippys, we start with enough fuel to complete the race with no refueling pit stop but not so with the Cayman where a pit stop is required. This brings into play a bit of strategy... When should I pit? How much fuel should I get? Do I want a tire change? Where is the pit entrance? Even over a 40 minute race the tires on the Cayman can wear down with significantly lower grip

later in the race. A tire change will get you fresh tires but will cost you 20 s or so. Most (all?) drivers choose to keep the same set for a whole race.

Our current set of regulars is quite a respectful group of drivers with minimal car contact during a race and everyone is usually very willing to give advice on braking zones, driving lines, etc. Have a look at the PCA NER Sim Racing FaceBook page to see race videos, results, league standings and other sim racing discussions (hardware, iRacing settings, etc).

Sim racing beginners are always welcome. All you need is a sim-driving wheel/pedal set (we have loaners if you want to give it a try without buying), a computer/monitor and an iRacing subscription. Some tracks come for “free” with the iRacing subscription but others require a one-time purchase of about \$15. The cars we drive also require a one-time purchase. NER covers the league and weekly event fees.

I’ll wrap up with a video of the last race we ran in 2020 at Spa Francorchamps in Belgium. The view is from the driver’s seat in my virtual car. Notice the civility of the verbal exchanges between drivers. Also, be entertained by watching the mistakes I make and also the mistakes made by others. Spa punishes drivers who miss braking points

severely. Click on the image below to watch the video on YouTube.

If you’d like to I try sim racing, just drop me or Anker a note and we’ll help you get started. We are looking forward to growing the league in 2021, hope to see you at the virtual track!

You can contact us on:

The NER-PCA Northeast Region Sim Racing Facebook group (<https://www.facebook.com/groups/810156892838722>), Facebook Messenger

or by email: anker@ankersoft.com or robertgalejs@gmail.com



The Long & Winding Road

- Bill Seymour, NER Past President



Anker is making all of us columnists write one more column before the end of the year. It's supposed to be upbeat and optimistic – something to help our readers forget about the Covid and look forward to what a great year it will be in 2021. This, of course, comes at a time when Mr. Grumpy is in his usual pre-Christmas Ebenezer funk and every morning (if he even bothers to get out of bed) mutters “another year pissed away.” OK, Anker, I'll play your silly game and I'll frame my optimism in the form of New Year's resolutions.

I'm generally not one to make resolutions. I probably should. I suspect that many of peoples' 2020 New Year's resolutions died a violent death at the hands of the Covid. One of my JB teammates resolved to abstain from alcohol during the week. How did that go after March? Recall the words of Hunter S. Thompson: “I hate to

advocate drugs, alcohol, violence, or insanity to anyone, but they've always worked for me.” (Not an issue for me since I don't drink any more. I also don't drink any less.)

Back to the task at hand...

2021 New Year's Resolution #1 - Go to Autocross! I went to zero autocrosses in 2020 and maybe only the AX School in 2019. I used to go a lot – in fact I was the Autocross Chair for 6 years before Chris Ryan took over, made it much better and caused everyone to forget about me completely. I wasn't horrible at it, either. I even won the season series for a few years before Rachel Baker showed up and turned Class 6 into something like the AFC back when the Patriots were good. But the siren call of DE and endurance racing left me with not enough car time to do autocross and still keep the home

fires burning. But I should go and I think the Spec Racer Ford will be pretty quick if well driven. (Aside: No, I'm not going to go with the Cayman. This is not fair because I owe it to Eric Kessel to come and be humiliated. He and I were co-AX chairs back before there was Facebook and he recently bought a Cayman and challenged me to come duke it out. Sorry, Eric.) The phrase “well driven” may also not apply to me at Autocross as this is more of a “fast



Autocross tip - don't hit cones

twitch, video game” exercise than the “slow hands” track driving that I have been practicing.

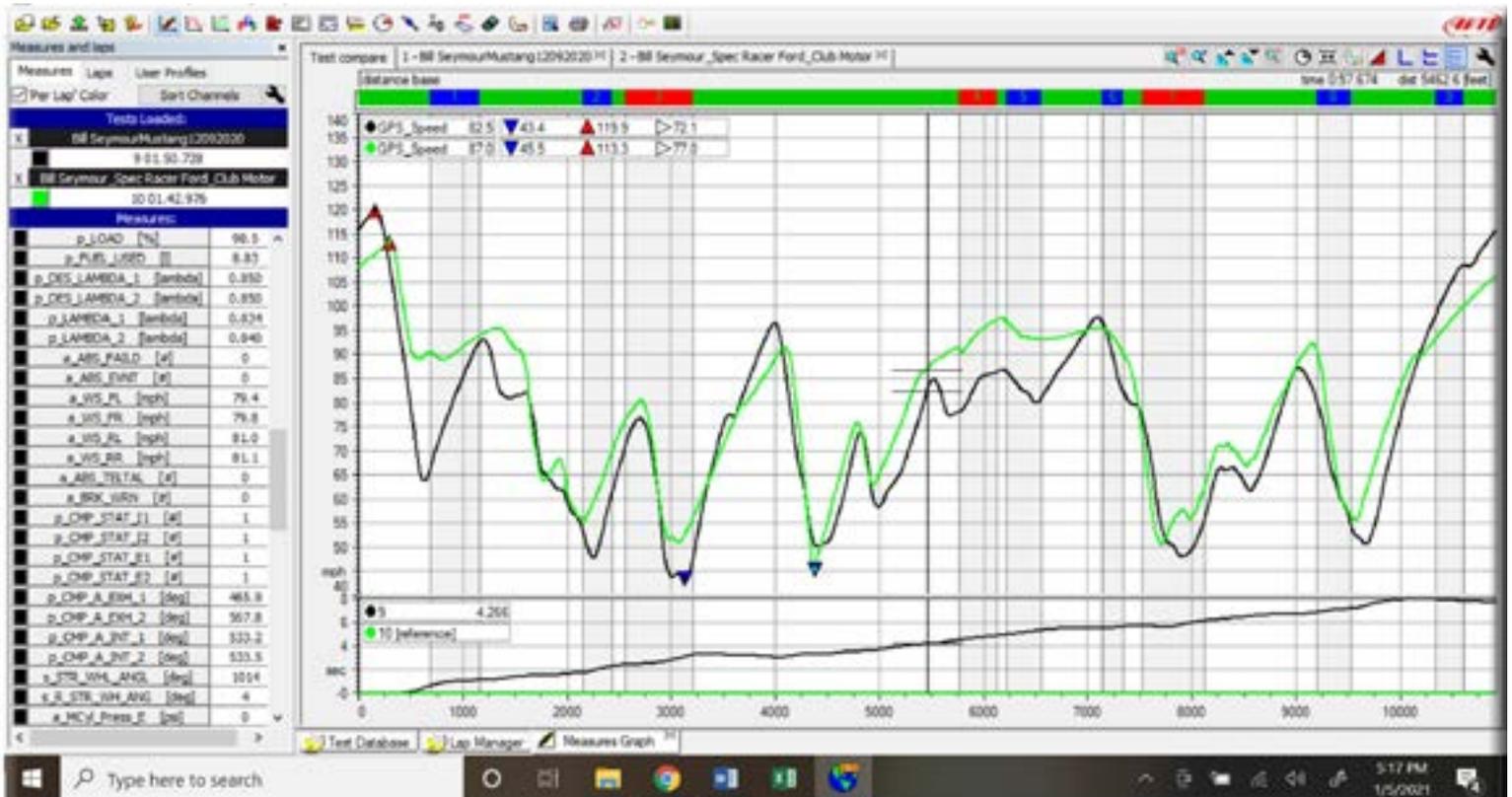
I strongly encourage folks to try Autocross. It is not for everyone as the amount of actual driving done in a day is pretty low. But it is inexpensive, social and allows you to practice car control with no risk. Sort of the gateway drug. Go to the Billiards Café afterwards for a beer, too. And I may not make friends by noting that I know more good DE drivers who suck at Autocross than the reverse.

2021 New Year’s Resolution #2 – Use Data! Although I have an AIM Solo and have used it for a long time I am not very fluent. I use it for lap timing and occasionally compare my laps with those of other drivers to see where I could go faster. But I am a bit of a Luddite compared to my Jamaican Bakin’ teammates and admittedly am the worse for it. The Spec Racer Ford has an AIM dash and a Smarty Cam and I really should make fuller use. My faithful reader will recall the mention of a 14 year old kid driving a car like mine at the SCCA novice school. It turns out that this kid is a spectacular driver and is already winning national level SCCA races against seasoned pros in this very competitive class. His car comes from the same shop as mine and I have been trying to get his data. I’m not going to admit how much faster he is, nor am I going to suggest that I could go that fast. But it would help me understand where my self-preservation mode is holding me back.

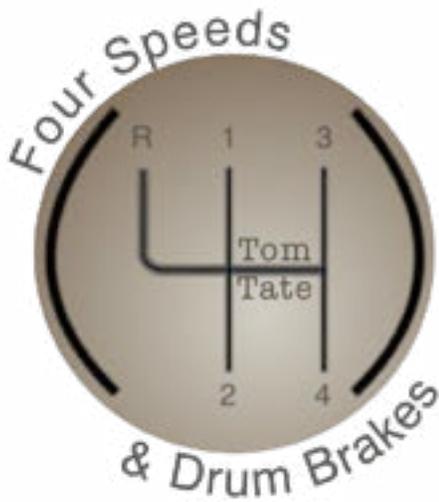
And on another data note, one of my teammates has the new Garmin Catalyst and we will be using this with the Mustang. There is no hiding when you are all driving exactly the same car and this will help point out where each of us can go faster (which is not to say that we necessarily will go faster!).

2021 New Year’s Resolution #3 – Help heal our divided country! How are we divided? It’s the *#*\$^@&* millennials versus those who preceded them. Years ago life was simple – If someone wanted my attention they would call me (or even, heaven forbid, come by in person). Now I have to check voicemail on my landline (yeh, yeh I know – but try getting good cell service where I live), voicemail on my mobile, text messages, Facebook, LinkedIn, Whatsapp, smoke signals, séances and god knows what else. We can’t kill off all the millennials because I need them to keep paying into Social Security and Medicare so I resolve to...a) check text messages and respond the same day; b) call back a missed call even if they didn’t leave a message; and c) look at Facebook at least once a month. I might even turn on the ringer on my cell phone.

So there you are: three ways to make 2021 better than 2020. As if it needed the help!



Bill versus Bill; Spec Racer Ford (green) versus Mustang (black); 130hp versus 444hp. Lots of room for improvement in both (excuse – only second session ever in Mustang).



Seven Speeds and Disc Brakes – Something New

I guess I just always thought that I would be forever driving cars that were standard shift. That whole bit that we give students at DE's about greater control was certainly cool aid that I drank. Besides, the ability to downshift to make noise when I wanted always appealed to me as my faithful readers know.

Many years ago I did have a Nissan Maxima wagon that was an automatic that I drove like a stick by pulling it down into D2, D1 and then L to slow it down but that wasn't what the automatic was built for and it promptly turned to mush. That just reinforced my position that standard shift was best, at least for me. My, how things have changed.

Porsche tried a two pedal car back in 1967 with what they called a Sportomatic. Actually it was really just an electric clutch connected to a standard gearbox. If your hand was on the gearshift lever the clutch was disengaged, when you released the stick the clutch was released. It actually worked well and Porsche even ran cars with the system in International competition to assist with marketing and they actually did very well. Of course no boy racer would touch it and it pretty much went back on the Factory shelf. After that Porsche developed what they called a Tiptronic transmission which allowed the driver to select what gear they wanted to use by pushing or pulling the gear shift lever. That worked better than the Sporto but it did seem that Porsche got it backwards. Up shifts were a push forward and downshifts were a pull back on the stick which was opposite of what the drivers body was doing during those maneuvers. Paddles

behind the steering wheel helped but it still just seemed like a regular automatic with L, D1, and D2 to pick from.

Development continued throughout the industry and I first noticed a few cars that showed up at PCA autocrosses with the, then new, PDK system back in 2009. Cars so equipped would leave the start line in first gear, using something they called Launch Control, and the shift into second gear sounded instantaneous. The way those things shifted from first to second was enough to draw me to the start line every time that class lined up. There is a pop that it makes going into second gear that had to be designed in there to the delight of everyone within earshot. Technically the unit has a dual clutch system which means that when you were in first gear the transmission is already in second gear just waiting for the electronic signal to engage.

That description brings us up to the present day with a Porsche Macan S in my garage. They are only sold with the PDK system, but the center console also has a Drive position that is just like your grandfathers Buick. There is a manual slot a bit to the left that will give gear selection up to the driver. Paddles on the back of the steering wheel allow manual shifting that is actually better than a three pedal car. A down shift prompts the computer to notify the engine what sort of rpms are needed and bingo, your heel and toe tap dance isn't needed. The engine matches the speed needed and you look like Sterling Moss driving the Targa Florio in 1955. Not that anyone in the Walmart parking lot will know.

I haven't driven it much and probably won't but the PDK, while an interesting feature, really doesn't seem to be needed. It is useful for slowing down without using the brakes as a quick tap on the left paddle will slow the Macan in traffic rather nicely. Otherwise it's your grandfathers Buick.



The same can't be said for the other new resident in the garage. That would be a 2014 Porsche 911 C4S. Wow, what a car.

Turns out that my son, Rob has been looking for a modern 911 to replace his '87 Carrera that would be more suitable as a driver in AZ. With their weather requiring AC at least 9 months per year, a Porsche without it gets parked a lot. He had narrowed down his search to a silver 991 with PDK (yes, he's my kid), low mileage and a list of options that he couldn't live without. Things like Sport Plus (see Launch Control above), AC in the leather seats, and a few other things that I didn't know existed, like a loud button (Yea, it is my kid!).

He found one and put a great deal together but the car was in Charlotte, NC. Someone had to go get it and I volunteered for that job. I flew in before Thanksgiving and drove it up the coast, stopping to see my brother, sister and their spouses in the DC area just after turkey day. His great idea was for me was to drive it for a while and then either ship it or drive it west when the weather is better. He even suggested that I try it in the Autocross Series in 2021. Is this my kid, or what?

Driving this car for 1200 miles tells me that I should stick to four speeds and drum brakes. That pop I mentioned between first and second gear above also sounds off between second and third, third and fourth, well you get the idea. Did I mention that it has 7 speeds? Just the third slot puts this rocket into triple digits and your driver's license at risk.

As a Carrera 4 S it is full time four wheel drive with 425 hp on tap. There is even a screen on the dash that shows the power split between axles in real time. I think that given the speed potential, the driver would want to be looking through the windshield not down at a little model car in the dash with its wheels lit up. Zero to 60 is



something under 4 sec which is about the time it takes a 356 to get into second gear. It's also faster than Waze can update the speed reading in the lower left hand corner when the Launch Control is in charge. You have to test these things, you know.

Leaving after Thanksgiving I crossed the Delaware Memorial bridge onto the NJ Turnpike and came up on another late model C4S doing 2200 rpm in seventh gear which was a steady 93 mph. It was Sunday morning early so we both punched the loud button, dropped it down a couple of gears and motored up the road for nearly an hour before he had to bailout. Between my Waze and his Valentine 1 we were never in any danger. All that high speed driving still produced 27 mpg, how do they do that? These cars have definitely changed over the last 40 years and they can really do things you don't expect. The C4S is a luxury cruiser until you step on the gas and then it's a different animal. The luxury doesn't disappear but the way you get pushed into the seat makes you think about how the people on the space shuttle feel on liftoff. The 18 way power seat has upper and lower bolster adjustments that can grab you like a race seat. The feeling is like no other I've experienced, and I've driven a lot of cars.

Unlike everything else in my garage this silver car doesn't make anyone look twice. That's a good thing if I'm in a hurry but something that I'm not used to. My pattern of passing cars slowly and then turning up the wick between packs of cars on the interstate worked great. A number of cars tried to keep up but with limited success. One was a Minivan from the '90's that could make it into triple digits, I know because after passing a couple of packs I slowed up to see what he was doing. I felt bad every time I walked away from him but he actually kept up pretty well. He jumped off at the Lincoln Tunnel exit with much waving and flashing of lights. I gave him a big thumbs up, the C4S wasn't even breathing hard.

If Rob wants this car back any time soon I may have change the title of my column and go buy one. My guess is that if it stays in Medfield, my kids won't have to take my keys away from me in a few years, the Mass State Police will do it for them but it will be a great ride until then.

KTF



Zone 1 and PCA Level Sim Racing in 2021

Anker Berg-Sonne

PCA Sim Racing has been running National level races for a number of years and has experienced exponential growth over the past year. In the later part of 2020, the National PCA Sim Racing Steering committee decided to initiate a Zone level sim racing initiative to, in many ways, mirror the existing regional and national level PCA racing programs.

As we enter 2021, Sim Racing in the PCA is now active at all organizational levels. There are many rapidly expanding regional leagues.

The number of sim racers across each zone varies quite a bit and the Zone-level program needed to be scaled so that no league is too small or too big to be manageable. As such, Zones are grouped into five Zone Groups in the same geographical area and racers compete in their respective Zone Group races.

Due to the success of Sim Racing in Zone 1, we are the only Zone Group that is made up of one single zone. The NER Sim Racing League has played a big part in this success, thanks to Robert Galejs' initiative and leadership.

Each Zone group has its own leadership team. In Zone 1 the team is headed by Bob Moore, NER member and owner of VR Motion Labs, designers and builders of high performance VR racing simulators. James Huth of the Hudson Champlain Region runs the eDE training program for the Zone. I am responsible for membership, communications and marketing.

To participate in the Zone 1 races you must be either a PCA member, a PCA Test Drive member or a PCA Junior and you must be in PCA Zone 1. You must join the PCA National Sim Racing League where you will be placed in

one of four classes ranging from the Challenge Class for beginners, through Sport, Club or the pinnacle Pro Class. All of the information about joining PCA National Sim Racing can be found at www.pcasimracing.com.

Enough context, on to the races: Each week the Zone Groups drive three times a week, each week on a different race course from across the world. One day is the eDE training day where participants practice skills like passing, race starts, and side-by-side driving through corners. The second day is a race practice, called a Prelude Race, with a practice session, qualifying and a race. The third day is a Championship Point Race where participants earn championship points, again structured into a practice session, qualifying and race. I should mention that we only race Porsches with a choice of four models, Cayman 718 GT4 Clubsport MR, 911 GT3 Cup (991), 911 RSR, and 919. At the end of the season the four drivers with the most championship points from each Zone (not Zone Group), and each class (a total of 16 drivers), advance to the Zone Challenge Championships in April. In addition to these, the Zone Groups run special events of their choice. We in the Zone 1 Group invite sim racers from any Zone Group to participate in our eDEs and Prelude Races, but Championship Races are limited to Zone 1 members only.

In Zone 1 we have a total of 79 drivers who currently participate in our events. Metro New York has the largest number of racers with a total of 18 participants followed by 17 racers from NER, 3 racers are from NCR and 1 racer from Down East.

Here in Zone 1 we have raced at 4 tracks so far: Lime Rock Park, Road Atlanta, Road America and Watkins Glen. Challenge and Sports classes ran the Cayman GT4. Club and Pro classes ran the 911 GT3 Cup. In January

and February we will be running at Canadian Tire Motorsport, Sonoma, Spa-Francorchamps, Virginia International Raceway, Silverstone, and Sebring with all classes driving the 911 RSR. Sebring is a night race. Racers who have participated in all 8 championship races will have their lowest point score thrown away. At the end of the season, the top 4 racers in each class will have qualified for the National Zone Level Challenge Series to be held in April.

For those who did not qualify through the Zone Group races, in March of 2021 a series of National level races will be held and the top 4 finishers in each class will be invited to race in the April National Zone Level Challenge Series.

After this series completes there will be more in 2021. These are still in the planning stages.

At this point, in the four top points earners in Pro class, Chris Braun is in third place, (yes, there he has to work hard to win) and Cameron Martineau from NCR is the leader. In Club class NCR Member Jeremy Mazzariello is in first place. In Sport class Peter Yerza from Down East is in fourth place with Ron Cahill from NER one point behind. Finally, in the Challenge class I am in first place and Alan Kirby from NCR is in fourth place.

A typical race will see close to 30 drivers across all classes. Odds are that if you run a clean race and participate in all of the races, you've got a good chance to place in the top 4 in your class to advance to the Zone Challenge Championships.

Just like in the NER league, we stress that the races are for fun and our goal is to welcome Sim Racers of all skill levels, from Novices to Pros, each striving to maximize their racing skills and thus raising the level of competition for everybody. We also stress that Zone 1 racers must be considerate to each other, do all they can to run a clean race, and be helpful to beginners.

Some of the PCA National league races will run in parallel with the Zone Group races. There will be an International Challenge where PCA competes with other National Porsche Clubs, and a number of special events.

As you can see, you can keep yourself pretty busy if you race at all three levels. You'll get to know other Porsche Enthusiasts from the USA, Canada, and Europe and you will be improving your high performance driving skills with cars that most of us cannot afford to own or race. What can be more fun?

Interested?

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2021 Gimmick Rallies

by: Anker Berg-Sonne

As an experiment, we ran two Gimmick Rallies in 2020. The first one was a success despite foul weather on the day of the rally. At the second rally, we had excellent attendance and perfect weather. The feedback we have received was also overwhelmingly positive.

We consider the experiment a success and would like to offer two or three gimmick rallies to our membership in 2021. But to do so, we need more volunteers! Last year those of us who organized and ran the rallies, Lisa Burke, Joe Cracco, and me, with assistance from our better halves and from our President and Past President, did not get a chance to participate. That was OK in 2020, but in the long term, it is unworkable. Speaking for myself, I am happy to continue, and as long as I can drive as a participant in half the rallies, I will be content.

Assuming that all the volunteers from last year are happy to continue and share my feeling about participating, we will need the following: two to three more volunteers to participate in the heavy lifting and occasional volunteers to manage stops and stations en route.

The heavy lifting planning for a rally entails the following:

1. Decide on a theme and a date
2. Plan the route and get permission to assemble at start/finish/waypoints
3. Coordinate with NER personnel to get the details published/promoted and set up registration page

4. Coordinate with PCA for event registration and insurance
5. Secure a sponsor, awards and give-aways,
6. Planning and printing for “day of” activities (waivers, signs, checkpoint people/supplies, etc...)
7. After-event follow-up (thanks to sponsors, vol’s and participants, event reports, etc...)

For way station staff, it is much simpler:

1. Check-in at the starting point and get the participant list and materials for the way station
2. Drive to the way station and set up table, chairs, awning, and signage
3. As each car arrives at the way station, check it off the participant list and have the occupants perform the required task.
4. When the time limit for the rally has expired, or all cars have passed, pack up and drive home

Volunteering is rewarding. The biggest is the personal satisfaction from getting to know a good chunk of our membership and giving them a good experience. The 2021 rally team will seriously consider giving mementos to volunteers at each event as a special thank you for their sacrifice.

Please contact me at membership@porschenet.com to register your interest in helping make 2021 a great year for the NER Gimmick Rally enthusiasts.



NER Concours, The Elms, Newport, October 2, 2021

David E Melchar, NER Concours Chair

The NER Concours is scheduled to be held in 2021 in Newport, Rhode Island, on Saturday, October 2. The Concours will be part of the Audrain Concours and Motor Week activities that will take place September 30 - October 3, culminating on Sunday, October 3, with an invitational Concours d'Elegance at The Breakers, the former Vanderbilt estate. The NER Concours site will be The Elms, a large mansion (sometimes facetiously called a "summer cottage") located at 367 Bellevue Avenue, Newport, Rhode Island, completed in 1901. It was the site of two previous NER Concours, the latest in 2014.

Aside from the change in location from 2019, the conduct of the Concours will be like 2019; open for entrants and spectator Porsche parking from 8:00 am-6:00 pm. Full and Werks Reunion judging will be available. Sunday, October 3, will be a rain date, in case of inclement weather. Parking on The Elms lawn will be permitted until 6:00 pm the day of the Concours so that participants may visit other Motor Week activities. Spectator parking at The Elms for non-Porsches will not be available. The two Concours categories, Full and Werks Reunion,

were used for the 2019 Concours. The Full category will use traditional judging sheets, examining Porsche exteriors, interiors, storage compartments, engine compartments (where viewable), and wheels/wheel wells. Judging sheets will be posted, along with other Concours information on the Concours page of the porschenet.com NER website.

PCA has been organizing Werks Reunion events at the Monterey and Amelia Island car weeks for several years now. Participants in Werks Reunion events still prepare their Porsches for the concours, but unlike traditional Full or Parade style judging, Werks Reunion judging considers not only the appearance but also the history of the car, its usage by the owners, and overall aesthetic appeal. By combining both subjective and objective elements, Werks style judging creates a somewhat more relaxed environment and encourages participation by a wide variety of interesting Porsches. At Werks Reunions in Monterey and Amelia Island, a diversity of Porsches is found from highly authentic restored cars, Le Mans winning race cars, outlaw & hot rod style Porsche builds, and unique

original cars. Guidelines on Werks Judging will be posted to the Concours page of the porschenet.com NER website as well. Concours trophies will consist of glass trophies, as in 2019.

The purpose of the NER Concours is for the enjoyment of NER members. The Concours is intended for first-time and veteran Concours participants. It is an opportunity for members to prepare and present their Porsche and share it with other members and spectators. It is always a learning experience by competing and observing other presented Porsches. Concours clinics and seminars will be held during the year prior to the Concours.

Advanced Concours entrant registration is recommended. Registration opens July 1. Additional information and registration, when available, may be found on porschenet.com. Information and schedule of the Audrain Motor Week activities can be found at www.audrainconcours.com.



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DE program 2021

Adam D Schwartz, DE Chair

Hello folks! I am sure that everyone is busy with winter projects on their cars. If it's not a brake overhaul, maybe its something bigger, like an engine overhaul. We all love to tinker, and many of us also think; I'll update this, or that- and next year! I will be faster! But you know, It's a simple fact... The best upgrade is that nut behind the steering wheel. For many of us, its not horse power that holds us back, its mind set. Thats why, like many of us, I can't wait to get back on track. The best thing is seat time and practice better yet, getting a great instructor in your right seat to provide some helpful feedback. For many of us, 2020 has been a frustrating year for many reasons. Covid certainly made the track season a difficult one. As we plan the 2021 season, I keep my fingers crossed as to what the upcoming season will bring. The vaccine has been released, but it will still be months before most of us get a chance to take it. So what does the upcoming season bring?

We usually kick off with the ground school at HMS. I am holding off on planning that event for now. Since we cant all be in the same room right now, I want to see if we can try to do something a bit later in the season. Maybe late March, or early April we can have some kind of out door ground school. We will have to figure it out based on the covid numbers, and weather. Watch the NER DE home page, and we will make an announcement when something comes together.

As for the rest of the season; Its gonna have most of the stuff you have come to love and expect. The Season

opener will be at Thompson. We will have a pair of events at Palmer Motorsports park, 1 in each direction!! If we are lucky, Canada will let us in, and we can have our regular July event at Tremblant. And of course we will be back at Watkins Glen for our regular Aug. event. The schedule will be posted any day now- and by the time you are reading this it may already be posted. I am including it here as well. Our sister club, NCR has a wonderful season in the works as well. We will post those dates on our page as well.

What else? A lot of people have asked me about the Calabogie event. We are going to forego that event this year. A lot of planning goes into that event, and as of now we don't yet know if we will be allowed into Canada. I have chosen to focus on the events that we know will happen, vs. spending a lot of energy on a single event that probably won't happen. I very much hope that we can make it back to Calabogie in 2022. It is really a wonderful track and wonderful experience.

I dont know about you. But I cant wait to see how fast those new mods make me in 2021.

Thompson	May 28,29,30	Season Opener
Palmer	June 11,12,13	Spring at Palmer
Tremblant	July 2,3,4	Please Canada, Let us in!
WGI	Aug 13,14,15	Fast Times at WGI
Palmer	Sept 24, 25, 26	Lets hope for warm weather



The Line

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



“Freshly Detailed”

Took a ride to Central Park in Clinton, Mass , 1st outdoor photos since detailing was done

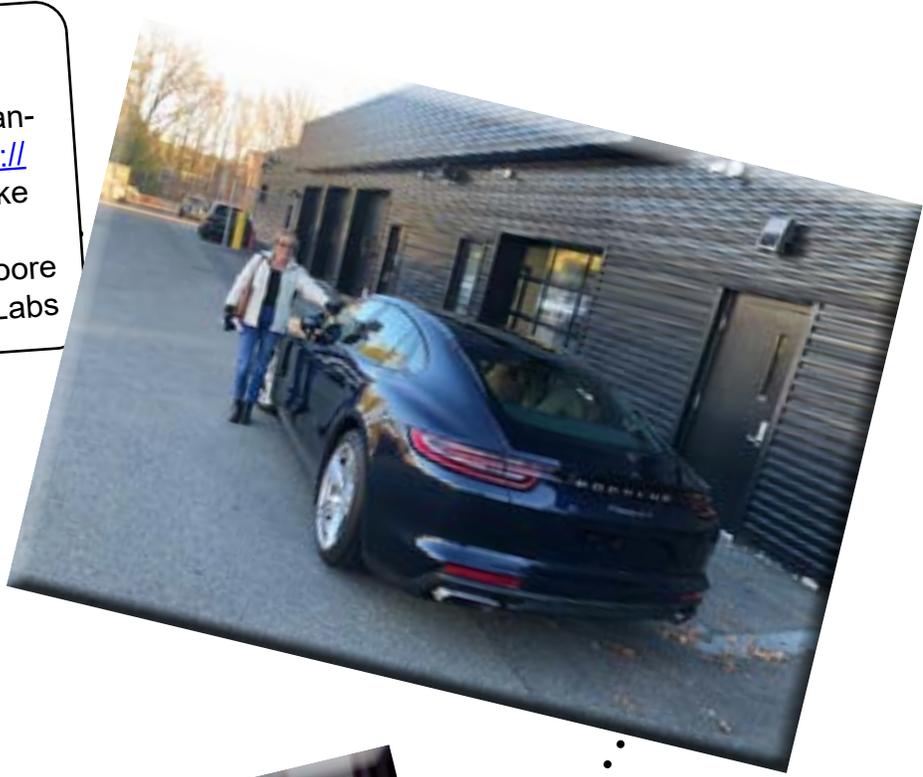
Steve Roche



“New Panny 4”

My wife Linnie is so excited with her new Panamera 4. Thanks Alex, Matt & Omar at <https://www.porschenorwell.com> for helping us make this happen!

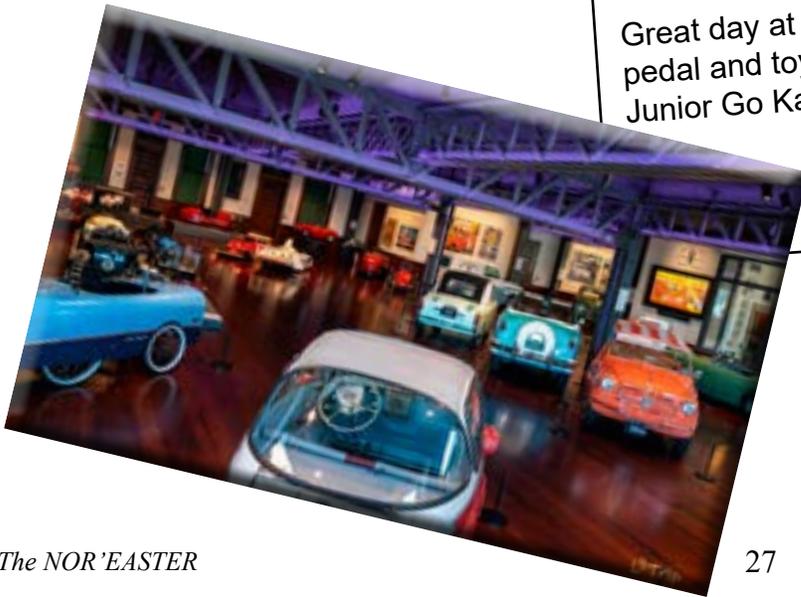
Bob Moore
VR Motion Labs



“Small Wonders”

Great day at Audrain Automobile Museum’s Mini, Micro, pedal and toy car display. A favorite was the Porsche 936 Junior Go Kart with its 5HP engine and 35 MPH top speed!

Larry Levin



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Squiggly Lines

Nick Shanny, NER President

Whew! 2020 is in the rear-view mirror. A tough and challenging year for many throughout the world. I wish everyone a Happy New Year and a significantly better 2021. 2020 was a challenge for the club, but due to the wonderful volunteers we have, managed to host events for many of the activities we support as a club. Each group of volunteers made sure each event was executed in a safe manner adhering to any state and local requirements. Protocols were shared across the different groups to ensure that the best practices were put in place. When attending an event please make sure to thank those responsible for their time and hard work.

The club is well into 2021 planning. Our aim is to have a full slate of events and activities adjusting as necessary per safety mandates. I expect the spring of 2021 to be fluid as it was last year.

I am hoping that the 2021 club racing season does not experience many disruptions. My plan is to attend eight events spanning the East Coast, Texas, and Wisconsin. South Shore Autoworks will be supporting me for all events as they did a great job for the 2020 season. I will continue to race the Porsche Cayman S as a GTB1 classed car.

My first event is scheduled for the beginning of February at Sebring International Raceway. The event takes place over three days. If you want even more track time you can sign up for a one day lapping event the day before the event begins. My aim this year is to become better at finding the limit within the first several corners vs the first several laps. I am too tentative and ultimately afraid to make a mistake. I have been told by several coaches that

I need to learn how to become comfortable being uncomfortable. Good advice and applicable in many different situations.

Two weeks prior to the Club Racing event I will be at Sebring attending an event put on by PBOC Motorsports Club. They are hosting a four-day event with the highlight being a six-hour endurance racing that extends into the evening hours. It begins at 3pm and ends at 9pm. I will be sharing the drive time with one other person, Patrick Gallagher, a pro driver and coach. The track is not well lit, so it will be a challenge and a good experience. If you have ever watched the 12 hours of Sebring, you will have a good sense of the lighting situation.





Hello PCA Crew!

Luis Rivera, VP Communications

Now being here for a couple years, I'm excited for another year at NER. The energy and enthusiasm in the club, has further fueled my obsession for these cars. This is quickly spiraling out of control, and NER enables this. I am totally ok with that and I am having a blast, while it's happening.

I drove my first P-Car, an '86 951 when I was 16. About two years ago I got my own 944, an 83 that I was able to bring back to life and daily drive for most of my ownership thus far (it has its days on the lift). The guy who sold me the car warned me about the "addiction." I had no clue what he was talking about, but I now understand why he had the 83 he sold me, an 84 and an S2 Cabrio....

Beyond my general participation, my involvement has increased for 2021 since the club has given me the chance to be a part of the Communications Team and I greatly appreciate the opportunity. Thank you all for a shot at this!

It goes without saying that 2020 has been a long, weird and trying year.

However, I hope everyone is as safe and well as can be and looking forward to the new year and everything positive ahead.

Yes, things have definitely slowed down a lot, but luckily they haven't fully stopped. And while we get back to the full swing of things, we are working on ideas and opportunities at NER to help our crew have fun, stay engaged and continue to share ideas and knowledge with each other.

We're hopeful that social events, track days and autoX will be here in the following months, and until then we also want to hear about the things that you have been doing with your Porsches. What have you been working on, what do you have planned etc? I've met and had a lot of conversations with club members who are sharing these stories and experiences, one on one, but we want to share your stories with the larger group also!

In 2021, we're working to create and expand a platform to collaborate and communicate more, digitally. There will be some changes to facilitate that and we will keep you in the loop as they happen.

In the following weeks, we'll start to share more info on how we plan to do this, but if you would like to learn more, and start to share your ideas before then, please reach out to me and let's get the wheels turning (no pun intended).

Thanks!





The New Year

Lisa Burke
VP Administration

WILL get to see your fellow Porsche enthusiasts in 2021. I have hope.

When we do get to venture back into the world again, we find opportunity #2: Get to know your neighbors with smaller, more frequent, and more local cars & coffee gatherings. In addition to the usual Northborough, Cape Cod, and SoBo events, we're working on regularly scheduled events in Stow, Woburn, Medfield, and open to suggestions for others.

Well folks, it's a new year with the same limitations as the last one. But I like to think we face just as many opportunities in the coming months as we do challenges. In-person social events are a great way to connect with new people who share similar interests and this club hosts quite a variety of them (in a normal year). If you've ever gone to an NER PCA event you know just how approachable and welcoming our members are and you've likely made friendships that extend beyond just club activities. But let's be honest, NER is a broad geographical region and organized events are not always convenient for all members.

Since one of the perennial struggles in event planning is having enough volunteers to man the events and locations willing to host us, these new and smaller gatherings present opportunity #3: Get involved! If you have an idea for an event, whether it's a tech topic you'd like to help others learn about virtually, a location near you that would be willing to host a cars & coffee or be a stop during a rally, perhaps being a mentor to other club members that seek guidance on particular activities or Porsche models, we're all ears.

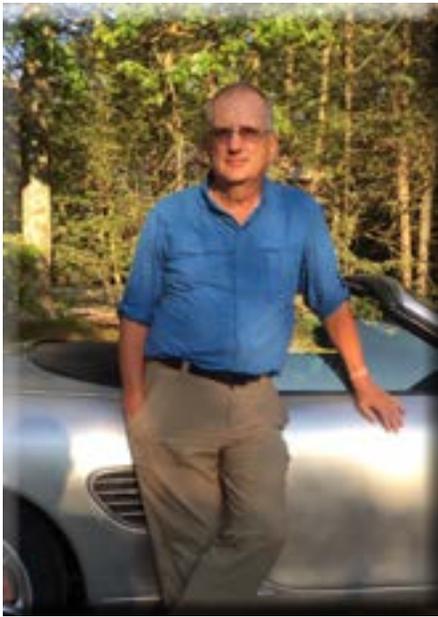
This brings us to opportunity #1: these unique circumstances give us a nudge to bring some events closer to our members, no matter from where they want to attend! Keep your eyes open for the usual Newcomers meeting in a new format and a few virtual tech sessions. Also make sure to check out Anker's articles on Sim Racing already in progress, especially now that we have not one but two leagues you can join. Did someone say E-DE?

On that note, I encourage anyone who wants to get more involved with the club, or those who'd like to see more events closer to where they live, to reach out to me by emailing admin@porschenet.com. I can't promise all ideas will be executed since we do have certain safety obligations from PCA National that we need to respect, but let's see what we can do.

Don't worry – as soon as it's feasible, we WILL get to mingle in person this year. There WILL be events. Cars & coffees, rallies, tours, and hopefully even a gala. You

In the meantime, I wish you all a happy and healthy new year and hope to see you soon!





Personal plans for 2021

Anker Berg-Sonne, Membership Chair

Seeing the light at the end of the COVID tunnel is a huge relief to Kirsten and me. We have been extremely careful to limit our exposure to other people and will continue until we get vaccinated, hopefully in the March/April timeframe. Unlike so many others, we have not experienced any hardship, just inconvenience, and other than one distant relative, our family social circle has been spared from infection. Being together 100% of the time has not caused any friction between us, and we have escaped boredom. So we have been fortunate.

As I have mentioned several times before, Sim Racing

has done much to keep me occupied. I race in several leagues: Our local NER Sim Racing league, the PCA National league, and the PCA Zone 1 league. In the last one, I also act as one of the Zone Group Administrators with Bob Moore from VR Motion Labs and a NER member. Bob and I recently discovered that we were both members of the same radio control model airplane club many years ago. Small world. Sim Racing has also extended my group of friends. Because of COVID, I have not met physically with any of them, and AC (After COVID), I only expect to meet a few of them.



I am delighted with my progress in Sim Racing. I am getting faster while at the same time avoiding mistakes. My strategy of driving within my limits to avoid errors and defensively avoid being taken out by other drivers is working. I have to admit it gives me a lot of satisfaction letting another driver blow by without a battle and then seeing them in the grass, gravel, or against a wall a

lap or two later. It is not schadenfreude, rather pride that I have resisted the temptation to risk myself by overdriving or exposing myself to be taken out. It is much less of a risk in the PCA leagues, but in the iRacing series, many crazies drive as hard as possible. PCA Sim Racers are much more inclined to run a clean race. Gradual upgrades to my equipment has also helped. I went from a simple rheostat brake pedal to a load cell one. It feels like a real brake pedal, and I also installed a bass shaker in the seat, so it is easier to determine when I am close to the adhesion limit.

So, what's in store for me in 2021, assuming COVID magically disappears in early summer?

Sadly, a major project will help a close and long-term friend deal with his recent diagnosis of late-stage pancreatic cancer. He has an extensive collection of antique cars and motorcycles that need to be taken care of. All of them need to be brought back into a sellable state, some of them having been torn completely down and lastly sold to a good home. Due to my advancing years, or rather the advancing years of my friends, this type of project is becoming more frequent. However, they do make it easier to deal with the misfortune and losses, and helping brings us closer.

I am behind on all my car projects. The Caterham needs to have the cylinder head pulled, valve seals replaced, and possibly valve guides too. I also need to look at the cylinders to see how worn they are. Hopefully not scored! The Ford Kent Crossflow engine has been tuned up from its original 63 HP to 135, but with the original pistons, which tend to be the point of primary wear on this engine. Hopefully, I can get a couple more years out of the engine block before it needs a serious overhaul. I also need to pull the suspension apart to both give it a good clean and inspect for wear. My 2004 Boxster S needs to have the engine and transmission mounts replaced, and it is getting close to the time when the rear trailing arms also need to be replaced. The latter is a simple job. On Kirsten's 2002 Base Boxster, the rear trailing arms need replacement; I have them in stock but need to get the two-hour job done. It is easy; I have done it before; I need to pull myself together and start working in the cold garage.

I had sworn that I would limit my wrenching to our toy cars. Still, I can't get myself to spend the money it will cost having the dealer perform simple jobs, so Kirsten's Chevy Volt is going to have its rear brakes replaced – the former owner apparently was deaf, so a rock has worked a deep groove in one of the disks.

I am very torn about my daily driver, a 2009 Mercedes 350 CLK convertible. It is a lovely car and perfect as a tourer. Powerful enough, sporty enough, and at the same time quiet and comfortable. It has been incredibly reliable since I replaced the original front brakes, but there is very little room in the trunk, and because it is a two-door, challenging to get into the rear seats. So I waffle between keeping it until it becomes unreliable or replacing it with a roomier car with some of the same attributes. Mercedes have a couple of SUVs, a wagon, and some sedans that fit the bill, but we would have to fork over \$15K to \$20K to get a reasonably low mileage one.

I assume that we will have a fairly normal NER season once we get into mid-summer. I wear several hats: NER Membership Chair, Newsletter Editor, Co Rally Meister, member of the Autocross Committee, and Zone 1 Sim Racing Coordinator. That will keep me busy and out of trouble.

Our travel plans are on hold until there is more certainty. If possible, we would like to have a few weeks in Denmark with family. We are tentatively planning to take one of the Boxsters up to Newfoundland's northern end, where the Viking Erik the Red built a settlement after discovering America hundreds of years before Columbus. Normal levels of travel will not resume until 2022 at the earliest.

My hopes and wishes for a much better New Year for all of you!





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PCA's new Performance News monthly e-newsletter features the latest news and information about all four-door Porsches.

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PORSCHE CLUB OF AMERICA



2021 AUTOCROSS UPDATE

Chris Ryan, NER Autocross Chair

Well, the new year is finally here and believe it or not, plans are in the works for a complete, and hopefully less restricted Autocross Season at Moore Airfield (Devens) in 2021. We are still waiting on dates but hope to have them soon and will publicize them as soon as we do, along with other information on the 2021 AX season.

Meanwhile, the AX Committee has had some preliminary discussions about the season. We agree that one of the biggest disappointments about having to operate under last season's COVID guidelines was our inability to make autocross available to newcomers and give them a chance to participate in this great activity! We are hopeful that things with the virus will have improved and we will be able hold our annual autocross school this season. It was cancelled last year because it had been scheduled for an early date - before we were even allowed by Devens to hold any events - and because putting people in cars together was not allowed per our COVID protocols. This year, we intend to schedule the school later in the season – just in case we experience another delayed start and in the hope that the overall COVID situation has improved by then so we can safely run such an event. Of course, we will still need to comply with whatever gathering restrictions may still be in place, but we're keeping our fingers crossed and will do whatever we can to be able to welcome newcomers.

If you are new to the sport, we encourage you to try it out this season. We happen to enjoy probably one of the best venues in the Northeast for running autocross events – Moore Airfield at the former Devens Army Base in Ayer, MA. Every weekend from April to November, the Devens folks rent the place out to one of eight local car clubs for autocross events. Although drivers compete for season points, the “competition” is extremely friendly, and

everyone helps each other learn whether you're a veteran or a newcomer. It is also a very social event and a great way to become more involved with the Club. You can learn about how the events work, what to expect, what to bring, how to prep your car, etc. by going to our website (www.porschenet.com) and look at the 3-part Video Series on the Autocross page.

One other thing I'd like to mention about NER's Autocross group is our support of Loaves and Fishes, a local food pantry in Ayer. Participants can elect to make a small (\$5) donation when they register for events, and the Club makes a supplemental contribution at the end of the season. As many of you know, food pantries have been especially taxed this past year by the COVID situation and continue to be. In spite of our shortened season, the Club elected to make its usual \$5K donation on top of the \$945 collected with member registrations which was much appreciated by the pantry and its clients. Loaves and Fishes serves over 800 households in the local Towns of Ayer, Devens, Dunstable, Groton, Harvard, Littleton, and Shirley, and managed to continue to so in spite of having to adapt their operation significantly to deal with COVID restrictions this past year. You can learn more about them at loavesfishespantry.org.

Questions?

Contact:

NER Autocross Chair Chris Ryan at autocrosschair@porschenet.com or

NER Autocross Registrar Jeff Johnson at autocrossreg@porschenet.com



December 10, 2020

Chris Ryan
Porsche Club of America Northeast Region
28 Myrick Lane
Harvard, MA 01451

Dear Chris,

It's a perfect time of the year to reach out and express our thanks for all that you do to support Loaves & Fishes! As a Gold level member of our Harvest Club, you are an example to other businesses and organizations of an outstanding community partner – committed, dedicated and generous. We have enclosed a Harvest Club Certificate in recognition of your support.

In the words of a grateful client:

"I've always been a hard worker and never pictured myself going to a food pantry, but rent, utility bills and insurance have all increased so much and money for groceries has been limited. I've been doing the best that I can but we eat a lot of noodles, soup and peanut butter sandwiches. When my son David told me he was hungry, it broke my heart. I saw a brochure about the Pantry at the grocery store and knew what I needed to do. I am so thankful for Loaves & Fishes, they've given me food and hope!"

Sincerely, Daniel

On behalf of Daniel and David and the other 803 households served by the Pantry last year, our sincere thanks. My best to you for good health, a happy holiday season and a peaceful New Year.

Sincerely,

Patricia A. Stern
Executive Director

2021 Devens Autocross Schedule



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

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Minutes of the Board

Alan Davis
Secretary

November 2020 Board Meeting Minutes

The November 11th board meeting was hosted by Bill Seymour via Zoom video conference.

In attendance were:

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

Not in attendance were:

- Nick Shanny – President

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

- Several current board members (Don Kelly, Robert Jacobsen, Sterling Vernon, and Paul Skinner) will soon complete their term on the board. Obviously, the world is their oyster now that they have “NER Board Member” on their resumes. In the meantime, they are preparing to transition their duties to the soon to be elected new board members.
- Sim Racing – Anker provided an update on the new PCA Zone Sim-races program that will begin in November. Sim drivers will compete in Zone races with the top racers moving on to a national event.
- Membership – Anker reported that our NER member count was slightly lower this month.
- Communications – With the NOR’EASTER magazine taking a break until the late winter issue, Sterling reported on the plan to produce a series of short videos on interesting Porsche related topics to fill the gap.
- Advertisers & Sponsors 2021 – A working group, com-

posed of Nick, Bill, Don, Sterling, Anker, and Paul have revised the plan for 2021 advertisers and sponsors. As it is likely that the NOR’EASTER will be replaced with a web-based format in mid-2021, our previous advertising program has been adjusted accordingly.

The next board meeting is scheduled for December 9th.

Club members may attend any of the monthly Board meetings. Please contact the Club Secretary (secretary@porsche.net) in advance of the meeting to confirm your attendance and the meeting time and place.





Minutes of the Board

Alan Davis
Secretary

December 2020 Board Meeting Minutes

The December 9th 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
- Stan Corbett – DE Registration
- Jerome Gangitano – 2021 VP Driving Events
- Kristin Larson – 2021 Treasurer
- Lisa Burke – 2021 VP Administration
- Luis Rivera – 2021 VP Communications
- Maddox Kay – Communications Support

The meeting began with the approval of the November Meeting Minutes and Treasurer’s Report. Nick Shanny welcomed the four incoming Board members and each gave a brief introduction.

- Don Kelly will clean-up and complete the 2020 financial statements before handing the treasurer’s duties over to Kristin. Don will also update the comparison of activity budgets versus actual costs for 2020.
- Activity chairs will be asked to prepare their budgets for 2021 in January.
- At the time of the meeting, two of our 2020 sponsor had invoices outstanding. Nick and Jerome offered to speak with those sponsors.
- The Board discussed the status of the 2021 advertising and sponsorship program. Several past advertisers have already agreed to advertise in the NOR’EASTER in 2021.
- Membership – Anker reported that our NER member count

grew 2% over the past 12 months – slightly less than the 3% growth a year ago.

- Anker suggested that the Board consider producing a NOR’EASTER in January if there is enough interest from the activity chairs to write about their activity (D, AX, Ramble, etc.) plans for 2021. After much discussion, the Board agreed to proceed with it.
- The Board discussed the possibility of running a few “virtual tech days” during the winter months. The events would be online and include some interactivity via Zoom or a similar format along with pre-prepared video content that might include do-it-yourself videos, technical information, and subject matter experts. Lisa, Sterling, Jerome, Anker, Luis, and Maddox are all interested on contributing their time and talent to these events.
- On a similar note, Lisa and Stan talked about preparing to do virtual versions of some of the Club’s traditional winter events including the DE Ground School and the Newcomers Meeting.
- Communications – As he transitions his duties to Luis, Sterling will be addressing the various web and IT issues including access to the Club’s web site, online document repository, and Facebook group.
- Annual NER Business Meeting – Nick led a discussion about the Club’s annual meeting. Due the current pandemic restrictions, it will be necessary to do a separate online meeting open to all members. Note that the annual business meeting is a formality required to comply the Commonwealth’s non-profit organization requirements. An official announcement of the annual business meeting will be sent to members via email.

The next NER board meeting is scheduled for January 13th at 6:30PM. The Activity Chairs will be invited to attend and discuss their budgets and plans for 2021. The meeting will on Zoom.

The Club’s monthly Board meetings are planned for the second Wednesday of each month and typically begin with a social period at 6:30PM and the official Board meeting at 7:00PM - although it often begins earlier when it’s a Zoom meeting and later when we meet in person.

Welcome!

VIP's - Very Important Persons

New members as of January 1st 2021

Michael Acciaro

Portsmouth RI 2008
911 Targa 4S

John B. Affleck

Lincoln RI

Shawn Bramble

Methuen MA
2001 911 Carrera Cabriolet

Stan Bratskeir

Truro MA
2002 911 Carrera 4 Cabriolet

John Carey

Chelsea MA
2001 911 Carrera 4

Jon Chait

Lexington MA
2013 Boxster S

Manya Chait

Lexington MA

David Comeau

Scituate MA
1980 911 SC Targa

Richard Cote

Bolton MA
2007 911 Carrera 4S

Jack Davis

Gloucester MA
2016 Macan S

John DeMoss

Chester MA
1960 356

Wade Devers

North Attleboro MA
1986 911 Carrera

Timothy Durrigan

Raynham MA
2003 911 GT2

Anthony Fantaroni

Yarmouth Port MA
2008 911 Carrera S

James Flood

Danvers MA
1998 Boxster

Chris Gilligan

Northampton MA
2001 911 Turbo

Tracey Glynn

Newburyport MA
1985 911 Carrera Cabriolet

Jud Goodnow

Mashpee MA
2015 Macan Turbo

Melanie Jacques

Duxbury MA
1974 911S

Eric Johnson

Boston MA
2006 911 Carrera S

Kurt Kohle

Cumberland RI
2019 911 Carrera T

Barry Kussman

Waban MA
2012 911 Carrera

Robert Lakatos

Mashpee MA
2016 Cayenne

Dave Lessor

Melrose MA
2017 Macan S

Brian Lucier

Warwick RI
2021 911 Targa 4

Paul MacDougall

Milton MA
2006 911 Carrera 4S

Christopher McKinnon

West Warwick RI
2010 911 GT3

Jake Moskow

Boston MA
2018 Macan S

Mark Murphy

Somerville MA
1992 911 Carrera 2

Silas Nary

South Hamilton MA
2008 911 Turbo

Christine Natale

Melrose MA
2020 Cayenne S

Welcome!

VIP's - Very Important Persons New members as of January 1st 2021

Chris Necchi

Medway MA
2004 911 Carrera

Dave Nolan

Harwich Port MA
2021 911 Carrera 4S Cabriolet

Bonnie Phillips

Jamaica Plain MA
1972 914

Paul Pimentel

West Warwick RI
2020 Macan

Noah Reddy

Yarmouth ME
2002 Boxster S

Steve Reddy

Yarmouth ME

Steve Roche

Southborough MA
2000 Boxster S

Peter Santoro

North Smithfield RI
2017 911 Carrera

David Snelling

Needham MA
2013 Cayenne

Steven Snow

Pawtucket RI
2006 911 Carrera S Cabriolet

Bryan Treadwell

Eastham MA
2007 Boxster

Jared Treadwell

Eastham MA

Darius Trink

Wilbraham MA
2007 911 GT3

William Waite

Lancaster MA
2021 911 Turbo S

Adam Webster

Salem NH
2016 911 Carrera

Jeff Wilk

Gloucester MA

Nadina Wilk

Gloucester MA

Woody Woodward

Middletown RI
2008 911 Carrera S Cabriolet

Chen Zhang

Somerville MA
2021 911 Carrera 4S

Anniversaries

Anniversaries



January 2021

62 Years

Edgar Broadhead
Nancy Broadhead
Eileen Patkin
Murray Patkin

48 Years

Michael Caldwell
Paige Caldwell

47 Years

Richard M. Porter
Susan Porter

45 years

Linda Haskell

44 Years

Kenneth Hull
Valerie Martin
Donald Morrison

43 Years

Philip Gaudet
Philip Gaudet
Betty Marshall
David Marshall

40 Years

Manfred Moehring
Robert Moehring

NOTE: Anniversary dates are from the National PCA database and may not reflect your original anniversary if there have been lapses in your membership.

Anniversaries, continued

35 Years

Brenda Marchwicki
Edward Marchwicki

30 Years

Irena Berezin
William Berezin
Mark Skala

20 Years

Cheryl Baer
James Baer
Jeffrey Dufficy
Pamela Dufficy
Kurt Glitzenstein
Brian Halbert
Neil Halbert
Anthony Tudino
Denise Tudino

15 Years

Daniel Abramson
Anne Dickerson
Nathan Geldart
Joseph Grause
Maria Grause
Steven Kramer
Terri Kramer
Haywood Schmidt
Dan Sullivan
Daniel Sullivan

10 Years

Philip Beaudoin
Peter Grittner
Charles Hebard
Leigh Hebard
Edith Jourdan-Grittner
Brian Light
Connor Light
Salvatore Loporchio
P Meadow
Ron Mistretta
Mark Nowak
David Peterson
Teri Peterson
Denise Price
Gordon Price
Robert Recchia
Wendy Recchia

Anniversaries, continued

5 Years

Dominic Amirtharaj
Nikos Andrikogiannopoulos
Douglas Atamian
Ray Chung
Wallance Chung
Joanna Crossman
Michael Crossman
Christopher Davidson
Andres Escallon
Peter Falconeiri
Vincent Falconeiri
Richard Fleming
Bonnie Garaventi
Jim Garaventi
John Garner
Michael Handa
Robert Heaney
Stuart Holbrook
Peter Laybourn
Vincent P. Maiolino Jr.
Efi Melista
Bernard Morrissey
Robert Mullins
Tamara Mullins
Dianne Peretti
Robert Peretti
Dianne Sapra

Varun Sapra
Karl Schneider
Chris Shaw
David Varsano
Lee Wareham
Andrew Wong

By the Numbers

Primary members: 2113

Affiliate members: 1090

Total members: 3203

2021 Board of Directors

President: Nick Shanny
president@porschenet.com

VP Driving: Jerome Gangitano
driving@porschenet.com

VP Administration: Lisa Burke
admin@porschenet.com

VP Communications: Luis Rivera
communications@porschenet.com

Treasurer: Kristin Larson
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: Ricardo Diaz
rico94498@gmail.com

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 Chair: Adam Schwartz
trackchair@porschenet.com

DE Registration: Stan Corbett
tcreg@porschenet.com

Sim Racing Chair: [Robert Galejs](#)

Zone 1 Sim Racing Coordinators: [Bob Moore](#), Anker Berg-Sonne

Gimmick Rally Co-Chairs: [Lisa Burke](#), [Anker Berg-Sonne](#)

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



Boxster