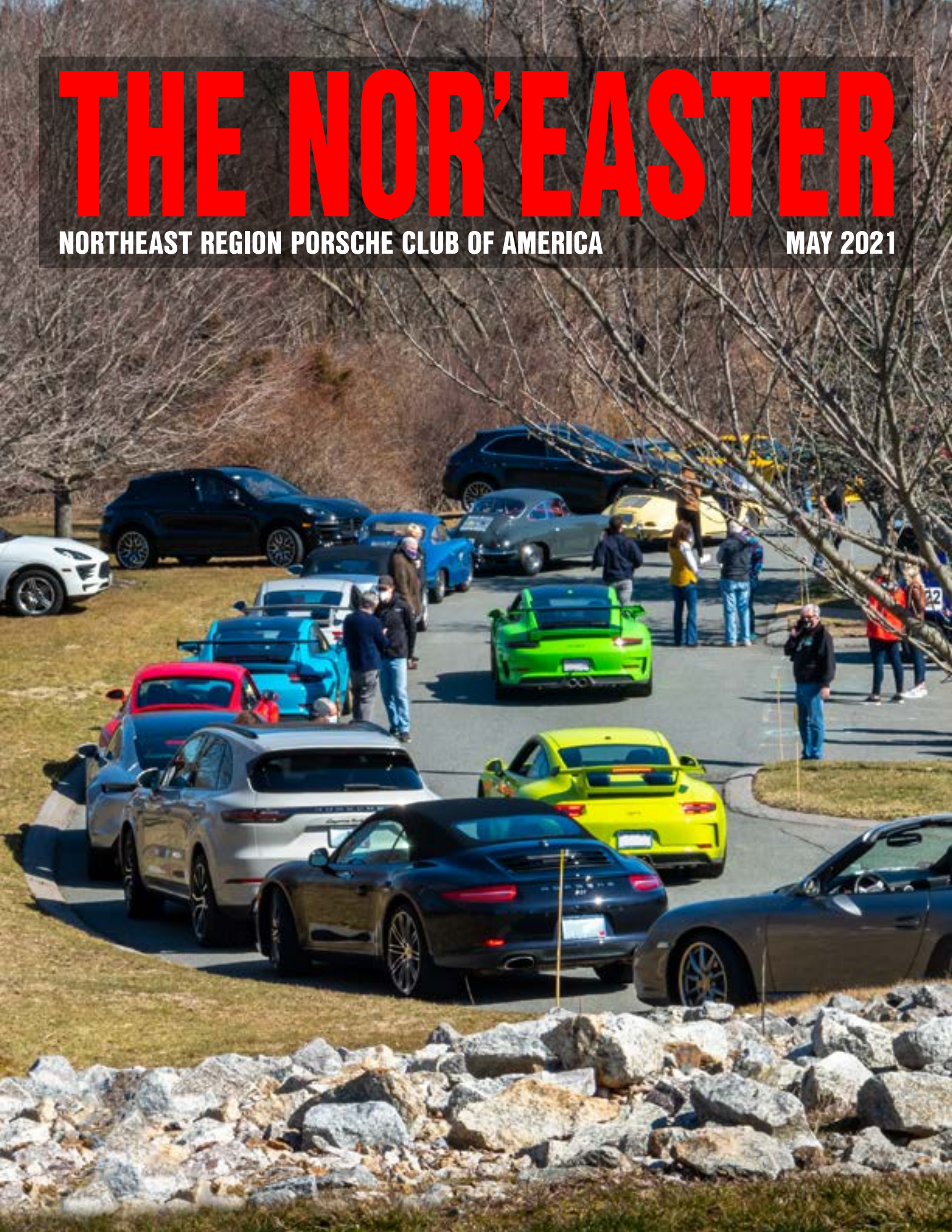


# THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

MAY 2021







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# Editor's Corner

by: Anker Berg-Sonne

Due to the updated PCA.org web site, the membership update that we normally receive on the 1st of every month has been delayed. Therefore there is no new member welcome or member anniversary page in this issue. We will recognize new members who joined in April and member anniversaries in May in the next issue.

Hopefully the weather will soon settle into full spring and early summer patterns. As we completed this issue of the NOR'EASTER Ramble participants were exposed to both sun and snow. In spite of the weather reports were that the participants had a grand time. Look forward to the Ramble report in the next NOR'EASTER issue.

Don't forget to sign up for the Picture Perfekt Rally on May 15th. According to my long range forecast, the weather will be in the high 60s and partly sunny. Perfect weather for a drive enjoying the signs of spring.

Have a great season!

The NOR'EASTER team!

## Front and Back Covers



Larry Levin ~ SoBo Cars & Coffee 3/21/2021



Larry Levin ~ SoBo Cars & Coffee 3/21/2021



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# NER Event Calendar

## Signature

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

## Driver Education

<b>April 24</b>	Driver Education Ground School
<b>May 3-4</b>	NCR DE Event at Lime Rock Park
<b>May 28-30</b>	DE at Thompson Speedway Motorsports Park
<b>June 11-13</b>	DE at Palmer Motorsports Park – Clockwise
<b>July 2-4</b>	<del>DE at Le Circuit Mont-Tremblant</del> <b>Canceled</b>
<b>July 16-18</b>	NCR July DE at Tamworth Club Motorsports
<b>August 13-15</b>	DE at Watkins Glen
<b>September 9-12</b>	NCR September DE at Tamworth Club Motorsports
<b>September 24-26</b>	2021 DE Season Finale at Palmer Motorsports Park
<b>October 30-31</b>	NCR DE at NHMS

## Autocross

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

## Recurring

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



## Social

<b>May 15</b>	Picture Perfekt Rally 2021
<b>May 16</b>	SoBo at Newport Car Museum
<b>May 16</b>	Cars & Coffee - Northborough, MA
<b>May 30</b>	University Station Westwood Cars & Coffee 8am - 11am
<b>June 6</b>	Cars & Coffee - Northborough, MA
<b>June 13</b>	SoBo at Sweet Berry Farm - Middletown, RI
<b>June 27</b>	Chestnut Hill Square Cars & Coffee 8am - 11am
<b>July 11</b>	Cars & Coffee - Northborough, MA

<b>July 18</b>	SoBo at Sweet Berry Farm - Middletown, RI
<b>August 8</b>	Cars & Coffee - Northborough, MA
<b>August 15</b>	SoBo at Sweet Berry Farm - Middletown, RI
<b>August 29</b>	Cars & Coffee - Northborough, MA
<b>September 19</b>	Cars & Coffee - Northborough, MA
<b>September 19</b>	SoBo at Sweet Berry Farm - Middletown, RI
<b>October 9</b>	Cars & Coffee - Northborough, MA *Food Drive to benefit the Veterans Inc Food Bank*
<b>October 17</b>	SoBo at Sweet Berry Farm - Middletown, RI



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## Remembering



Steve Ross

# Our Friend Steve

by: Tom Tate  
photos: by many

When I arrived in New England from Maryland in 1971 I looked to the Northeast Region of PCA to continue the action I had enjoyed in the Potomac Region. They did not disappoint. There were rallies, autocrosses and social events on the schedule.

Many members ran the SCCA Solo 1 series and I jumped right in the deep end with a '65 356 SC coupe that I had run in DC. It did well and I met a lot of drivers with a lot of different cars.

One of the first to say hello was a guy named Steve, driving a yellow Chevy Vega that smoked a lot on hard turns. It was powered by the Iron Duke, a four cylinder boat anchor of an engine with rear wheel drive. It looked like a dog at a fire hydrant most of the time on course but he was having fun and that was all that mattered in those days. It was called "run what you bring".

A couple of seasons later Steve showed up with a real sports car, a Fiat 124 Spider. Well, it was real to him. It was also a four cylinder car with smoke but seemed to handle better than the Vega and with the top down it was a chick magnet. Since Steve didn't run in our class he quickly became a friend of the group that partied after each event. Never a big drinker, like the rest of us were trying to be, he was always welcome to provide a stabilizing element in the group. Not drinking up all the beer was a plus.

We eventually convinced Steve that if he was going to be a real racer he needed a Porsche. Back in those days people let friends drive their cars at events and Steve took a real liking to the 914. It didn't take long for him to appear in a '72 914 with number 66 on the door. He did pick a 1.7 L car that didn't run in the 2.0L class, so he didn't have to run against the big dogs like Pam and Ed Sanborn that were National Champions in a 914/2.0. The Sanborns were both men's and ladies champions by the way. He did great in his 914 and that car is still on the track after all these years, now converted to a 914/6.

The years rolled by and our friend Steve got more and more involved in the Northeast Region of PCA with the 914. He held every office that the region had in the years that followed and could be found at club rally's, DE's and other events. He attended Concours events but never showed his car because he said the Scrub-a-dub carwash near him didn't do that good a job.

Steve finally got into modern cars with a red 968 from Charlie Leroy, another active member, that he ran for a year before he passed it to Don Walcott who still has the car all these years later. Then it was on to a used Boxster as an autocross ride that put his name at the top of the list for years.





Steve always had an interesting winter ride as he worked in the car business in a variety of positions. I think his favorite was the little two door Honda rockets that would light up the front tires at the drop of a clutch. The Civic Si would always catch people asleep at the stop lights and he loved to surprise folks.

Steve spent some time as the warranty manager at a Peugeot dealership in Woburn in the '70's and he used to say that business was brisk. The stories that he had about how French cars came apart would give late night talk show hosts material for years.

Whenever a board slot opened up he was there to fill it if needed. Not many examples of that in today's world. We could all take a lesson on how to welcome new members into the Club from Steve, he was a master at making strangers seem included. He was responsible for introducing members at events like the Porsche Parade that began friendships that continue now 30 years later.

Steve began to struggle a couple of years ago and stopped competing with his Porsche. A serious car crash with a bus put him in a rehab facility in Canton a couple of years ago. His physical recovery went very well but the onset of Alzheimer's was accelerated.

Many members rose to the challenge and included Steve in their lives using calls, visits and cards. Lunch trips to his favorite local spot always made his week and the cards filled his mail basket on a regular basis. Covid closed the doors but didn't slow down the contact. Magazines, articles and cards were held up for a few days in the mail room because of the virus but they eventually got to his room. Karen, his case worker took calls every week that shared the Cars and Coffee results on Monday afternoon. Steve lit up when the list of interesting cars at the most recent C&C was read. Pictures were sent and printed by the staff who understood the importance of the event. Those that stopped by on a Sunday morning for a Cars & Coffee will never know the impact of their attendance on a member that was confined to bed and had lost his ability to speak.

While Alzheimer's slowly unplugged the connections between Steve and all the things that filled his life I have to believe that in the end it was the Porsche Club and all that it contributed to his life that gave him the strength to exit this life with contentment.

I'm sure that everyone that knew Steve Ross will forever hold a positive memory of his contributions to the Northeast Region of the Porsche Club of America and will wish him Godspeed on his journey.

KTF

# Remembering Steve Ross



Remembering

Steve Ross





# Remembering Steve Ross





## ***SoBo Cars and Coffee, March 2021***

**by: David E Melchar**

**photos: Larry Levin**

The first SoBo (South of Boston) Cars and Coffee of the season was held Sunday, March 21, at Audrain Park Place, Portsmouth, Rhode Island. The weather was beautiful, sunny with temperatures in the 50s. The readiness of NER members to drive their Porsches was evident by the more than 100 participants. The diverse Porsches that showed up included 356s, early 911s, a 914, 928, 964, 993, Boxsters, Caymans, Macans, Cheyennes, 996s/997s/991s, GT3s, Boxster Spyders, GT4s, GT3RSs and a beautiful Gentian Blue 992 with red leather.

The Audrain staff did a great job of arranging their display vehicles in the storage facility with several interesting pre-War vehicles, along with a 2018 GT2 RS Club Sport in a colorful Audrain wrap and a yellow 2016 911R. Senior Audrain Staff, David DeMuzio and Ben Mercier, were available to answer questions, along with Sean O'Donnell, Director of Membership Experience and General Manager of the facility, who conducted tours of the facility and discussed newly launched Audrain Motorsports. Numerous other Audrain staff/volunteers helped with parking and assisting participants.

There were several first-time SOBO C&C attendees. One of the those was Dominic Chaves from Boston who showed up with his pristine 11,500-mile black 2011 GT3, that he has owned for 1 ½ years. He saw information about the C&C on-line and decided to enjoy the drive down to Rhode Island.

Another new attendee was Nick Paslyanos of Middletown, and his friend Patty Cronin. Nick drove his 2012 white Boxster Spyder that he recently bought in Florida and had shipped home. He is a new Porsche owner, having been a Corvette guy for many years, owning a new C8 Corvette, and being attracted to the Boxster's mid-engine layout.

A stunning 1995 Guards Red 993 C2 Coupe was driven by Daniel Smith of East Greenwich, a recent Navy retiree and new PCA member. Daniel recently acquired the 993 in Nebraska, driving it home after originally finding it for sale on Facebook. The Porsche is in excellent condition, with original paint, and just over 60K miles. Quite a nice find!





The C&C was a little challenging without a large parking lot, but Porsche parking was creatively accommodated by the Audrain crew. Coffee was provided by a coffee truck from the Newport restaurant, La Forge. The fine weather, interesting Audrain attractions, and good fellowship provided the ideal early opportunity for participants to reacquaint themselves with their Porsches and each other.

The next SoBo Cars and Coffee was on Sunday, April 11th and the write up is on page 28 of this issue. The next SoBo Cars and Coffee is May 16th at Newport Car Museum. Many thanks to SoBo photographer Larry Levin for these pictures along with the front and back cover of this issue that are both pictures from this event. For any SoBo related questions, please contact Roger Slocum at [rr356c@aol.com](mailto:rr356c@aol.com).





# Winter 2021 PCA NER Sim Racing

by: Robert Galejs

The PCA NER Sim Racing league finished up another successful iRacing season at the end of March. Our races spanned the globe from the UK (Silverstone, Brands Hatch), USA (Sonoma, Road America, Laguna Seca), Australia (Mount Panorama, Phillip Island), Italy (Imola, Monza), Japan (Suzuka), Spain (Barcelona) and Belgium (Spa Francorchamps). I've found that the familiarity one gets through actually driving a track (even if only virtually) makes you enjoy actual races on TV.

We drove the open wheel Dallara F3 (220 hp, 192 ft-lb, 1213 lb) with super-sticky tires and very aggressive aero. This made for some super-fast flat-out high speed (>150 mph) turns in a few cases which was very exciting, likely not something I would try in real life.

This season had 12 races with the best 8 counting towards the final season standings. Places 1-10 score 25, 18, 15, 12, 10, 8, 6, 4, 2, and 1 point respectively. Chris Braun walked away with 6 wins, 183 points and the gold. It would have been hard to make second through fourth any tighter with only a 3 point spread. Despite not having any wins Jeremy Mazzariello took the silver with 141 points. Peter Sigourney managed 3 wins and 139 points to take the bronze. Tom Lamay just missed the podium with 2 wins and 138 points, so close!

Our races run nearly every Tuesday starting at 8 pm with a 60 minute open practice where everyone is on the track at once and we can figure out what sort of passing moves not to try during the race. At 9 pm we have a solo 3-4 lap/10 minute qualifier with the best lap (no wheels off-track allowed) setting the race starting position. The 40 minutes races begin with a rolling start. Mondays typically have a 90 minute practice session and an unofficial race. Our drivers have all improved

dramatically making for some very competitive races that can be decided by minor errors. We drive hard but are very respectful of racing etiquette: No dive-bombing into corners or intentionally cutting off one another, leaving room for side-by-side driving (sometimes even side-by-side-by-side) and owning up to the inevitable occasional mistakes.

Novices are always welcome and advice on driving line or any other sim racing questions is just a button-push away. A really nice feature of iRacing is the in-sim chat allowing for a variety of chit-chat, verbal heads-ups ("passing left"), acknowledgments and apologies.

If you have ever wanted to try sim racing, just let us know. We have some basic wheel/pedal sets available to borrow for free. Just let me know ([robertgalejs@gmail.com](mailto:robertgalejs@gmail.com)) or drop a message in the PCA NER Sim Racing Facebook group. Hope to see you out on the virtual track!





## 2021 Winter F3 Final Standings

Pos	Member Name	Wins	Avg Start	Avg Finish	*	*	*
1	Chris Braun	6	1	1	-	-	183
2	Jeremy Mazzariello	0	4	2	-	-	141
3	Peter Sigourney	3	3	3	-	-	139
4	Thomas Lamay	2	5	3	-	-	138
5	Robert Galejs	0	7	5	-	-	90
6	Chris Hubert	0	6	5	-	-	85
7	Cyril Bernard2	0	5	6	-	-	68
8	Kyle Murray2	0	7	8	-	-	48
9	Hisham Barradah	0	10	8	-	-	46
10	Rick Noble	0	11	8	-	-	35
11	Anker Berg-Sonne	0	10	8	-	-	34
12	Drew Kenney	1	8	7	-	-	29
13	David Snelling	0	8	9	-	-	28
14	David Barron	0	12	10	-	-	17
15	Jeff Blanchette	0	10	10	-	-	15
16	Howard Miller	0	4	11	-	-	13
17	Zachary Holcomb	0	8	11	-	-	6
18	Marcus Gleysteen	0	12	13	-	-	4
19	Adam Wells3	0	13	12	-	-	1
20	Steven Bader	0	13	13	-	-	0
20	Afzal Bashir	0	11	14	-	-	0
20	Pavels Danilovs	0	14	14	-	-	0

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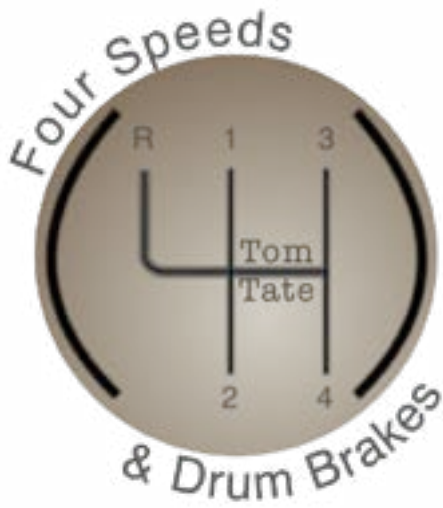
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## Spring has Sprung

We have been eased into Spring this year rather gently and so far that has brought out lots of P cars to our Pop Up Cars & Coffee gatherings. The thought was that if the internet could be used by kids to throw a party with short notice the Club could do the same.

With the weather forecast pretty good for four days out, a few sites were picked out around the Boston area and the word went out on Thursday mornings. Churches are still closed for the most part and folks welcome the chance to have a place to go on Sunday morning. Especially if they can drive a Porsche.

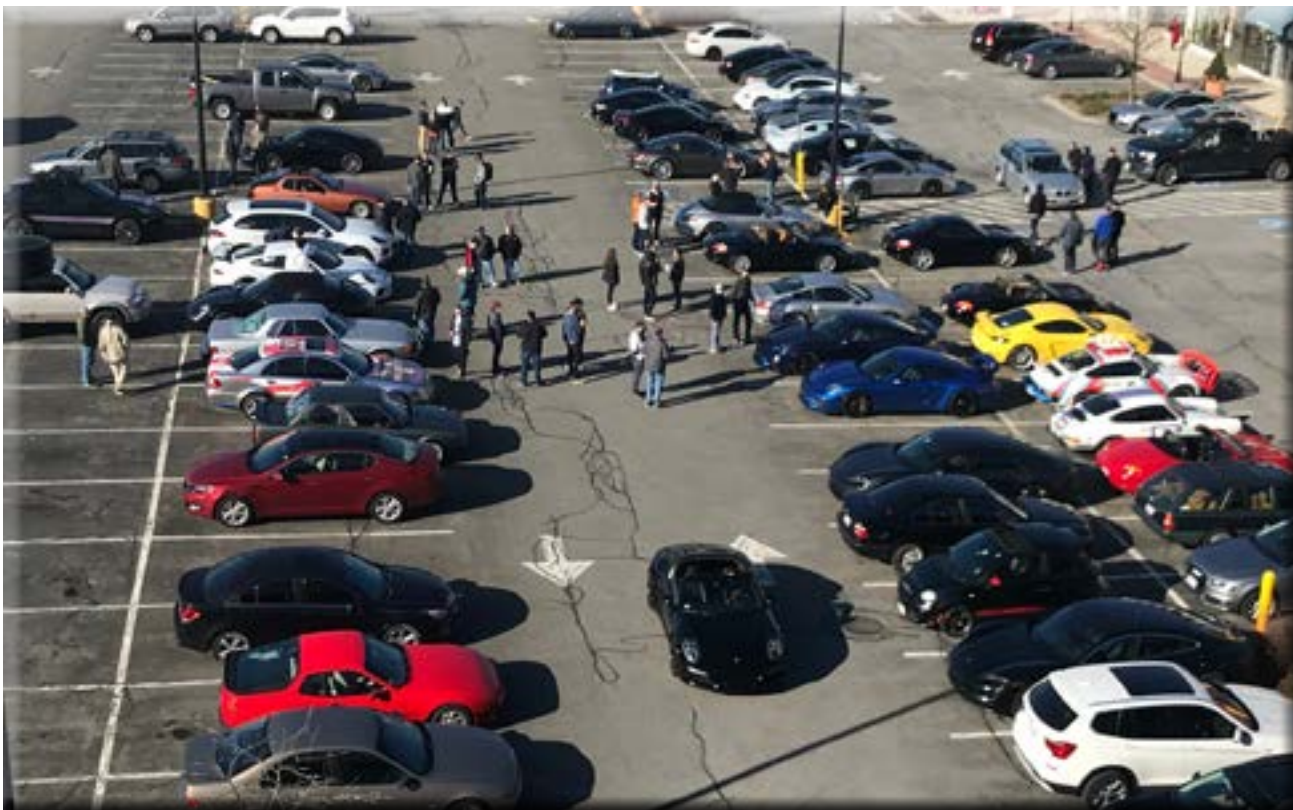
The Blue Moon cafe, a bagel shop in Medfield was the first stop on a cold sunny day in February. The word was that any winter beater would do but of course most came with a Porsche. Any excuse to go get fresh gas into a car that had been parked since Nov. produced 18 cars.

The next Pop Up call was a few weeks later with the target Legacy Place in Dedham. The one thing these spots have in common is an open coffee shop. Hello Neros Cafe

The Dedham location is nearly on the exit ramp getting

off Rt128 onto Rt1 northbound. That easy peasy location drew over 35 cars. Now we had a following.

Now well into March it was time to reach out to the folks on the north side of town. Assembly Mall in Somerville was the next pick and the Starbucks really drew in the cars.





More than 50 came for a cup of Joe. We had some really interesting rides there too. Like a Bentley SUV, a Mercedes AMG, a BMW M6 and lots of late model 991/992 cars.

Everyone was wearing their masks and were happy to be out in the sunshine.

Then it was back to Dedham a few weeks later where 5 Taycans showed up, along with a Dakar Rally car and a Martini 911 and assorted Macans, Cayennes and even an early 924 (1978) that looked like new. The unofficial count that day was over 55 members. That doesn't count all the folks that pulled into the lot to find out what was going on.

Some additional sites have been located that are good candidates so there will be a C&C near you soon. The timing is 8-10 am on good clear days where a coffee shop could use a surprise visit and a little extra business in this difficult time.

There is no reason why more than one C&C couldn't be held at the same time as long as they were far enough apart to draw different drivers.

It seems that rather than ask members to go to the Club Facebook page to check Thursday and see if anything is happening on Sunday we should develop an email list of those who would like to attend. Sending an email to every member doesn't seem like a good idea given the number of those we all get as it is. Maybe of there was a tab on the Club website to get on the list it would be easier for all. Let your favorite Board member know if you agree and we'll get this going even bigger. I know the coffee shop owners love to see us coming. Well, maybe not the Trader Joe's guy in Somerville but we were leaving anyway.

By the way, just remember, no burn outs. Oh, wait, that's the other Club I'm in, never mind.

KTF



# The Long & Winding Road

- Bill Seymour, NER Past President



It's snowing as I'm typing but I'm ignoring it and claiming that Spring has sprung. I know this because the 356 is alive and well and already logged 10 miles (it almost made 100 last year). As is true every year, it only required a whiff of starter fluid to awaken from its winter's nap. One of the wonders of the automotive world is how this works. The 356 has a mechanical fuel pump – as the motor spins it turns a cam that pushes a rod that pumps the gas. Then with the air cleaner off you can look inside the carburetor throat and see gas squirting when you push down on the throttle linkage. But when it hasn't run for months it is always reluctant to start. Somehow by giving it the head start of a little ether it learns to start squirting better and off we go. And once awakened for the season, it always starts more quickly than modern cars. This simple directness is in sharp contrast to the woes we had trying to get fuel from our new fuel cell to the Mustang

intake manifold with its ECU controlled electric pulse modulation fuel pump pushing gas to injectors that were also under the control of the ECU. When it got hot, it wouldn't restart. The solution, finally, was an elaborate set of check valves and pressure regulators that kept pressure in the fuel line but no more than 70 psi. So much for progress.

Speaking of the Mustang, it already had its first gallop of the season. The Jamaican Bakin' team got access to Carolina Motorsport Park (Kershaw SC – no need to go there unless you want to go racing) for two days in March. Four of us (Dennis had to stay home to tend to Pam's last minute broken leg – not too bad and she will be ready to help run the NCR Lime Rock event that you should all sign up for) piled into Nick's pickup truck (with the massage front seats) and pulled the Mustang in a 32 ft. trail-





er for the 15 hour drive (we solved most of the world's problems – you can thank us later).

The program at the track went as follows: Monday morning Nick's coach Patrick Gallagher drove the car, made some adjustments (shock valving and tire pressures) and created a "reference lap" (not as fast as he could possibly go but a quick, error free lap) that was saved as data. We also did a few laps riding with Patrick in the rental car so he could point out apexes, driving lines and reference points. We then took 30 minute turns in the car after which Patrick would look at our data and video and provide coaching. This continued until mid-afternoon when Nick reported that the steering wheel felt loose his whole session (note that he didn't come in early, he took his full 30 minutes – Team Motto: "What could possibly go wrong?"). As it turned out the adapter hub for the wheel had cracked through. With steering as a critical car control input we decided that duct tape or JB weld wouldn't do and a new part was ordered for expedited delivery – amazingly it arrived at 8am the following morning from Wisconsin (shipping cost double the part cost). So we were rolling soon after the track opened. We treated it as a simulated endurance race day (but driving shorter than normal shifts) so we could practice and time pit stops. After each shift we would go over data and video with Patrick again. Not only did we all show improvement, we all ran almost identical lap times: Patrick's reference lap was a 1:42.5 and we all ran a 1:44. (Nerd note: for the American Endurance Race series you are placed in a class based on your team's best lap time in practice. So it is to your advantage to all run at the same pace. If you have one hotshoe you get placed above where the rest of the team can perform.)

In one way, however, we didn't simulate an endurance race – we all drove the car with our hair on fire the whole time. While this was very helpful in learning the cars handling (surprisingly neutral, easy to manage and great brakes considering its weight) it also pointed out that we could go through a set of front brake pads AND ROTORS in less than 8 hours. So a little temperance is in order come race time. (And the tires look like would last more than 3 full race days.) Our first race is at Watkins Glen in May so wish us luck.

Final note: my foolishly enthusiastic teammates insisted on pretending we were college students on spring break and insisted on driving straight home after we packed up, leaving at 7pm and arriving at Nick's at 10am the following morning. I cannot recommend this.





## ***Picture Perfekt Gimmick Rally*** by: Joe Cracco, Roger Warren & Lisa Burke

It's time for NER's first rally of the season and we're taking the southern route this time! Fantastic opportunity (including newcomers!) to join your fellow NER members on May 15th in good-spirited competition while enjoying a 2-hour scenic tour on the beautiful rural roads of northwestern RI & northeastern CT.

The Picture Perfekt Gimmick Rally will start and end in Chepachet, RI. The gimmick is simple: follow the driving directions and locate the photos printed in your instructions packet. Stick around after the rally to enjoy lunch and a little antiquing at some of little Chepachet's shops and restaurants less than a 5-minute walk away from the finish line.

As with the previous rallies, we may need to split teams into separate run groups should gathering size limits remain in effect by the time of the event in RI.

Each ticket includes 1 Licensed Driver, 1 Navigator over the age of 16, and up to 3 additional passengers. Any vehicle make or model is allowed – not limited to Porsches.

Got a carload of people? Participate in the Back vs Front contest. Back seat passengers try to find the photos before the driver and navigator do.

Start location: parking area behind the Village Bean Café building, 15 Money Hill Road, Chepachet, RI

Start time: 9:00 am. All score sheets to be returned to the finish line by: 1:30pm





## Interested in the Macan, Cayenne, Panamera or Taycan?

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

Performance News offered by PCA is geared for four-door Porsche owners and enthusiasts interested in the latest news articles and feature stories about Panamera, Taycan, Macan, and Cayenne vehicles.

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# PORSCHÉ CLUB OF AMERICA



# ***Newcomers Meeting 2021***

## **Anker Berg-Sonne, Membership Chair**

Due to COVID restrictions and to accommodate as many new members as possible the Saturday April 17, 2021 Newcomers Meeting was scheduled to be held outside in a parking lot at University Avenue in Westwood. A few days before the event the forecast turned to the worse and an email was sent to all registrants and presenters informing them that the event was postponed to the rain date, Sunday, April 18th. The rescheduling was fortuitous as Sunday was sunny and quite a bit warmer.

Attendance was terrific with the blocked off parking spaces filling up by the time the event opened. Late comers were able to park in some adjacent spaces that never filled up. One lady in a Cayenne saw the lot full of Porsches and pulled in to see what was going on. I was able to sign her up for a PCA NER membership on the spot and she attended the meeting as well as a couple others who became aware of the meeting too late to register.

After a socializing breakfast of delicious bagels and scones with coffee donated by Panera Bread, Bill Seymour opened the meeting by introducing the attending board members and speakers. Dennis Friedman covered the Ramble, which unfortunately is filled and has a waiting list, David Melchar spoke about the October Concours at the Elms in Newport, Stan Corbett about Driver Education, Chris Ryan and Jeff Johnson about Autocross, Lisa Burke about our extensive Social Programs and Driving events, Robert Galejs about Sim Racing, and yours truly about member communications. Presentations were followed by a delicious sandwich lunch, again provided by David Peterman of Panera Bread.

I was able to meet several members that I have come to know well over the last year but never met in person. I always build a mental vision of what I imagine these new friends look like and invariably the mental image is completely wrong!

Many thanks to the University Station, managed by NE Development for allowing us to use one of their parking lots, providing chairs, security and trash cleanup. Last, but not least thank you to the new and old members who participated in this very enjoyable event!





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## **Peer Pressure - The Good Kind**

**by: Maddox Kay**

A commercial from the 997's launch shows a boy in early gradeschool, mesmerized after seeing a 911 drive by his classroom. As the bell sounds, the boy bikes to a Porsche dealership, sits in the car, and remarks to the salesman "See you in about 20 years." "It's a funny thing about a Porsche," the ad concludes. "There's the moment you know you want one. There's the moment you first own one. And, for the truly afflicted, there's the decade or two in between."

From age three, my uncle Greg took me for rides in his sports cars - a Ferrari Testarossa, Corvette Z06, and other high-power, high-testosterone items. Porsches weren't on my radar yet, as they seemed tame compared to the boldly-styled, fire-spitting V8s and V12s of the world. By eight or nine, I was shifting for him, and the Carrera GT concept was my poster car.

When I turned eighteen, Greg handed me the keys to his newly-acquired 997 Turbo S, as a reward for good grades. Two hours later, I was face to face with the crew cut and sunglasses of the California Highway Patrol, after inadvertently choosing the hundred yards in front of their barracks to engage warp speed. Zero to 60 happens in 2.9 seconds, but I guarantee the officer went from zero to pissed-as-hell in half that. I returned the car with my tail between my legs, and with the knowledge that I needed a Porsche. Greg thought it was hilarious.

Fast-forward seven years; I have a career, a healthy(ish) car obsession, and a 944, but haven't scratched the mid-or-rear engined flat-six itch. I also have a friend, Luis (fellow NER member, VP of Comms and the usual author of this column), who won't shut up about his '04 996 and

how great it is.

We visit a Cars and Coffee at South Shore Autoworks and a gentleman pulls in with a driver-quality '99 C4, laying a small, handwritten "for sale" note on the windshield. We chat, and he names a price range that's more than reasonable - it's fantastic. Still, I wasn't in the market, I told myself.

"You're crazy if you don't at least consider it," Luis said, grilling in his backyard later that afternoon. I agreed, but said I didn't know if it was the right time. "There's never going to be a better time," he countered, and he was right. I don't have kids, a mortgage, or lots to schlep around - there isn't really a better time to drop barely five-figures on a daily-driver sports car. 24 hours later, I made an offer, contingent on a pre-purchase inspection, and two Sundays after that Luis and I drove it home with his '04 in tow.

Luis has also gotten me involved in PCA, through my role as Social Media Director as well as by encouraging me to come to events. I'm looking forward to meeting more of you at autocross, rallies, the Summer Party, and Cars and Coffee this season.

In conclusion, peer pressure can be a very good thing, when deployed correctly. But, this story wouldn't be complete without some flashing blue lights. That came on the way home from Luis' house. Cruising down a dark back road at very slightly extralegal speed, an unsuspected Tahoe lit me up and flipped around. As I pulled over and put on the hazards, I had to laugh (after cursing.) Full circle.



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## ***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](http://porschenet.com). Information and schedule of the Audrain Motor Week activities can be found at [www.audrainconcours.com](http://www.audrainconcours.com).











## ***SoBo Cars and Coffee, April 2021***

by: Roger Slocum

Much has changed from a year ago; learning to live with masks and adhering to social distancing.

The Carrera 4 has had some work this past year as it rolled over 100k; I will mention a few: Had a failure of the crank position sensor, confirmed by fault code (symptom: unable to restart after car was warm), replaced original control arms (vast suspension improvement), replaced coolant reservoir tank (temperature gauge indicated problem because of low coolant level), and replaced engine motor mounts (they were also original and leaking oil).

As some of you may know, our first SoBo, held at Adrian's in Portsmouth attracted just over 100 Porsches, a well done for Dave Melchar who organized that event. Today's SoBo on a cool rain - threatening day attracted over 50 Porsches.

The first Porsche that attracted my attention was Jay Roney's cocoa brown 1986 928S. Jay has only had this beauty for a month, found on the PCA Mart with 99k miles. Since seeing the movie "Risky Business", Jay has desired the 928. The car is pristine, inside and out, and he was told that it has not been repainted.

The next car to grab my eye was Dan Canaletto's chalk 2018 991.2 GT3 (one of my wife's favorite colors). Previously Dan drove a Cayenne Turbo for six years. Dan tracks this car and has installed a cage and harness. I didn't realize that this 911 model does not have any rear seats or sun roof. Dan likes the engine bark and manual transmission; saying this car is a keeper for the long term.

It took nearly 50 plus years of yearning, but Bill Calia finally owns a Porsche. For the last six months Bill has been the proud owner of the lapis blue 2001 996 cab with the factory aero package. Bill located the car on the Cape in Hemmings Motor News. Bill used strict criteria in his search; the car had to have no issues and low mileage. This sweet ride shows just 36k miles. His best like is the sound of the engine.

The third SoBo is scheduled for 16 May (10-Noon) at the Newport Car Museum, 1947 W. Main Rd. Portsmouth, RI 02871 (traffic light at Raytheon). A fifteen-dollar entrance fee is required for the museum but not the parking lot; the large parking lot offers Porsche drivers the opportunity to admire each other's cars; coffee will be provided. And, as always, for any SoBo related questions, please email me at: [rr356c@aol.com](mailto:rr356c@aol.com)







Dan's 2018 GT3



Bill's 2001 996





# ***Squiggly Lines***

**Nick Shanny, NER President**

Spring is here and the club's activity chairs have been busy. Four events have been scheduled for the month of April alone, including the DE Ground School, our first autocross event of the season, and a ramble. Please remember to check out our website to read about all the exciting events planned for the year.

We have a fantastic group of volunteers that make our events possible. Without their time and effort, we would only hear crickets and the occasional sport exhaust. I would like to encourage you to look to see how you might volunteer your time to help the club. Next time

you are participating in an event, ask the event organizers how you might help. Typically volunteer efforts start out small and grow based on how much time you are willing to provide. Every year in the fall we hold elections to fill the various board seats. If you are interested, please reach out to any of the current board members.

My second race of the year was at Circuit of the Americas (COTA). I decided to head down a week early to attend an MVP track event as I had never been to COTA before. As my luck would have it the timing was impeccable. Texas was in the mist of a snow and ice storm. Power was





disrupted, water turned off, and food was scarce. I flew in after the actual weather event, but the temperatures were still below freezing and the roads treacherous. Driving from the airport to the hotel saw cars off on the side of the road, ice covered bridges, and people still driving 60+ MPH on untreated roads. Crazy! I saw at least one vehicle spin as they hit ice, which was plainly visible, on the bridge. I took my time and made it to the hotel. No water, limited food, but they had power and heat. Good enough for me.

The MVP event was a three-day event, but the first day was canceled due to the track being covered with ice and snow. The second day saw the morning too cold, but by afternoon, the temperature rose above 50 degrees. Sunday was even warmer and the only problem that arose was the snow piles melting onto the track. It was a surreal experience be driving around COTA with snowbanks at various turns.

The PCA race weekend brought with it some nicer weather and even better racing. I was no where the front of the pack, but solidly mid-pack. As with most PCA races you always end up racing someone in your class, and GTB1 is no exception. Andy Pastor, a native of Austin, was my weekend racing buddy. We raced each other for both sprint races, neck, and neck throughout most of the race. He finished ahead of me for one of the races, and me ahead of him for the other race. It was good clean racing with each of us trying to take advantage of the others weakness.

I learned a valuable lesson during the endurance race. A Boxster and I came together and brushed doors coming out of turn six. It was a simple “rub” that resulted in some marks on each of our respective doors. Ultimately it was declared a racing incident as there was no damage to the cars outside of some tire marks. What I failed to do was stop at the black flag station immediately after the race to report the contact. It is clearly stated in the rules that one must stop or risk automatic disqualification. Well, I failed to stop. Regardless of the ultimate ruling, I was disqualified, and lost all points for that race. What would have been a top 5 result ended in the gutter. It was a hard lesson, but I will never forget to report to the black flag station going forward.



## NER NOR'EASTER Changes



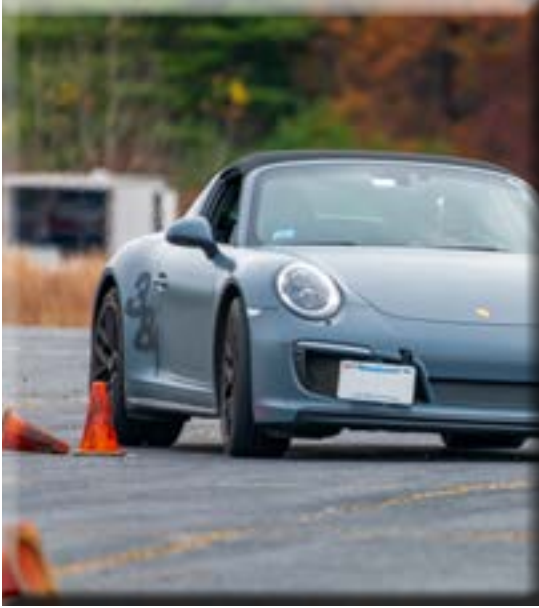
Nick Shanny, NER President

The NOR'EASTER has served as a long-standing publication for the club membership. It has evolved throughout the years from a simple newsletter, a full color proper magazine, to the current e-zine. It has served its role to share important information, stories, pictures, and other news with our club members. It also provided our sponsors and advertisers a platform to communicate with our membership.

Our volunteers are the lifeblood of our club. Without them most of the activities we enjoy would not happen. Our newsletter also requires a suite of volunteers to produce, assemble, and publish. The amount of time and effort required is high and requires a significant time commitment. As a club we have investigated outsourcing the newsletter publication to a 3rd party, as some clubs have done, but it is cost prohibitive. Given the challenges of finding individuals with the right skills and time availability, we have decided to change the format of the monthly newsletter.

Starting in August 2021 we will begin publishing directly to our website all the content you currently see in our existing newsletter, but instead of it all being packaged together into a single PDF, we will publish content on a weekly basis. For example, the monthly board meeting minutes will be published monthly typically a week after the monthly meeting. We are currently working through all the particulars and will be communicating with the club when more concrete information is available.

I hope that everyone can adapt to this new format, but frankly, it should be an easy transition given how most of us consume media today.



# 2021 AUTOCROSS UPDATE

Chris Ryan, NER Autocross Chair

## NER AUTOCROSS SERIES EVENT #1 SPONSORED BY



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**PORSCHE NORWELL**

NER opens its 2021 Autocross Season on **Saturday May 8th** at Moore Airfield in Ayer and will be sponsored by our friends at **Porsche Norwell**. We hope to see all our regular autocrossers along with any newcomers interested in attending. We especially welcome the folks who attended the newcomer's meeting at in Westwood on April 18th to join us.

For those new to Autocross, it is a safe and accessible introduction to motor sports and a fantastic way to improve on your driving skills both for motorsports and street driving. It is also a competitive event: the runs are timed and you compete against similar cars in your class at each event. Participants at our autocross events are a dynamic mix of veterans and novices, enjoying what is both a Club social event as well as a friendly competition.

Novices can always count on help from the autocross veterans and no one takes it so seriously that it interferes with the spirit of camaraderie. We've even implemented a new class for novices this year and will provide an instructor during the event for those that want one.

Drivers will get at least 9 individually timed runs and hopefully more depending on the number of drivers and other factors. Trophies will be awarded to the top two or three drivers in each class depending on class size that you can use for bench-race bragging rights.

**Registration is now open on [pcaner.motorsportreg.com](http://pcaner.motorsportreg.com). You must sign up online by midnight, Wednesday May 5th .**



Gates open at 7:30 AM for check-in. Please arrive no later than 8:30 AM, when the entry gate will be closed, to give yourself time to register, and unload your car. Park between the yellow arrows in the paddock area. Technical inspection will be done to cars in line at the end of the paddock starting at approximately 8:00 AM and ends at 9:00 AM; stay with your car until it has been inspected. The drivers meeting begins at approximately 9:00 AM followed by a course walk. We expect to see the first car off by 9:45 AM. Plan to stay the entire day; if you do need to leave early see the Autocross Chair for permission.

Further event details can be found at the autocross section of the NER website at [porschenet.com](http://porschenet.com).

The cost for the day is \$55 for members, \$65 for non-members. Lunch can be pre-ordered online when registering.

Teenage children of PCA members who are under 18 but have a full license (not a learner's permit) are able to participate via the PCA Junior Participation program. This requires that a waiver be signed by both parents and one parent must attend the event. Contact the Autocross Registrar for further details.

We look forward to seeing you at this event. Questions: contact AX Chair Chris Ryan ([autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com)). For registration information, contact the AX Registrar Jeff Johnson ([autocrossreg@porschenet.com](mailto:autocrossreg@porschenet.com)).

## Directions

The event will be at **Moore Airfield** on Route 2A which is separate from the main (former) Army base. The Google maps address is **91 Fitchburg Rd. Ayer MA**. From Rte128 or I-495: Take Route 2 West. Take Exit 38B (Route 111 North) for 2 miles. At the rotary, take Route 2A West toward Ayer. Stay on 2A as it turns right in downtown Ayer. Follow Route 2A bearing left at the fork by Tiny's Restaurant.

Continue past the Shop & Save market on your left - the entrance gate will be on your left just after the railroad tracks with a sign reading "State Police Driver Training". Enter through the main gate, look for the "Autocross" sign and bear left up the hill to get to the airfield. Everyone should have signed the e-waivers prior to arriving. At the top of the hill there will be someone to check you in.

**Please be prepared to show your driver's license and PCA Membership card if asked.**



# 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

May 16, 2021

June 19, 2021

July 31, 2021

September 25, 2021

*Please visit [porschenet.com](http://porschenet.com)  
for the most up to date  
information on scheduling.*



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# Minutes of the Board

**Alan Davis**  
**Secretary**

## April 2021 Board Meeting Minutes

The April board meeting was held on April 14th via Zoom video conference.

In attendance were:

- Nick Shanny – President
- Kristin Larson – Treasurer
- Alan Davis – Secretary
- 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
- Maddox Kay – Communications support
- Tom Tate – Noted columnist and NER member

The Board approved the March Meeting Minutes and Treasurer’s Report and then proceeded with discussions about club activities, events, and general business.

- **Sim Racing** – Anker let the Board know that the PCA Zone Group Challenge championship events are underway and, with only the Road Atlanta race remaining, Zone 1 (our zone!) has a commanding lead.
- **Social Events** – Lisa Burke reported that the next Rally will be a photo scavenger hunt on May 15th. The event has been organized by member Joe Cracco with a route through Rhode Island and Connecticut. The Board appreciates Joe’s hard work.
- NER’s 2021 Newcomers Meeting is scheduled for Saturday, April 17th at University Station in Westwood, MA. It will be an outdoors “cars & coffee” style event and open to not only our new members but also any members who want learn about the club’s many activities. If the weather bad on April 17th, the event may be moved to April 18th.
- **Driving Events** – Jerome reported that our 2021 DE Ground School will be held on April 24th at Palmer Motor-

sports Park. This year, the DE social events will be shifted to later in the season.

Stan added that fewer instructors have registered for the upcoming events. While more instructors are expected to register, the shortage is causing the waiting list of novices to grow. The Board recommended to that an email be sent to all of the instructors to encourage their participation. The approved helmets will include SA2010 due to the limited availability of new SA2020 helmets. This applies to both DE and autocross.

NER’s autocross program will be using an online live timing system this year. AX drivers will be able to see their times and standing on their cell phones.

The NER’s Charles and Martha Dow Fall Tour has been an event in search of a leader for some time. The search for a volunteer to organize and lead the tour has been a regular topic of our board meetings. Fortunately, a pair of leaders was found amongst the Board as Luis and Bill stood up and volunteered to jointly lead the 4th Annual Fall Tour in 2021.

- **Communications** – Luis and Maddox led a discussion about our web site and our Facebook and Instagram social media channels. The increase in followers is impressive and encouraging. Given these positive indicators, we can expect that additional steps will result in increase our member engagement, increase our advertisers’ engagement, and increase enrollment.

The next NER board meeting is scheduled for May 12th 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](mailto:secretary@porschenet.com)) in advance of the meeting to confirm your attendance and the meeting time and place.



DE Registrar Stan Corbett presenting at the Newcomers Meeting

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## 2021 Board of Directors

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Past President: Bill Seymour  
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Zone 1 Rep: Ricardo Diaz  
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## Committee Chairs

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Autocross Registration: Jeff Johnson  
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Concours d'Elegance: David Melchar  
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Driver Education Chair: Adam Schwartz  
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DE Registration: Stan Corbett  
[tcreg@porschenet.com](mailto: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](mailto:decomm@porschenet.com)

Dow Tour Chair: Bill Seymour [pastpresident@porschenet.com](mailto:pastpresident@porschenet.com)

NER Communications Team: Anker Berg-Sonne, Sterling Vernon, Lisa Burke, Larry Levin, Pete Mazzone, Luis Rivera, Richard Viard, Maddox Kay

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