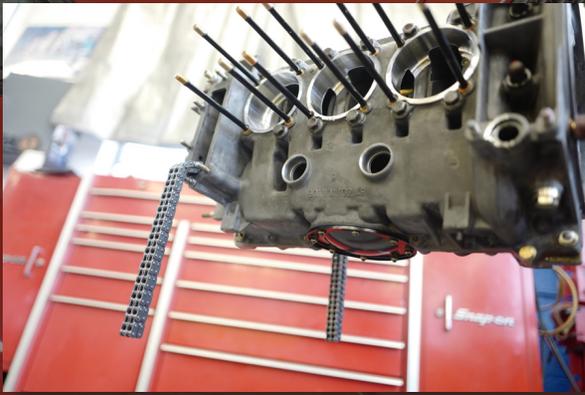


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Features

- 8 Come Ramble with Us**
- 20 NER Concours d'Elegance**
- 38 2021 AutoX Driving Season**

In this Issue

Columns

The Long & Winding Road	14
Four Speeds & Drum Brakes	18
NER Concours	20
DE program 2021.....	23
The Line	26
Squiggly Lines.....	28
Hello PCA Crew!	30
Up to Speed!	31
A Typical Sim Racing Week.....	32
The New Year	35
2021 AutoX Driving Season	38
Minutes of the Board	40

Promotions

Come Ramble With Us.....	8
2021 Devens Autocross Schedule.....	39

Departments

Editor's Corner	5
Front and Back Covers	5
NER Event Calendar	6
New members as of March 1st 2021	42
Anniversaries	44
By the Numbers	46
2021 Board of Directors	47
Committee Chairs.....	47

Advertisers

European Performance Engineering (EPE)	2
South Shore Autoworks	4
Assabet Advisors	7
Skinner Auctioneers and Appraisers.....	17
Kachel Motor Company (KMC)	22
VR Motion Labs	29
Autobahn Performance	39

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Editor's Corner

by: Anker Berg-Sonne

There's a whiff of spring in the air as I write this on March 3rd. My wife and I just got vaccinated against COVID, and we have the vast majority of our planning for the 2021 NER season complete and documented in this print edition of the NOR'EASTER. So we are approaching the end of the long, dark COVID tunnel.

The print NOR'EASTER is our premier issue that reaches all primary members of the Northeast Region. For those members who do not have valid email addresses in our membership database, and for those of you who have opted out of receiving emails from us, and do not access the NOR'EASTER through our web site, Porschenet.com, this is the only issue that you will receive. We hope it will entice you to register an email address in your PCA.org membership profile, check our web site on a regular basis, follow us on social media, and last, but not least, decide to participate in our many and varied member activities listed in the calendar.

We hope you and your loved ones made it through the COVID pandemic safe and sound, and look forward to seeing you at one or more of our 2021 events.

Your NOR'EASTER team
Anker Berg-Sonne & Larry Levin

Front and Back Covers



Larry Levin ~ August 2020

The NOR'EASTER



Larry Levin ~ June 2020

NER Event Calendar

Signature

April 30 - May 2	NER Ramble 2021
August 31	4th Annual Summer Party
October 2	2021 NER Concours d'Elegance at The Elms, Newport
October 10	Porsche on the Mountain at Palmer Motorsports Park

Driver Education

April 24	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 24-26	2021 DE Season Finale at Palmer Motorsports Park
October 30-31	NCR DE at NHMS

Autocross

April 24	NCR - Autocross Event #1
May 8	NER - Autocross #1
May 16	NCR - Autocross Event #2
June 19	NCR - Autocross Event #3
June 20	NER - Autocross #2
July 24	NER - Autocross #3
July 31	NCR - Autocross Event #4
August 15	NER - Autocross Special Event
September 4	NER - Autocross #4
September 11-12	Zone 1 - Autocross Event
September 25	NCR - Autocross Event #5
October 23	NER - Autocross #5

Recurring

Tuesdays 8 PM	NER Sim Racing League, check NER Sim Racing Facebook Group for updates
Several days weekly	Zone 1 Sim Racing
Saturdays 8:30 AM	Cape Cod Porsche Gruppe Cars & Coffee, weather permitting

Social

March 21	SoBo Cars & Coffee at Audrain Park Place - Portsmouth, RI
April 11	SoBo Cars & Coffee at Moose Cafe Tiverton
April 25	Cars & Coffee - Northborough, MA
May 16	Cars & Coffee - Northborough, MA
June 6	Cars & Coffee - Northborough, MA
June 13	SoBo at Sweet Berry Farm - Middletown, RI
July 11	Cars & Coffee - Northborough, MA
July 18	SoBo at Sweet Berry Farm - Middletown, RI

August 8	Cars & Coffee - Northborough, MA
August 15	SoBo at Sweet Berry Farm - Middletown, RI
August 29	Cars & Coffee - Northborough, MA
September 19	Cars & Coffee - Northborough, MA
September 19	SoBo at Sweet Berry Farm - Middletown, RI
October 9	Cars & Coffee - Northborough, MA *Food Drive to benefit the Veterans Inc Food Bank*
October 17	SoBo at Sweet Berry Farm - Middletown, RI



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Come Ramble With Us In Bretton Woods, NH

April 30 - May 2

Dennis & Carol Friedman, NER Ramblemeisters

What is the Northeast Region's Annual Spring Ramble? There are a number of ways to answer this question. One could start by saying that with 371 people attending in 2019, it's the largest single event run by NER, and one of the largest regional events in PCA. You could also simply say it's the very best way to start the driving season! But is it a driving event or a social one? Frankly, it's a delightful combination of both, that includes 150+ Porsches, good friends, good food and a weekend at a top-notch resort hotel. Most attendees arrive Friday

to begin their social and partying activities before the serious driving commences on Saturday morning, but typically, about 50 people choose to arrive on Thursday to spend more time with their Ramble friends.

While many Ramblers have been enjoying this event for 10, 20, and a few for 30 years, each year our ranks swell by 40-50 first-timers. The passion for the event is underscored by the fact that we get over 100 signing up within days of registration opening in mid-January. For 2021, registration will be limited to 269 people since we will enforce strict social distancing guidelines.

The New England Ramble has traveled a long way from a Saturday drive for about 20 Porsches way back in 1985. That first Ramble was hosted at the Queechee Inn, an historic Vermont country inn with 24 rooms. As the event has grown in size and length, we've visited lovely resorts in Massachusetts, Maine, New Hampshire, Vermont, and New York. We've outgrown properties like The Red Lion Inn, The Wolfeboro Inn, Cranwell, The Woodstock Inn, The Black Point Inn,

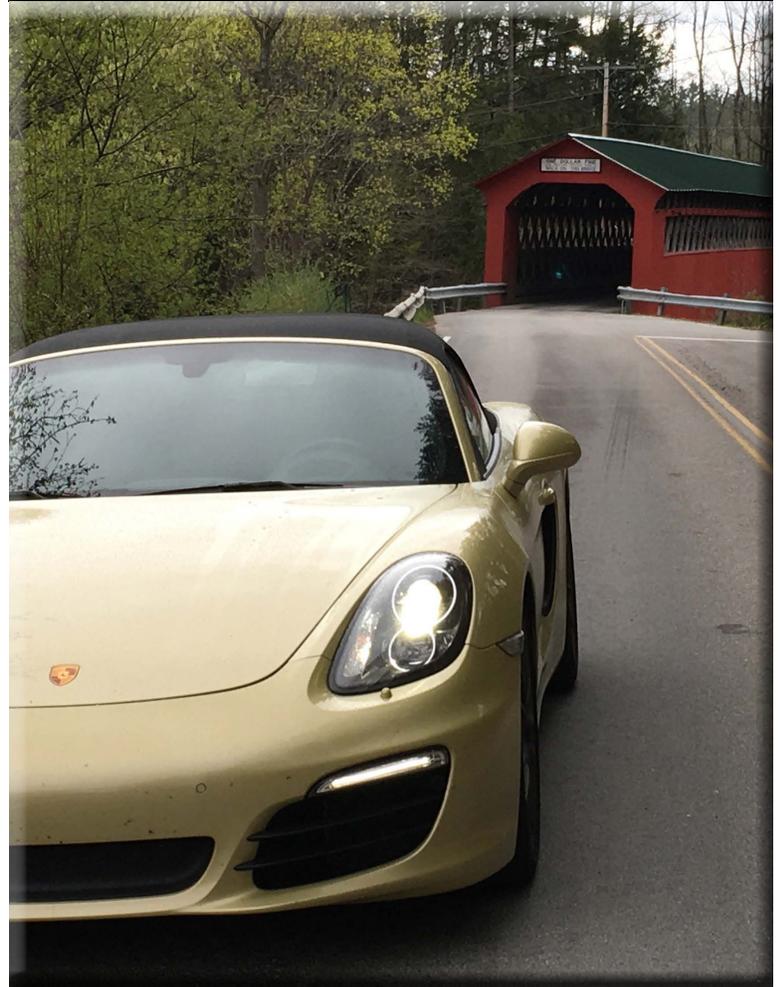
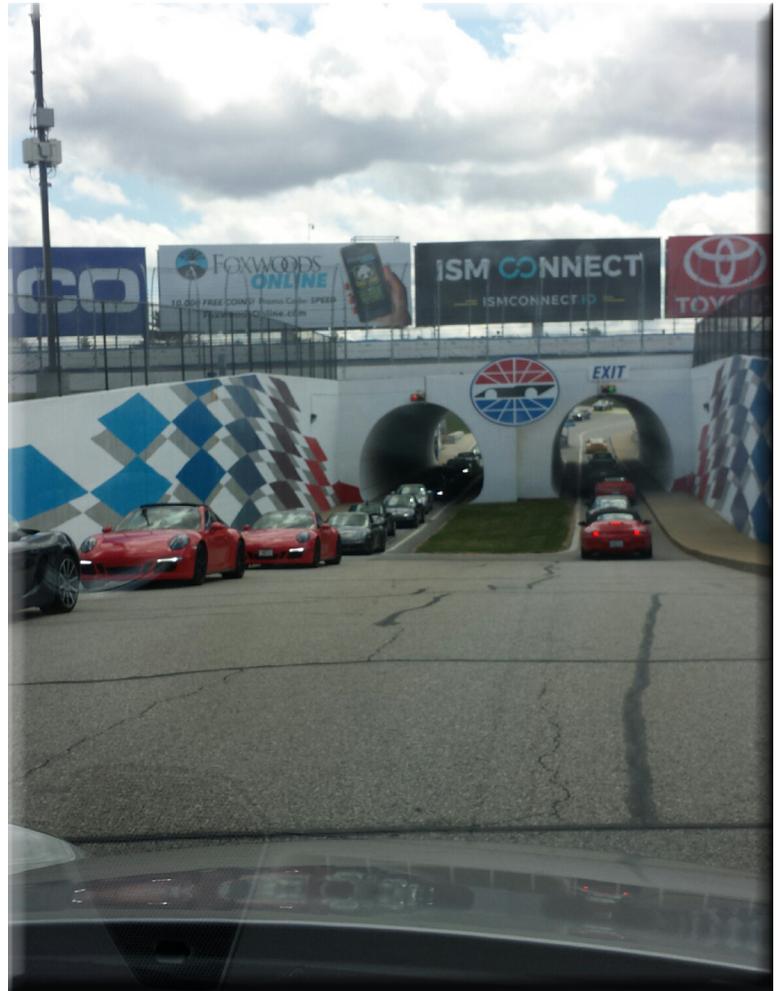


and The Wequasset Inn. However, we've recently managed to find new locations like Cliff House Maine and the Chatham Bars Inn, joining old favorites like The Equinox, The Sagamore Inn, The Samoset Resort, The Otesaga Resort, and the Omni Mt. Washington Resort.

Our Overall Event Sponsor for nearly 20 years has been European Performance Engineering in Natick, MA, and 4 years ago we were able to upgrade our Friday night Welcome Reception by adding a new sponsor, Porsche of Warwick. On Saturday morning, everyone registers, enjoys continental breakfast, and then attends the mandatory drivers and passengers safety and route briefing, after which drivers hit the road. This year we'll actually be registering and enjoying breakfast in 2 groups, the early group from 7:00-9:00 a.m. and the late group from 8:00-10:00 a.m. This arrangement enables us to stagger our start times and lunch arrivals in order to decrease the numbers congregating throughout the event.

Approximately 3 hours of enjoyable motoring along scenic highways and byways ends at our buffet lunch location. After some time to refuel and refresh both bodies and minds, and comparing notes about the morning drive with other participants, people embark from our lunch stop on another roughly 3 hour jaunt along lovely, serpentine roads. Attendees also have the option to return to our host hotel sooner to begin partying, get a massage, hike, shop, or whatever, by simply taking the more direct route that will also be provided. Another accommodation in recognition of pandemic concerns, this year we're offering attendees the option to order a box lunch in lieu of partaking of the socially distanced served buffet.

Given all the time that's spent on the route planning, I hate to say it, but there are some people who don't spend much time on the route at all. They've come to enjoy a getaway at a lovely resort with their Ramble friends. Others just partake of the morning tour, and tarry around their lunch table chatting with new and old friends although that may not happen much this year depending upon the status of the pandemic. During our last gathering down on the Cape, I'm told it also had something to do with multiple portions of delicious chocolate cake, or maybe it was the clam chowder or lobster sliders! Frankly, it warms my heart to see so many old and budding friendships occurring before my eyes. I think of it as a family reunion, but this extended family is connected by automotive passion rather than a blood relationship.





Saturday evening cocktails and hors d'oeuvres will be served at your socially distanced table, followed by a plated dinner, and more safe socializing during and after the meal. With so many attendees, we pretty much take over the property, so it's easy to bump into other Ramblers – even if their appearance is different than usual behind a mask. And for the few non-PCA'ers around, perhaps they'll get the urge to buy a Porsche so they can become Ramblers themselves.

Sunday morning offers up a full, hot, served buffet breakfast, after which people are on their own again to head home, or stay longer and enjoy the charms that the White Mountains have to offer. For several years now, we've had about 50 people start their Ramblin' on Thursday, and we've also begun to see a dozen or more people staying over Sunday night to stretch out their enjoyment.

NER offers lots of ways to enjoy your Porsche. The Ramble is a navigational, directions-based tour that is designed to be enjoyed while driving at the posted speed limit. We insist that everyone follows all the laws and regulations pertaining to the public roadways we'll be traveling. Traversing many narrow, 2-lane roads, we need to give pedestrians and bicyclers a wide berth. If someone has the urge to exercise their Porsche more energetically, that need can be pursued at one of the many Driver Education or Autocross events hosted by our region or other chapters of PCA. Imprudent or dangerous driving behavior is not tolerated during the Ramble.

Let me share an anecdote. My wife and I took over chairing this wonderful event in 2017, and had more than a little apprehension about meeting attendee's and NER's expectations upon taking over from Bruce Hauben who had served as the Ramblemeister for 15 years. To add to my stress level, Greg Halverson had flown in from National to check out how we ran our event as they were restructuring tour guidelines. Upon arriving at the Saratoga Auto Museum for lunch, several people came up to me and inquired if I knew why a couple of Porsches had been pulled over by a State Trooper. My heart sank as I had visions of living in infamy as the guy who screwed up the Ramble. As each new group arrived, I anxiously inquired about the incident. Finally the alleged offenders arrived, and shared the following story. Apparently, a group of Corvettes had been "terrorizing" the sleepy hamlets on a part of our tour the past 2 weekends, so the Staties were out in force. The 2 Porsches who were pulled over didn't know what



they had done since they were rambling along in the middle of 8 or 9 other cars, none of whom had been detained. When they rolled down their windows, the State Trooper explained that after seeing 100 Porsches drive courteously by, he was wondering what was going on! I suppose it's "no harm, no foul", but it didn't do my digestion any good until I heard the explanation.

2021 will mark a milestone of our own - our 35th New England Ramble (coming one year later than we had anticipated due to last year's cancellation). This year, Ramblers gather together from April 30 thru May 2 at The Omni Mount Washington Resort in Bretton Woods, NH. While we have to limit registrations and attendance this year due to pandemic-related social distancing requirements, there may still be some room available.

All the details are available on the NER website, and registration can be completed at www.clubregistration.net.

As an indication of people's attachment to this event, just after Labor Day I typically start getting an email every week or so asking when registration will open. We're all looking forward to sharing another memorable weekend of Porsche-worthy roads with good friends, and enjoying good food and drinks together. Perhaps you've heard - It's all about the people!







The Long & Winding Road

- Bill Seymour, NER Past President



Recently a few people have asked me for advice about what would be a good car for Driver Ed events. I claim no unique knowledge in this regard but I do have some history and perhaps my experience, including why I chose what I did, will help others. So if you have no interest in DE, skip this and go read Tom Tate's column which I'm sure will be as good as it always is. You might also want to turn the page (and for this issue that can be literally, not virtually, done) if you are a very experienced DE'er – unless you want to see what I say and then tell me I'm wrong. I will place in ***bold italics*** some lessons I learned that might be of interest.

My serious DE journey began in 2009 when I bought a 2007 Base Cayman. Prior to that I had done a few DE's with a 1995 BMW 540. (Which went much better than one might expect – particularly when Mark Schnoerr was

my instructor – but would go through a complete set of brake pads in a weekend.) The Cayman got four years of pretty hard exercise as it was dual driven by me and my daughter. The only modifications were the ***X51 oil baffle, a GT3 brake master cylinder (otherwise brakes got mushy), racing brake pads and Nitto tires (nowadays the fancy 200 treadwear tires like Bridgestone RE71R are even stickier)***. The car was totally bulletproof including once doing two hours straight when the blue (me) and yellow/green (Nora) groups were back-to-back-to-back-to-back to accommodate the higher run group's enduro. There were no oil starvation issues and the subsequent owner had no issues either.

I traded up to a 2010 Cayman S (from 240 to 320 hp) in 2013. Why? Well, I was worried about the oil starvation and the new DFI engines claimed to remove this worry.

But really I wanted the extra power! At Watkins Glen the added power made a difference but at NHMS, for example, I was only about a second faster (***so don't ignore a low cost Base Cayman or Boxster***). In addition I put Bilstein PSS9 coilovers on it. I was amazed at how much better the car felt in normal driving (why Porsche would not have something like this stock is a disgrace) but ***it did not noticeably lower lap times***. The limitation was having no negative camber in the front and very intrusive traction control. I have driven Caymans with these issues addressed and it is transformative (***and the traction control can be***



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simply cured by putting in a switch to defeat the yaw sensor). Around this time I was starting endurance racing (Lemons and Chump Car) with a Miata. While the Cayman would bury the Miata on any track, the gutted, caged, harnessed, noisy, rattily, no traction control, no ABS experience was so much more fun. Unwilling to turn my street Cayman into a race car I decided to add a dedicated track car to the fleet.

I had the opportunity to buy a caged and supercharged Miata (maybe 160hp in a 2,100 lb car) with a hardtop. Note that the hardtop is important as I could then put this on an *open aluminum trailer* – total car/trailer weight of ~3,500 pounds – and pull it with the *family mini-van*. The Miata was slower than the Cayman at a big track like WGI but had the same pace at Thompson – and I think would have gone faster with some suspension/tire tuning. It was fun to drive and, again, there is something that is very satisfying about having a car that is track only. But it broke.

Dave Berman and I had often discussed what we thought would be an ideal DE car and shared the opinion that a 2,000 lb car with 200hp would be the most fun: quick enough acceleration (this would be about the same power to weight ratio as the Cayman S although would not match the top speed) and nimble handling. So when Dave found a 914-6 race car at a good price and offered co-ownership I jumped at it. And actually it had 245hp at the rear wheels – a beast! Well, too much of a beast in fact. It really was quick but was plagued with issues and very difficult to drive. The seating position was very awkward, unpowered steering and fat slicks required all my strength to



Two are good for DE

turn the wheel and the shifting was impossible. A good concept but the execution, for me, wasn't there and we parted company.

Fortunately for me our endurance team was willing to let me use the team car for DE's since everyone else had a DE car. This was a BMW E30 upgraded from 2.5 to a 3.0 liter race engine and had 235hp in a 2,300 lb car (sound familiar?). Again, no ABS, no nannies and a lot of fun to drive. Since the car was used for an endurance racing series which mandated 200 treadwear street tires, it was not on R compounds. *You can go faster on race tires but it's actually more fun (and better driver training) to*

run on tires that can tolerate greater slip angles. The brakes were never quite what they should've been and it was a relatively unsophisticated suspension so I was only about as fast as in the Cayman S. But, again, it was very involving and forgiving so a blast to drive.

But I wanted to have my own DE car and decided to go



down a very different path: a Spec Racer Ford. Being familiar with low power, low weight cars via my Lotus 7 ownership and having done some Skip Barber schools in a low power formula cars I knew how much fun it would to drive what was essentially a big go-kart. PCA DE rules require closed wheel cars so a sports racer, purpose built race car was a good answer. Spec Racer Fords are inexpensive (both to buy and to run) and a commodity with easy resale when it's time to get out. I bought a Generation 2 SRF and ran it in 2019 then had it converted to Gen 3 for 2020. The conversion increased horsepower from 105 to 130 (in a 1350 lb car) and made the difference from a lot of point-by's to relatively few when driving in the Red run group (particularly on short tracks like Thompson). Note that with this car I required a closed trailer and this provokes a few observations. A closed trailer is nice in many ways but makes **tying the car down quite a chore for creaky old gentlemen**. And whereas a Honda Odyssey had no trouble pulling an open trailer with total weight of 3,500 lb at highway speeds, **a Honda Pilot with the same engine struggles to pull 4,500 with the added drag of the closed trailer**.

So what is a good DE car? I guess my advice for would

be DE folks is to start with whatever Porsche you have (they are all track competent) and see if you get bitten by the bug. If you wish to advance past that then do you work with your street car or do you get a track only car (which requires a trailer and tow vehicle, the space to store these, etc.)? ***(If you are bitten hard you are eventually going to get a track only vehicle so why mess around?)***

I conclude my ramblings by reporting on the answers of the JB race team members to the question of “what is a good track only DE car?” There was remarkable agreement. Staying in the Porsche world a Cayman was the consistent choice (and a Boxster is, of course, basically the same). Getting a 2009 or later with the DFI engine was recommended. I would also throw in a Spec Boxster or a Spec 996 (I have no experience with this but Rennlist folks like them). But the other heretical unanimous suggestions was a Miata – learn to drive in a no-nanny, basic momentum car and it will be great training for whatever you later migrate to. ***(And you can always find a decent track ready Spec Miata – not competitive for Spec Miata but fine for DE – for under \$10K.)***





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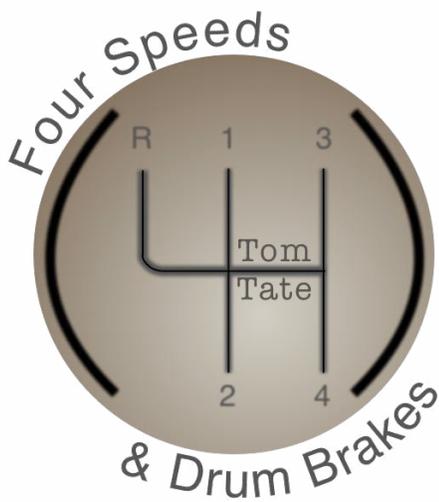
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the Porsche Factory all vehicles manufactured after 2024 will be electric. What? Electric? The end is near.

I guess it's time to get our ducks in a row. I remember being asked to give a "market talk" at a PCA Annual Dinner. The prices on Speedsters and open Porsches had begun to rise above their price when new and we were all shaking our heads in disbelief. I gave some current sales results on used cars as I was still at a Porsche – Audi dealership and told the audience that it was time to find their dream car and put in their garage. If they didn't do it soon they might not get a chance because of rising prices. Everyone laughed and said the prices would never stick. That Annual Dinner was in 1978.

Value Value Value – Where is it?

I think it may be a sign of old age but, like many, I have been looking at the relative value of things and I just can't seem to make some numbers work for me. I understand some but not others. I'm not talking about bread that used to be 10 cents or milk that was \$1 a gallon back in "the old days". I'm talking about the value of today's cars.

I understand supply and demand, I'm in that business in the equity market. I understand marketing and how various manufacturers wish to place their products in the market place but I struggle with the value of cars after they're in the hands of the driving public.

Back in the day (see bread/milk above) a new Porsche 356 coupe was \$4200 when a new Chevy Bel Air was \$2450 so they have always been priced above a "regular" car. The modern day 911, after 70 years, certainly warrants a similar difference if not more.

The loyal reader will recall that in last column I discussed the 2014 911 C4S that son, Rob, bought and I picked up last Nov. It was \$153k when new, 7 years and 30k miles later it now sold for less than half that number. That is a little better than most cars sold as they normally lose 50% of their value after 4 years. Of course the best part of our favorite car is the fact that after a few years their market value begins to recover. It is Rob's expectation that his new ride, given care and low miles will now begin to appreciate. If it doesn't he still will have a terrific car for half price. I agree with his thinking especially given the announcement that Porsche made this week. According to

If you think that older Porsches have had their day in the sun think again. Air cooled cars are seeing another leg up and the "water pumpers" are now just beginning to follow the rocket to Mars. I'll say it again: Get the Porsche that you've always wanted if you don't already have it. Even if I'm wrong you'll have a great time driving it.

That brings me to the part of the value curve that I just don't get, used car prices. I have a grandson in Mass about to get his driver's license, so I went out to the beater market last Fall to find something for him. After all what are Grampa's for? A Volvo V70 popped up in the local Medfield market place for \$2500 so I grabbed it. The Swedish ride wasn't enough to get him to make an appointment ("really Grandpa, a wagon?") so he didn't take the test. I didn't want to walk/plow around it all winter so I flipped for a short profit (don't trouble the IRS with this information). Winter sets in, he's stuck in his apt and is now more motivated so I open the Marketplace app again and there's another Volvo V70 for sale.



This car has 164k miles, front wheel drive, everything works, tires are good, great leather interior with no rips or tears and it's solid as any new Volvo. At \$2k this car is less than a set of tires on the C4S above. How can these prices be explained? Grandson did seem to object to the last "Grampa car" I offered so I did upmarket this to an Audi with a few logos I had hanging around. I'll just tell him it's an Audi wagon. A couple of PCA stickers and it's ready to go !

This ride will actually be a lot cheaper to operate than a more expensive car since it won't need collision insurance. Why pay \$1200 a year to insure a \$2k car? Just fire and theft coverage (about \$37) so if it burns up or disappears he'll have money for another one. If he crashes it, which he probably will, just pull out the fender and keep driving or sell it for parts. Sales tax will be the price of lunch. Excise tax will be less than \$50 per year.

The driving appointment is still a few weeks away so I've been driving this wagon to the train station and the dump

and I'm getting attached to it. Well, maybe I'm just getting attached to the value in it. It's a great ride. OK, 0-60 is around 12 sec, steering has zero feel to it, it has the body roll of a Checker Cab and the brakes require a little planning, but hey, it's a Grampa car and it was only \$2k.

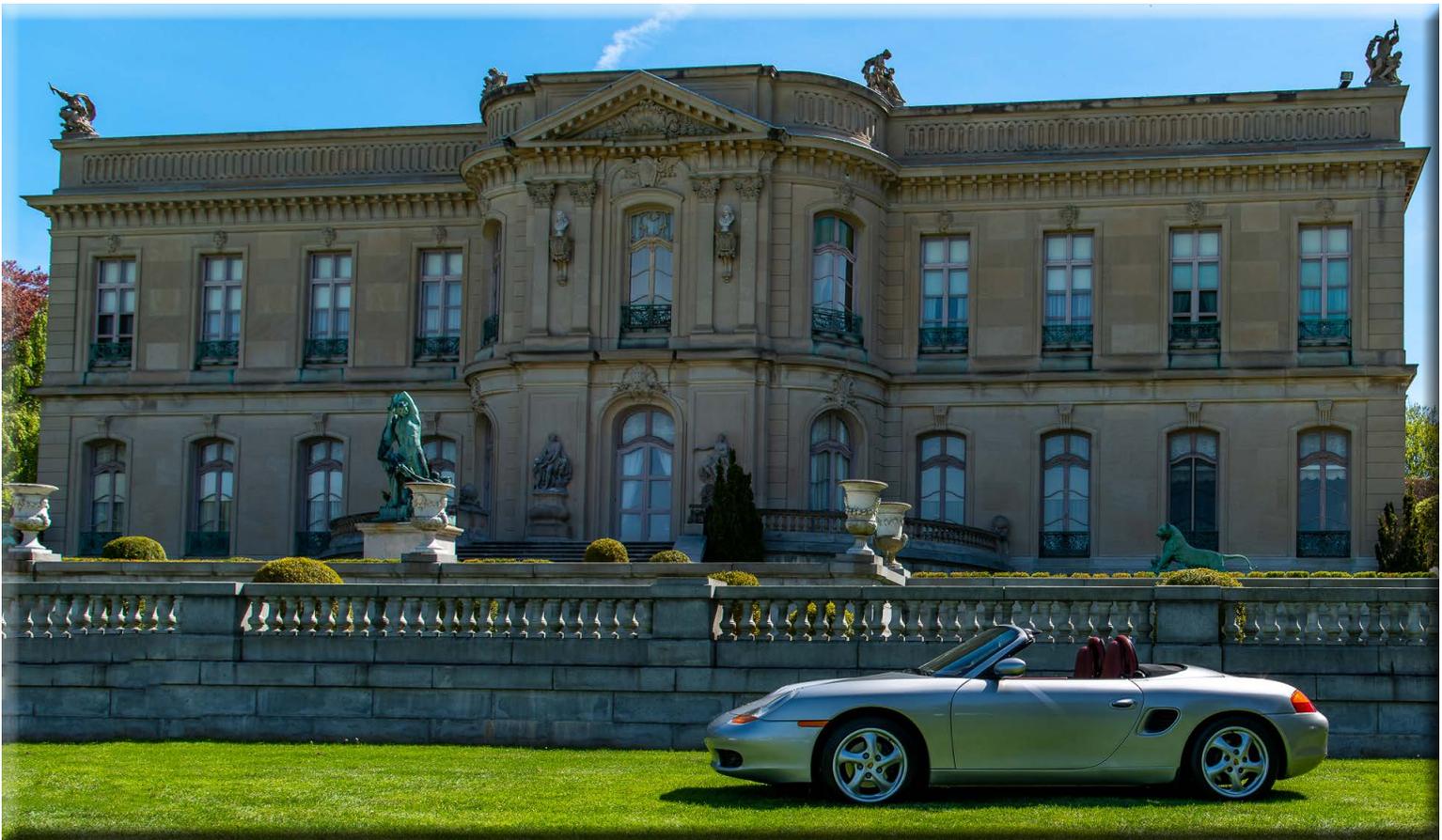
These cars and others like Toyotas, Nissans and Hondas are everywhere for short money, actually tire money. How can that be? Either the price of new cars are way too high or the prices on old cars are way too low.

I know we all like new and shiny with all the 2021 features but really at \$2k how can I complain on the 6 mile trip to the train station. Maybe I'll settle for old and shiny with the vintage rides in the garage and call it a day. But then there's that C4S in the garage just waiting for Spring.

Tough questions.

KTF





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

David E Melchar, NER Concours Chair

photos by: Larry Levin

The NER Concours is scheduled to be held this year in Newport, Rhode Island, on Saturday, October 2. The Concours will be during 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.

Advanced Concours entrant registration is recommended. Registration is scheduled to open 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

by: Adam D Schwartz, DE Chair
photos by: Richard Viard

Speeding away from 2020, its almost just a blur in my rearview mirror. Heading into turn 1, I suppose I shouldn't really even be looking at the mirror at all, and purely need to be thinking about what's coming up ahead. 2021 has started and brings with it a whole new set of challenges. Last year I promised we would get on track, and I kept my word. The 2020 season got off to a slow start, but it wasn't half bad despite everything. My hopes for 2021 include getting everyone back on track again, with instructors as needed. I know that last year many of you only got a few opportunities to be on track due to limited instruction. Let's see what we can do about that for this year. Hopefully everyone will get a little extra track time and we can all end the 2021 season with smiles on our faces.

Registration for our events will open on March 1st, with a few exceptions. Keep an eye on our web page for full details as things may need to change as the season goes on. See our web page at; <https://porschenet.com/activities/driver-education/>

What does the 2021 season have in store?

We typically have a ground school at HMS motorsports in February. With this covid world we live in, that obviously wasn't possible. So, we came up with a great new idea. The 2021 Ground School will be held April 24th 9:30 AM at Palmer Motorsports Park. That's right, we will have our ground school at the track. Let's think of the event

as a grand cars and coffee. We will provide the donuts and coffee in the morning, courtesy of Dave Peterman and Panera Bread. We will then have a classroom session to be held outside. HMS will be on-site to provide an education around safety equipment and what you need to be fully prepared for a season of DE. The track committee will give a talk about what DE has to offer, and what to expect. And this is something new! After the classroom session ends, the track goes hot. We will be running parade laps at low speed. All you folks who have never been on track, come down to learn about what DE is all about! No preparation is required, just register for the event on our web site and then come down and have a great time. After the parade laps we will then serve a Pizza lunch courtesy of HMS Motorsports. And don't forget to thank our friends at Palmer Motorsports park for helping us make this happen. Don't miss this event!

We are still living in a Covid world. I hope things will get better, and many of our members will get vaccinated. With that said, we are going to need to take a little bit of a wait-and-see approach with some aspects of this season. Like last year, it may end up a test of everyone's patience. We will have no social events, track side for at least the first half of the season. My hopes are that by August at Watkins Glen, we may be able to open that up a little. Again, we need to wait and see what is allowable. No matter what, we will be running safe and fun events that comply with local and club Covid policies.

May 28, 29 & 30th at Thompson Speedway; In the past this was our Novice event- with an extra focus on our new to DE members. For 2021 we will move the Novice event to Palmer. Thompson will be open to all drivers depending on state guidelines. Being that its earlier in the season (and not in Massachusetts) we will 100% be guided by the rules. As the season presses on my hopes are that we will all get our vaccines, and the covid numbers will go down.

June 11, 12, & 13th at Palmer Motorsports Park; This will be our Novice event at Palmer Motorsports park. This event will be focused on our Novice drivers, but drivers of every level are invited. We will include some special instructions when we get closer to this event.

July 2, 3, & 4th at Mont-Tremblant; Fingers are crossed on this one. As we all know the border between the US and Canada is still closed. We have the date, and the track would love to welcome us back. Justin Trudeau just said today that he will consider easing border restrictions as the vaccine numbers go up. Let's keep positive thoughts, and hope for getting back to Tremblant. One of my favorite tracks! This event will be open to all drivers.

August 13, 14 & 15th at Watkins Glen; This is our signature event and last year was just fantastic. Up state NY is just so beautiful in August. And if you have never been to the Glen, it's an experience that is absolutely worth the effort to get out there. Please come and help us make this year another wonderful and successful event. This event will be open to all drivers.

September 24, 25 & 26th at Palmer Motorsports Park;

What is a better way to round out the season, then another 3 days at Palmer. The season will fly by, and before we know it we will be at our last event of the season. I am hoping that we will be able have a beer and wine social followed by a track side dinner for all. This event will be open to all levels of drivers.

Some have asked... Why no Calabogie this year? Well, from a planning perspective that event takes the most effort, and has the smallest turn out. And any event in Canada right now is at risk of not being able to happen. I decided that we should skip this event for 2021. We will bring it back when things ease up.

Now, something else to keep in mind! Our brothers and sisters over at NCR have a season of events planned too. I hope to see you all at every single NER and NCR event in 2021.

But just remember one thing. Be flexible and keep your eye on our website as we will need to be nimble and adjust to changes that may occur.

2021 NER & NCR Driver Education Schedule

April 24 - Sat - DE Ground School @ Palmer (NER/NCR)

May 3, 4 - Mon, Tue - Lime Rock Park (NCR)

May 28, 29, 30 - Fri, Sat, Sun - Thompson (NER)

June 11, 12, 13 - Fri, Sat, Sun - Palmer (NER)

July 2, 3, 4 - Fri, Sat, Sun - Mont-Tremblant (NER)

July 16, 17, 18 - Fri, Sat, Sun - Tamworth (NCR)

August 13, 14, 15 - Fri, Sat, Sun - Watkins Glen (NER)

September 10, 11, 12 - Fri, Sat, Sun - Tamworth (NCR)

Sept 24, 25, 26 - Fri, Sat, Sun - Palmer (NER)

Oct 30,31 - Sat, Sun - NHMS (NCR)

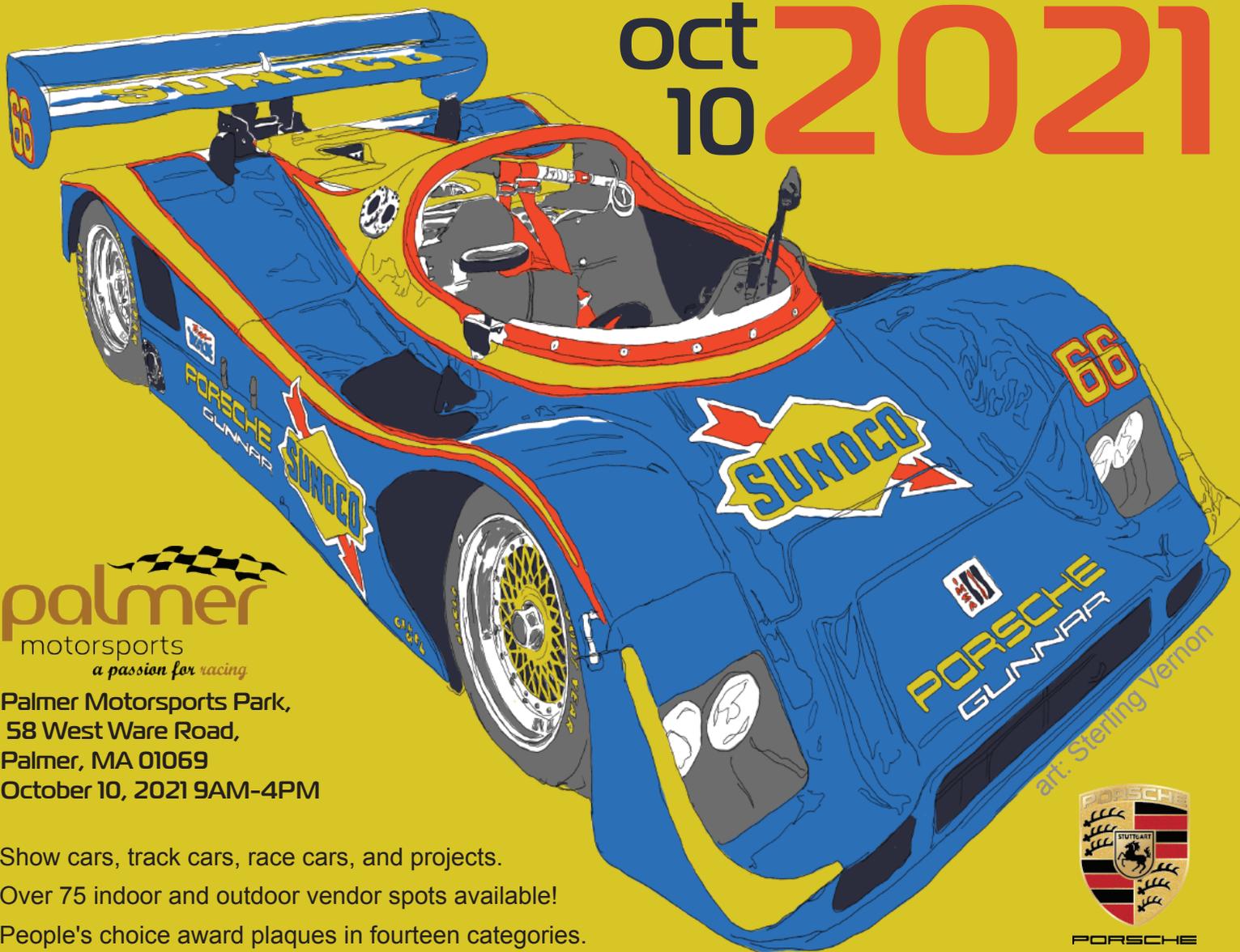


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The Line

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“Freshly Detailed”

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

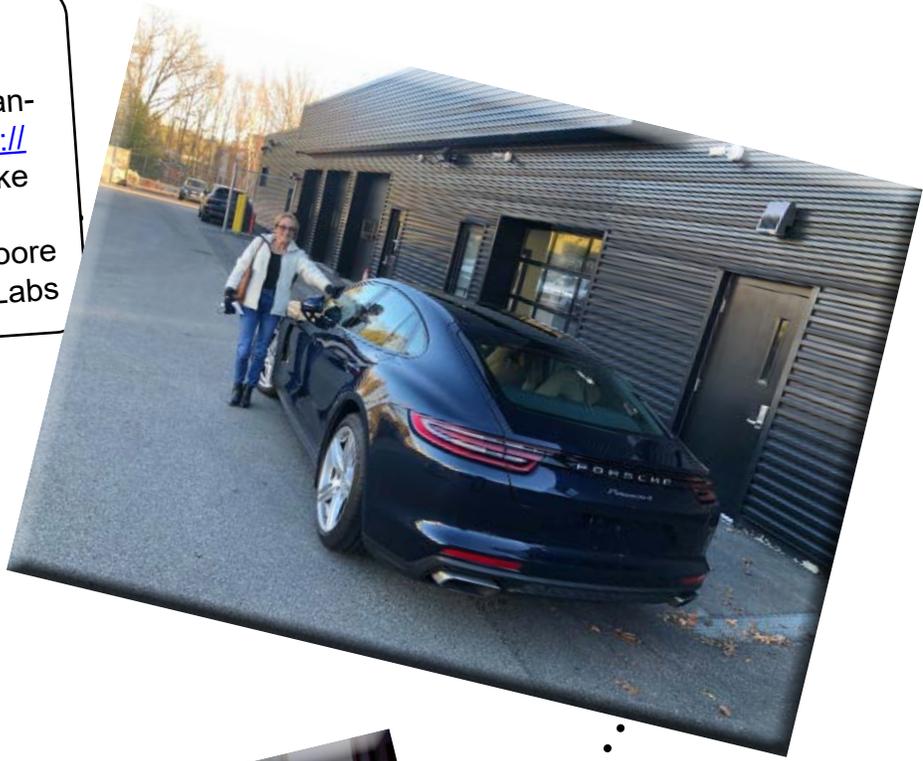
Steve Roche



“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 Musuem’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





Squiggly Lines

Nick Shanny, NER President

Crashing during a race is never a good thing, but before I delve into that story, first news about the club.

2021 finds the club in good shape. We weathered 2020 remarkably well and 2021 is looking to be largely back to normal. Our core driving events remain strong, and we are looking forward to hosting our main social events once again, including the ramble and gala. Our Sim racing programs are growing in popularity with weekly races across many different tracks. Please check out our web site to see our schedule of upcoming events.

Every year a club called PBOC holds a January event at Sebring. It is a five-day event combining racing with DE, so remarkably like PCA Club Racing. The marquee event is the 6-hour mixed-class endurance race, which combines both daytime and nighttime driving. The length of the race also required that you have at least one co-driver, possibly more. I had been working with Patrick Gallagher, a pro driving coach, and asked him to share the car with me.

The night before the race had a two-hour nighttime practice scheduled. This was essential as I had only been to Sebring once before and had never driven the track at night. It would have been helpful to have several of the daytime sprint races occur before the endurance race, but that was not the case. Patrick drove the first 30 minutes of the practice session to ensure the car was setup correctly. Sebring is rough on cars and drivers given the large number of “bumps” throughout the course. There were no issues with the setup, so I jumped in and drove for another 30 minutes getting used to the car, the traffic, and the track. The sun was setting so I had a taste of the track as darkness set in and felt that this was something that I could manage. We parked the car for the night and got ready for the next day.

The next day consisted of qualifying and then the race. I asked Patrick to qualify as I wanted us to have the best chance of being on pole within our class. My pace put us mid-pack at best. I simply did not have enough time at this track nor the skill to put us anywhere near the front of the pack. Patrick was able to put us first in class, but given the different classes of cars, we were not on pole.

Fuel strategy was another concern we had to deal with. We thought we could get an hour between fuel stops, but we were hoping to stretch that to 70 minutes. If we could manage to conserve fuel, we might be able to reduce the number of stops by one. Per the rules, a pit stop was five minutes in length, so saving five minutes during the race was huge.

Patrick started the race. Our plan was for him to run a minimum of 65 minutes with adjustments being made if any full course yellow flags were thrown. It was fun to watch a pro driver go to work. He was able to pull away from the rest of our class by a significant margin, and in fact we asked him to slow his pace down by 3 seconds per lap so we could conserve fuel. 40 minutes into his stint he mentioned that the rear tires were starting to lose grip. Our plan all along was to double stint the tires, so this information was noted, but our plan did not change. At the end of his stint, we had a 30 second gap to second place. We fueled, changed drivers, and waited for the requisite 5 minutes to elapse before heading out. Now it was my turn.

In hindsight I wish we had changed tires during that initial stop. I had not really internalized that the rear tires were losing grip. My first lap was getting used to the car, the faster traffic, and getting my brain into race mode. By the end of the first lap, I was now starting to push myself to be faster. Between turn 10 and 13 you should be flat

out in a series of two left hand turns and then a right hander leading into turn 13. Not thinking about reduced rear end grip, I went into turn 12 flat out. Suddenly my rear tires lost grip and I was starting to spin. By the time I reacted it was too late. The car slid down the track and into the dirt, eventually hitting the Armco, starting with front bumper, and ending with the rear. Dirt and dust were everywhere and then it was quiet. As the dust settled, I was on the radio letting my team know that I had crashed, the race was over for us, and I was fine. The safety teams were there in less than 30 seconds and went about getting me out of the car, checking me over, and returning me and the car back to our trailer.

I was so embarrassed. Two laps into my stint and I crashed. I could not even claim to be racing against another car. What had happened? Thank goodness for in-car video. Using the video, we were able to piece together what had happened. I was hoping to find a nice and simple mistake, easily identified, and corrected. Alas, that was not to be the case. There was no single thing that I did to cause the car to lose grip. Simply put, the rear end lost traction and I reacted too slowly to catch it. I did all the right things but probably ½ second too late.

When a mid-engine car starts to come around you have a short amount of time to catch it. It was obvious to me that my feel for the car losing grip was slow and my butt sensor needing work.

The damage to the car was minimal. Two bumpers, a couple of radiators, and she will be back up and running. The damage to my confidence will take a while to rebuild. The crash itself does not bother me. The fact that I was slow to react to what the car was doing has burrowed into my brain and taken up residence. I find myself tentative and unable to push the car and myself to where I used to be. Unfortunately, that is just going to take time.



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Hello PCA Crew!

Luis Rivera, VP Communications

I shared with you in my last rant, that the gentleman who sold me the 944 told me to “be careful of the addiction.” “What’s this guy talkin’ about?” I asked myself. THIS is the Porsche I wanted so how could I want anything else? Already having two cars and living in Quincy at the time, (where parking was tight), my girlfriend was more than cool with it...She has even come to love the 944.

I’ve always loved Porsches and I’ve had several, non P-Car two seater coupes - they are SO fun, and that’s the main reason we (enthusiasts) own one... or a couple..., or if you know Sterling, a small fleet of them.

The middle aged mom in me, has also owned a couple SUVs, and I am impartial to these “blaaah” of a drive vehicles. My sensible partner in crime on the other hand, has always loved SUVs, and while she initially was impartial to Porsches or my obsession with cars, she has finally come to appreciate these - and even more when we test drove a Cayenne S recently....You can see where this story is going....

Currently ,we have come to a crossroads. We now have a

barn for the cars that came with a house and moved out of the city. We need to lug things from the hardware store, need more space for our riding gear, snowboards and skis, are planning on getting a German Shepard, and living in a right to farm community, will also need space for hay bales, a goat or cow, a few chickens and whatever the hell else will fit in a car, or an SUV...or...a Cayenne S :)

The 944 is reliable for one job. Fun. When it’s not doing its job, it’s making me curse the heavens and plan for its next upgrade. New clutch and exhaust coming Spring 2021. The 996 (bless her soul) fits a few bundles of wood(two chopsticks worth), one bag of groceries(with beers included) or a couple skateboards. Ok that’s out of the question for hauling a baby goat from the farm.

Lastly, I did some research, and a child seat does fit in the back seat of a 911, but Cheerios and play doh probably wash away easier from the open back seat of a Cayenne.

The long and short is, there seems to be a Porsche for any stage in your life. Do what you want and love what you drive.

Cheers to you Janie!

Luis

PS:Between the time I wrote and submitted this article we found a well cared for 06, Titanium Cayenne





Up to Speed!

Kristin Larson, Treasurer

It's great to be back. After a year hiatus from the Board, I am back as Treasurer. I started on the board initially as Treasurer in 2012-2013, President 2014-2015 and Past President 2016-2019. I thought I would start with a bit of background about myself. I live in Acton with my other half, Dave Berman, our dog Cam and cat Blue. Dave and I have been members of Northeast since 2009 and we dove in headfirst and have been highly active over the last 10+ years with a focus in Drivers Education recently. We have had a few Porsches over the years, starting with a 1983 SC gifted to me by my parents and currently own 3 Porsches; Boxster streetcar, Cayman racecar and 914 racecar.

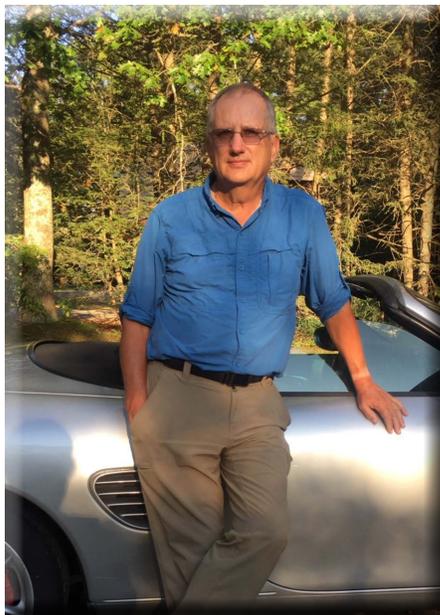
People would ask me, "How did you learn about PCA?" in which I answer, "I am a child of PCA." PCA has been a part of my life from the moment I was born. My parents, Rick and Laurel Townsend, have been driving PCA DE events since 1968 with Golden Gate Region in CA and then transferred to Northern New Jersey Region (NNJR) in 1969 and my Mom is now members of Down East Region as she has retired to Maine. They have both been President and Chief Instructors for more years than I can count. Additionally, my brother Scott is member and instructor within NNJR. I remember my summers as a child going to Pocono, Lime Rock and Watkins Glen riding around on our bicycles and eventually dirt bikes over mounds of dirt and undeveloped areas of the infield. This was also a time in which the club had to bring its own cones and set up the track in, apex and track

out cones. I still remember at the end of an event, we kids would all jump into the NNJR van to pick up the cones. We thought it was exciting as we could ride for 1 lap of the track, only to find out as an adult, the adults were simply exhausted.

This is the time of year people are usually discussing winter projects and prepping for the upcoming year. Dave is working on the cars in the garage with a few projects – I just want a passenger seat back in the Cayman (Dave – hint, hint). I assist whenever he needs me which is infrequent but always willing to help. I have seen most of the calendar for 2021 and it appears to be a great and exciting year ahead. It is impressive the amount of time and effort each and every chair/committee has spent to provide a safe environment for us to participant in the NER events. I thank them all! All their hard work has provided me some level of normalcy in this crazy world.

I am looking forward to 2021 and Dave and I are both looking forward to seeing everyone at the track and other events in the near future.





A Typical Sim Racing Week

Anker Berg-Sonne, Membership Chair

Sim racing is one of a select class of NER activities that can absorb as much of your time as you are prepared to put into it. Other such activities are doing your service, maintaining, and cleaning your Concours car with a Q-tip, as Bill Seymour likes to say. During COVID isolation, such activities are a godsend, saving me from fattening up in front of the TV!

It also has a powerful competitive aspect, plus it is all about your driving skills. As Tom Buckingham, one of my DE instructors likes to say, “anybody can drive fast in a straight line; it is the slow part, corners that require skill to make you fast around the course.”

It is one of the least expensive activities. For the cost of a three-day DE, you can purchase the equipment required to start Sim Racing, and from that point on, it is dirt cheap, unless you decide that you are going to try to make up for lack of skills with money. I don’t know of any hobby that can’t put you in the poorhouse, but in Sim Racing, some of the top racers in the world use starter equipment!

That brings me to the third aspect that makes me love it. Getting good depends on how well you manage the part of your body that is between your ears! You have to understand how to maximize your car’s performance, and you have to control your emotions. When someone is weaving behind your bumper, dying to pass you, the worst thing you can do is to drive harder. It will cause you to start making mistakes that the other driver can exploit. Conversely, if you are the driver dying to pass someone in front of you, the worst thing you can do is to be overly anxious to get by. The most likely outcome is that you take out both cars.

To give you a feel for Sim Racing, I will describe how a typical week unfolds for me during the Zone Group Events, where racers from each PCA Zone compete for the opportunity to compete in the national Zone Challenge Championships in April.

My race week goes from Saturday through Friday. Each week we race at a different track from all over the world. If it is on a racecourse I haven’t driven on before, I start by looking at the track map and track notes to get a feel for it. I don’t spend a lot of time studying the map and notes before jumping in the car. “Jumping in the car” consists of starting several software programs on my game computer. Crewchief is a free program that stimulates a crew chief and spotter over the virtual car radio. He will tell you what your lap and sector times are, warn you when you are driving side by side with another car, calculate how much fuel to take on to complete the race, and occasionally encourage or chastise you. His name is Jim! Another program is SimHub. This program manages a bass shaker strapped under my seat.

The bass shaker and SimHub simulate the rumble of your engine, imperfections in the road, slipping tires, lockups, and accidents. SimHub can even blow air in your face with a fan to give you a sense of speed and to cool you down. Both CrewChief and Simhub use telemetry data supplied by the main program, the iRacing Simulator. After I have started all three, I get into my racing seat and put on my Oculus Quest 2 VR headset, and bring up my PC display in my headset. Then I select the car, track, activity (practice or race), weather, time of day, track condition, and then fire up the simulator. After about 30 seconds, the VR headset puts me into the virtual race car. I can look around and see my virtual body, the cockpit,



the track, buildings, spectators, trees, and other cars in the race. I can fine-tune my car for the conditions and specific track, change downforce, ride height. And lots of other car settings, just like with a real race car. To make life less complicated I can usually select a pre-configured car, and then fine-tune it during practice. These settings are preserved, and you can save them for later retrieval. Back to practicing on a new track: Having settled into the cockpit and selected a setup, I start the car and drive out of the pits.

As I drive, I hear engine noise, tire noise, and rumble from curbs. I get road feel through the steering wheel and vibration from the seat. All that is missing is the G forces. If I spend enough money, I can even get G forces, just like the amusement park rides where actuators tilt the whole rig! I don't. Even without the G forces, the experience is so realistic that I lean my head into the curves and brace myself if I crash into a tire wall.

I have to observe the pit speed limit until I pass the green cones, and if I am in group practice, look out for other drivers as I enter the track. I take it easy the first laps, deliberately braking early, working on establishing a driving line, and becoming familiar with the track. It usually takes me a few laps before I can memorize the track and know what is coming up next. Then I start picking up speed and work on learning the brake points, the turn-ins, apexes, and the run-outs. Unlike the PCA DEs, there are no cones to show you the markers. You have to use signs, curbs, changes in the pavement, trees, fences, and other markers. At the end of the first session, usually between one and two hours long, I am ready to study telemetry data.

Virtual Racing School is a Web service that allows you to compare telemetry data. Even though we are

competitors, we share telemetry data and help each other become better drivers. Most often, I compare my telemetry data with Chris Braun's. I am quite a bit slower than him everywhere, but usually, there are a few places on the track where I am a lot slower. I compare our lines, braking, accelerator application, and steering input. Sometimes I can figure out how to improve, but sometimes I have to ask Chris to show me and explain to me how to tackle that particular segment. He always obliges. If Chris isn't available, I know that any other drivers are more than happy to share how he does it. Sadly "he" is the appropriate term; there are no female sim racers in any of the races right now! We need you, ladies!

Most of my practice is solo. There are plenty of opportunities to join others, but for me, early solo practice is preferable.

Monday, the Zone 1 league has an eDE. The eDE is a practice session led by one of our instructors. After group warmup on the track, we all jump in the instructor's car for a track walk. It is amazing that it is possible to fit 60 drivers into a virtual car, all sitting in the driver's seat! So far, James Huth from Upstate New York has done the track walk. He talks and drives us slowly around the track, telling us exactly what he does and where. Since I know where I have difficulty, I pay a lot of attention when he gets to those sections of the track. Often his approach is different from Chris's, and sometimes it works better for me. Chris brakes late, but James brakes early, and they are both lightning fast. After the slow lap, James usually takes us on a faster lap and then a lap at race speed.

After the track walk, we have some drills. Most often

driving side by side through the whole track in pairs, then passing drills, again in pairs, and finally some practice race starts. After those, we race till the end of the two-hour session. Outside of the drills, the instructors will jump into newcomers' cars to get a feel for their skills and pace to place them in one of our four classes. Challenge class is for beginners, Sports class is for more experienced drivers, Club is for really good drivers, and Pro is for the top tier. Some of them are racing pros in real life!

Wednesday evening we have a practice race. I do a solo practice during the day and join everybody else for an hour's group practice at 7 PM, after which qualifying starts. We do solo qualifying for two or three laps within a 10-minute window. If you exceed track limits or lose control, the lap doesn't count. For beginners, it usually pays off to intentionally qualify at the back of the grid. The drivers at the front of the grid have an advantage in having a clear track ahead of them; those in the mid-pack have the biggest challenges. A crowded track and drivers who qualified poorly trying to improve their position. Loss of control, exceeding track limits, crashes into walls, and collisions are more frequent than in real racing, undoubtedly because life, limb, and wallet aren't at risk. It still behooves drivers to drive defensively and drive within their abilities. The time and position loss incurred in all the situations listed above put you back.

If you crash so badly your car can't limp back to the pits for repair, you have to endure a tow, and you can get black flag penalties for breaking racing rules, usually a pit drive-through, a pit stop-and-go, or a number of seconds,

sometimes minutes, stopped in the pits. It isn't very good to sit there listening to the other drivers lapping you!

We have developed a strong etiquette during our races. You apologize when you do something that hurts a competitor; you help much faster drivers pass you by telling them where and on what side to pass, and you thank drivers for helping you pass. Overly aggressive driving is frowned upon, and you are expected and encouraged to help beginners.

If your initial fuel load can't last through the race, you have to plan a refueling pit stop. There is a lot of strategy involved in pitting at the best time. Those who understand how to do that can gain several positions from pitting at the best time. If you run out of fuel, you stall on track.

After 40 minutes of racing, you see the white flag for the last lap and finally the checkered flag.

After the race, I have a few responsibilities as one of the "officials" for Zone 1. The results are tallied and published, and I usually generate videos of the race to enjoy. And then it is on to the next race!

Friday is the big race day. Again, a bit of practice during the day, and then a race with an hour's practice, 10-minute qualifier, and 40-minute race starting at 7 PM. After the race, I tally the results and publish them right away, and overnight my computer generates videos, which I publish early Saturday.

As you can see, a busy week! A ton of fun, camaraderie, and excitement. Sometimes the agony of defeat and the frustration of having messed up your own or somebody else's race.





The New Year

Lisa Burke
VP Administration

As I sit here looking at the club calendar shaping up for the year, I'm reminded just how much work is put in by so many people to keep these activities going. 2021 is going to be a very busy year thanks to all of the volunteers who run the events, the sponsors who support them, and most importantly the members who come out to enjoy them.

I'm also reminded of when I first learned the variety of activities the club has to offer, and how I scoffed that driving events were not in my wheelhouse (pun fully intended). It's very hard to believe now that three years ago I was afraid to drive a car with a manual transmission. But thanks to NER, it only took one season of autocross – and the awesome instructors – to get over my fears.

Season two of autocross was confidence-inspiring. I went to as many schools as I could and became a better driver. But although I had lost my fear of driving a manual, I was still worried about hurting our special cars. I knew it was only a matter of time before we'd be dragged into DE and that meant the convertible I was driving would need a roll bar. Which is not easy to install without doing harm to the very clean interior of the S2000. The car has been so well cared for and if anything happened, it would be very hard to replace. So after my hemming and hawing for a couple of months, Erick said to me, "you know what the answer is for a cheap, modifiable autocross car..." And I did. I knew the answer. It's always the answer.

In May of 2019, after much searching, I found a Miata to make my very own. Nice tan interior, not so common navy blue, with a MATCHING HARD TOP.

(If 9 years in the S2000 world taught me nothing else, it was the value of an affordable, matching hard top.) I took it for a test drive and yup, it was solid. But in terms of an autocross car: holy moly roly poly!

I already knew from researching the Miata playbook and talking to the fast drivers that the first mod would have to be suspension. Followed by wider wheels & tires. Those upgrades, plus a once-over for the fuel, air, and spark foundations would hold me over for our first season together. No more roly poly. (Bonus: I'm learning how cars work in the process, how fun!)

Once I was done gloating to the S2000 guys about my hard top, I got my car a cute vanity plate (DFLMX-5) and off to Evo autocross school we went. We had FUN. We even crept our way up from the bottom of the leaderboard by the end of the season. Instructors were ready to take the DFL plate away from me, but by that point it was just part of the car's personality, so it stayed. I've always said I am not building a car to win, I'm building a car that I can have fun driving. Which I did.

Season three however, turned out to be a bit of a roller



coaster. Besides the worries that we might not get to even HAVE a season, I decided to update some of the cooling parts because my 20-year old, plastic, discolored Miata radiator was on borrowed time as was the water pump and timing belt. And hey, why not re-route the thermostat and coolant hoses at the same time? I hear that's a thing people do to preserve their Miata engines... and I want to keep my engine happy... What happened after that is a tale for another day... the roller coaster ride had begun.

One of the first goals I had for this car was to make it track-friendly. So over July 4th weekend in 2020, I spent 3 days in a 95 degree garage installing that roll bar. With an extra set of hands from my friend who loves her 944s, new jack stands, and Erick to drill the scary holes, I did it. I stripped the interior, installed a roll bar, and put it all back together without losing a single clip. Feelin' good and rockin' the wrenches! Now I'm ready for DE whenever that day comes. (Sidenote: our last outing before the COVID lockdown was to NER Ground School at HMS. I knew it would not be long before I ran out of excuses, but the restrictions on novices did buy me one more year to work up the courage.)

But we had an emotional year, the Miata and I. Plenty of high points like finally getting to see our friends when events started, the victory of the roll bar, new tires, and re-painting her wheels with the perfect shade of bronze to match the interior I so lovingly restored. But plenty of low points as well, like a broken air conditioner, replacement engine, and subsequent leak that plagued



us the rest of the season. She got a name, Daisy. And I gave her pep talks. She's my car and she still makes me happy when I see her. I love driving her on the back roads. But all in all, autocrossing was not as enjoyable as it was the first year I drove with her because I was worried I might break her. A few times I had to take the Honda to events while Daisy sat at home weeping her fluids, or I co-drove the



Cayman because life on the rev limiter with an unknown engine was stressing me out. She was fine since we fixed her, but I had emotional scars.

Fast forward to January 25th 2021 when Erick got the call. The new Cayman allocation he signed up for 1 year ago is finally happening. January 30th we drove to Warwick, gave the deposit, and it started getting real. He had joked for a year that I should buy his 2006 Cayman S if the new Cayman happened, and sell my Miata. NO WAY, I had said. Daisy's my girl, I had said. I love my little Miata, I had said.

However. Now that it's really happening and autocross season is mere weeks away, the thought of driving the old Cayman is, well, pretty appealing. I could have my own Cayman. One that I know is in good shape and has been well cared for. One I could someday wrap in GT3-RS Ultraviolet to go with the unique GT3 bumper that Erick put on it after a road debris incident many years ago. I could take my own Cayman to the cars & coffees. I could park it on the lawn at the summer party (which is scheduled for August 1st by the way – SAVE THE DATE). I would feel more confident when we try DE. I could carry an autocross bin that's more than 10 ¾ inches deep!

But then there's Daisy to think about. Keeping her would be the responsible decision financially, of course. And we've been through so much together. My very first

sports car. Beautified just the way I want and overall a solid, fun little car. There's nothing quite like a tiny Miata in a slalom on the back runway at Devens. Or that tight turning radius around a pivot cone. It would be a stretch, justifying 2 Porsches in the garage (and their maintenance). But that launch off the starting line, trail braking around a sweeper, driving a car that's powerful enough to need to use the brakes at all... did I mention the frunk space?? This is a tougher decision than I thought.

So what will season four bring for me and which car will I end up driving? I just don't know. But that's the adventure of it all, right? At the end of the day, life is short. Drive what makes you happy in a way that you'll enjoy it most.

There will be many opportunities to do that this year and I can't wait to meet even more NER members in my new capacity as VP admin, or over coffee, on the grid, at a rally. I look forward to hearing your stories. What brought you to the club? How do you like to enjoy YOUR special car?

Here's to 2021 everybody – stay healthy, drive safe, and make great memories!



2021 AutoX Driving Season

Chris Ryan, NER Autocross Chair

The PCA Northeast Region (NER) has another exciting Autocross Season in store for the coming summer & fall months. For those of you wondering about the sport, here's a description that appeared on Thrillist.com in 2019 that sums up at least the educational aspects quite well

Autocross is a sport that driving enthusiasts do for fun, but it doesn't involve jumping cars over dirt, and it doesn't require you to grow a mullet. It does involve an expanse of pavement with a sea of cones laid out in the shape of a course to follow, and you'll learn a hell of a lot doing it. Driving through slaloms as fast as you can is shockingly similar to avoiding an accident on the highway -- as is trying to recover from the inevitable spin after you jerk the steering wheel too hard. *"Assuming the autocross is set up correctly, there's virtually no risk of physical damage to your car, and a roughly 100% chance that you'll walk away from the experience a better driver with a more complete understanding of what your car can do, and what to expect if you have to suddenly change lanes."* (Aaron Miller on Thrillist.com)

Of course, NER's Autocross courses are always set up correctly, so no need to worry about damaging your car! 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 local car clubs for autocross events. NER holds six events per year, including an event oriented to new comers to focus on acquiring performance driving skills. Many of us needed a single autocross event to find we love the sport and to return and participate for many years and even decades. All our events provide for instructions subject to any limitations during 2021 due to COVID-19.

Autocross events are competitive, timed events where drivers compete against others in their class for winner's trophies and season points, and the season winners receive an award at our annual gala in January. The competition is very friendly, and they just are as much social events where friends gather to discuss, learn, and share all things Porsche.

Our 2021 schedule is listed on the next page. We have streamlined the car classifications to closely align with the PCA Parade Rules for Autocross. You can learn more about our events website at porschenet.com/activities/autocross which, among other things, describes how to register, our car classifications and to watch some video shot at the Devens facility.

(Every year we offer an autocross school as our first event. Due to limitations imposed by authorities during 2021 we will offer a school or a noncompetitive event later in the season on one of the dates in the table on page 39. Stay tuned.)

Our sister region, NCR (North Country Region) will also run five events this season. Many drivers attend both the NER and NCR events; NCR generally has more non-Porsches at their events so the classification system is different and uses a PAX scoring system to compensate for a wider range of car types within classes per SCCA rules. You can find more information on the NCR events at ncr-pca.org/index.php/club-activities/autocross

Questions?

Contact:

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

NER Autocross Registrar Jeff Johnson at autocrossreg@porschenet.com

2021 Devens Autocross Schedule

NER

May 8, 2021
June 20, 2021
July 24, 2021
August 15, 2021
September 4, 2021
Zone 1 9/11-9/12/2021
October 23, 2021

NCR

April 24, 2021
May 16, 2021
June 19, 2021
July 31, 2021
September 25, 2021

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

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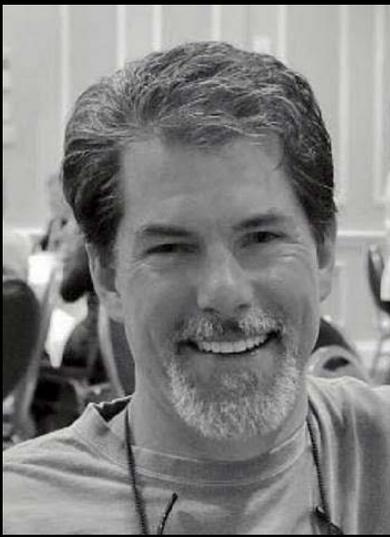
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Minutes of the Board

Alan Davis
Secretary

February 2021 Board Meeting Minutes

The February board meeting was held on February 10th and hosted by Nick Shanny via Zoom video conference. After recognizing the five February birthday attendees, the meeting began.

In attendance were:

- Nick Shanny – President
- Alan Davis – Secretary
- Kristin Larson – Treasurer
- Anker Berg-Sonne – VP Membership
- Jerome Gangitano –VP Driving Events
- Lisa Burke – VP Administration
- Luis Rivera – VP Communications
- Bill Seymour – Past President
- Stan Corbett – DE Registrar

The Board approved the January Meeting Minutes and Treasurer’s Report and then proceeded with old business.

- Membership - Anker reported that the club’s membership growth has returned to normal.
- NOR’EASTER – The next publication will be the “print edition”. Anker reminded the board members that their required articles must be submitted by February 15th.
- Driving Events – Jerome reported that the DE Ground School will be an outdoor event. The DE registration fee will increase in 2021. NER’s DE Registration is planned to open in March. The autocross fee will also increase due to a higher per event cost from Devens. During a recent meeting of the NER autocross committee, a few members of the DE committee joined in to provide recommendations for in-car instruction based on their experiences during the tail end of the 2020 DE season. The AX committee looks forward to bringing back novices and in-car instruction at some point in 2021.
- Social Events – Lisa Burke has a carload of social events lined up for the year including the SoBo Cars & Coffee, a

new Stow Airport Cars & Coffee, Pop-Up Meet & Greets, and the Summer Party at Wachusett.

- Communications – Luis is getting his arms around the communication channels and preparing a planning / scheduling chart to ensure that his team is ready in advance of each upcoming event.

The next NER board meeting is scheduled for March 10th at 6:30PM 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.

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





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PCA's Tech Tactics Live is an online extension of our biannual in-person Tech Tactics events. Hosted on YouTube, we cover various topics, including Porsche's newest models, DIY projects, and engaging technical discussions. Viewers have the opportunity to interact with the host and guests. Episodes are geared for experts and casual enthusiasts alike.

SEE VIDEOS: www.youtube.com/porscheclubofamerica
SUBSCRIBE TO PCA'S YOUTUBE CHANNEL TODAY!



PORSCHE CLUB OF AMERICA

Welcome!

VIP's - Very Important Persons

New members as of March 1st 2021

Michael Acciaro

Portsmouth RI
2008 911 Targa 4S

John B. Affleck

Lincoln RI

Andrea Antonucci

Malden MA

Kenneth Antonucci

Malden MA
1987 944

Bradford Baldwin

North Falmouth MA
2018 718 Boxster

Lasse Bauer

Holte, Denmark
1953 356

Raymond Boyer

Bellingham MA
2011 911 Carrera

Shawn Bramble

Methuen MA
2001 911 Carrera Cabriolet

William Bussmann

Madison CT
2019 718 Cayman

Stephen Cataldo

Danvers MA
1983 911 SC

Jon Chait

Lexington MA 2013 Boxster S

Manya Chait

LEXINGTON MA

Michael Connelly

Melrose MA
2016 911 Carrera S

Grayson Connors

Winchester MA
2002 911 Turbo

Christian Cusack

Warwick RI
1984 944

John DeMoss

Chester MA
1960 356

John Drotos

Newport RI
2021 Macan S

Timothy Durrigan

Raynham MA
2003 911 GT2

Dave Ellis

Palm Beach Gardens FL
2014 911 Carrera Cabriolet

Gunnar Evermann

Lincoln MA
2018 911 Carrera

B. Fanion

Barrington RI
1986 944

Natalia Farias

Warwick RI

Thomas Farias

Warwick RI
2013 Boxster S

James Flood

Danvers MA
1998 Boxster

M. Gibbs

Nantucket MA
1972 911T

Chris Gilligan

Northampton MA
2001 911 Turbo

Tracey Glynn

Newburyport MA
1985 911 Carrera Cabriolet

Mark Goerner

Jamestown RI
2009 Boxster

Jud Goodnow

Mashpee MA
2015 Macan Turbo

Michael Gousie

Plainville MA
2007 911 Carrera

Herminia Gutierrez

West Greenwich RI

Jim Halley

Westfield MA
2014 911 Carrera

John Hattersley

Lowell MA
1987 911 Carrera Targa

Neal Heffron

Brookline MA
2005 Carrera GT

Brian Hinrichs

West Falmouth MA
2021 911 Carrera S Cabriolet

Joseph Jankowski

West Greenwich RI
2003 911 Carrera 4S

Eric Johnson

Boston MA
2006 911 Carrera S

Philipp Knuepfer

Weston MA
2014 911 Carrera 4S

Barry Kussman

Waban MA
2012 911 Carrera

Noam Levine

Arlington MA
1979 924

Welcome!

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

Daravichea Lim

Lowell MA
2014 Cayenne

Daravithou Lim

Lowell MA

Ronald Long

Northbridge MA
2000 Boxster S

Eric Macaux

Andover MA 2007
911 Carrera S Cabriolet

Christopher McKinnon

West Warwick RI
2010 911 GT3

Claudia McVey

Wakefield RI
2004 911 Turbo

Matt Meeks

Portsmouth RI
2006 911 Carrera 4S

Tarek Mirshak

Quincy MA
2007 911 Turbo

Jeff Monahan

Newburyport MA
2004 911 Carrera

Jake Moskow

Boston MA
2018 Macan S

Derek Mulligan

Grafton MA
2016 Cayman GT4

Michael Nahill

Cambridge MA
2020 718 Spyder

Silas Nary

South Hamilton MA
2008 911 Turbo

Christine Natale

Melrose MA
2020 Cayenne S

Dave Nolan

Harwich Port MA
2021 911 Carrera 4S Cabriolet

Adam Norton

Winchester MA
2019 911 Carrera T

Wayne Pacheco

Hopkinton MA
1999 911 Carrera

Domenic Plati

Boylston MA
2019 911 Carrera 4S

Kim Puhala

Milton MA
2014 Cayman

Randy Raimondi

Winthrop MA
2016 Cayenne

Luis Reis

Swampscott MA
2014 Cayenne GTS

Anthony Renzi

Westwood MA
2015 Cayman S

Kathleen Reynolds

Lowell MA

Steve Roche

Southborough MA
2000 Boxster S

Ricardo Rodriguez

Concord MA
2020 911 Carrera 4S

Reiko Sagioka

West Falmouth MA

Eric Salerno

North Chelmsford MA
2003 Boxster S

Peter Santoro

North Smithfield RI
2017 911 Carrera

Joseph Sartorelli

Wakefield MA
2002 911 Carrera

Michael Sawan

Rockland MA
2007 911 Carrera

Marie Scalia

Franklin MA
2017 718 Boxster S

Daniel Smith

East Greenwich RI
1995 911 Carrera

Jason Smith

Boxford MA 1974 911
Sherri Smith
EAST GREENWICH RI

Darius Trinka

Wilbraham MA
2007 911 GT3

William Waite

Lancaster MA
2021 911 Turbo S

Adam Webster

Salem NH
2016 911 Carrera

Woody Woodward

Middletown RI
2008 911 Carrera S Cabriolet

Samantha Youmans

Cambridge MA

Benjamin Zendejas

Chestnut Hill MA
2018 911 Targa 4S

Chen Zhang

Somerville MA
2021 911 Carrera 4S

Anniversaries

Anniversaries



**February and
March 2021**

49 Years

Frank Fantasia 49

Vincent Fantasia 49

44 Years

Connell Cannon 44

Kathy Cannon 44

40 Years

Barbara Carano 40

Michael Carano 40

Robert Cohen 40

Wess Cohen 40

Robert Stevenson 40

Susan Stevenson 40

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

Jeffrey Wilkes
Meg Wilkes

30 Years

Mark Dudek
Agnes Kane
David Kane
Cheryl Myers
Rick Myers
Charles Stromeyer

25 Years

Joseph Augusto
Robert Augusto
James Dempsey

20 Years

Anthony Florindi
Sandra Florindi
Amanda Savenor
Ron Savenor
Andrew Strawbridge
Richard Strawbridge

15 Years

Jocelyn Baker
Stephen Baker
Erin Comella
Gene Comella
Richard MacKoul
Valerie MacKoul

10 Years

Jennie Dapice
Marc Feinstein
Michael Govostes
Deborah Puopolo
Richard Puopolo

Anniversaries, continued

5 Years

Michael Beers
Antonio Branco
Steven Ciavola
Entela Cika
Tadd Clelland
Jeff Croteau
John Cugini
Ryan Darr
Joe DiPietro
Richard D Edwards Jr
Robert England
Dom Fabiano
Ben Goldberg
Steven Goldberg
Vivek Gupta
Mohamed Haider
Robert Hinrichs
Ingrid Hyder
Todd Jarem
John Kokas
Jan Liva
Carol MacRae
Mark MacRae
Jennifer Magnan
Mark Mercy
Andrew Ory
Nicholas Paolillo

Scott Paul
Diego Pontoriero
Eduardo Pontoriero
Mike Sampson
Richard Sampson
Sarah Sampson
Gerald Stahl
Margaret Stahl
Andrew Stevenson
Hannah Stevenson
William Townsend
Kevin Tubridy
Kenneth Waitsman
Sharon Waitsman
Donald Williams
Barry Zimmerman

By the Numbers

Primary members: 2125

Affiliate members: 1098

Total members: 3223

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

The NOR'EASTER
c/o Anker Berg-Sonne
8 Middlemost Way
Stow, MA 01775

