

THE NOR'EASTER

NORTHEAST REGION PORSCHE CLUB OF AMERICA

JUNE 2021



2021 Ramble
White Mountains, NH



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Editor's Corner

by: Anker Berg-Sonne

The end of an era!

Starting next month, we will begin the transition of moving the content of the NOR'EASTER to our website, porschenet.com. By doing this, we will be able to make updates more timely. Instead of the monthly updates that have been the norm since the club's inception more than 60 years ago, we will shift to a weekly update. As new information becomes available, we will post it on the website, and every week, we will send an email to the membership containing abstracts and links to the new content. Similar changes will happen across our entire social media spectrum. And yes, July 2021 will be the last issue of the NOR'EASTER!

As we enter this transition area, we owe a huge thank you to the many volunteers who have kept the NOR'EASTER coming into your post and email inboxes. For the past two years, Larry Levin has been primarily responsible for the NOR'EASTER's hard lifting. When you see him, give him an elbow bump and a kind word to thank him for his efforts.

Have a great summer!

The NOR'EASTER team!

Front and Back Covers



Larry Levin ~ Ramble ~ May 2021

The NOR'EASTER



Larry Levin ~ Ramble ~ May 2021

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June 2021

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NER Event Calendar

Signature

August 1	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
October 16	4th Annual Charlie and Martha Dow Fall Rally

Driver Education

June 11-13	DE at Palmer Motorsports Park – Clockwise
July 2-4	DE at Le Circuit Mont-Tremblant Canceled
July 16-18	NCR July DE at Tamworth Club Motorsports
August 13-15	DE at Watkins Glen
September 10-12	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

June 19	NCR - Autocross Event #3
June 20	NER - Autocross #2 Sponsored by Autobahn Performance
July 24	NER - Autocross #3 Sponsored by Porsche of Norwell
July 31	NCR - Autocross Event #4
August 15	NER - Autocross Special Event Sponsored by Conway Autoworks
September 4	NER - Autocross #4 Sponsored by Kachel Motor Works
September 11-12	Zone 1 - Autocross Event
September 25	NCR - Autocross Event #5
October 23	NER - Autocross #5 Sponsored by Herb Chambers Porsche

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

June 6	Cars & Coffee - Northborough, MA
June 13	SoBo at Sweet Berry Farm - Middletown, RI
June 27	Chestnut Hill Square Cars & Coffee 8am - 11am
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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Rambling Around the White Mountains

by: Dennis Friedman

photos by: Dennis, Gary Cooper & Larry Levin

It's been 2 years since our 2019 Ramble on Cape Cod, and I must admit I was having some concerns this winter as Covid-19 cases were surging. Therefore, all our planning was done to comply with full social distancing restrictions. Thankfully, the vaccines started flowing into arms, and 209 hearty souls made their way to the Omni Mount Washington Resort in Breton Woods, NH to resume this great NER tradition.

While attendance at this 35th edition of the New England Ramble, was smaller than normal, there was a genuine sense of "normalcy" in the air. And with over 100 Porsches in the parking lot, it was clear that PCA had arrived! While everyone was masked up while indoors, ramblers did seem comfortable unmasking once seated at their tables for our various receptions and meals. As usual, there were lots of returning Ramblers, many having participated 10, 15, or even 20 times. I'm also pleased to report there were 37 first-timers, and a surprisingly large contingent of Gen Z'ers, or were they Y's, or maybe X's – well at least they didn't have much gray hair yet!

As has become our custom, Carol & I arrived on Wednesday to complete the first leg of the Ramble. Upon completion of the second leg of the Ramble, I was practically giddy that road construction hadn't required making any last minute changes to the directions as has been the case for the last 2 Rambles. To celebrate, I took a detour back to the Omni Mount Washington via the Kancamangus Highway. Adding to my pleasure, I discovered that Bear Notch Road had just opened after it's winter closure, offering miles of recently paved and

deserted asphalt to keep a continuous smile on my face. I even made a brief stop at the Davis Path parking lot and walked across the foot bridge traversing the Saco River. A bit further along the path was a sign indicating it was only 14.6 miles to the summit of Mount Washington. Alas, that will have to wait for another time

Once back to the Resort, I saw Roger and Rosemary Slocum relaxing on a couch in the lobby. A little later I bumped into Greg and Andrea Thon, before seeing Walter and Monica Dzialo along with Crystal. It began to sink in – after 2 long years of on again-off again planning, the Ramble was really happening!

Although much felt the same, there was also much that was different, and some of it for the better. Everyone signed electronic waivers for the event, and therefore, we were able to distribute the event packets to people when they checked into the hotel. As a result, there was no need to queue up for Saturday morning registration lines before enjoying the continental breakfast.

On Friday evening, rather than mingling about with passed hors d'oeuvres, socially distanced tables were setup in the Grand Ballroom and individual plates of hors d'oeuvres were brought to people as they sat down. While this reduced the amount of available schmoozing time, it didn't dampen the enthusiasm of ramblers happy to be back on the road with fellow PCAers.

Another necessary change was splitting into two groups for Saturday morning breakfast, and again for dinner that



evening. By using both large ballrooms at the Resort, we were able to seat everyone in a socially distanced fashion, and it also ensured that people would arrive for lunch over a longer period of time to minimize congestion there. Unfortunately, that meant two different briefings in two different locations over the next hour, but eating a leisurely breakfast isn't typically on my Ramble agenda.

The meeting for drivers, navigators, and passengers made abundantly clear that Autocross and DE track events are the appropriate venues to wring out all the performance the wizards of Weissach have built into your Porsche. The Ramble is a navigated, organized but not regimented, scenic drive to be accomplished within the strictures of all traffic laws. As I shared with the group, I go out of my way to find roads where it will be challenging and enjoyable to drive at the posted speed limit. I'm pleased to report that our Safety Chair, Alan Donkin, had an uneventful day as there were no incidents to report.

Larry & Annmarie Levin led the first group onto the route in their White Macan S. As it turned out, it was quite appropriate that we had a 4-wheel drive SUV in the lead, since nearly 2" of snow was on the ground – but thankfully not sticking to the roads. PCAers being ever resourceful, I witnessed a variety of approaches to removing snow from our prized rides. It also led to some incongruous observations, like seeing a GT3RS with snow on its wing! Greg and Andrea Thon served as sweepers for the early group.

Michelle Sceppa Foster served as our leader for the late group as she and John maintained their exalted status of having attended every Ramble since its inception in 1986. Unfortunately, John was still recovering from a knee replacement, making it difficult for him to spend 6 hours in the car with Michelle. Fear not NER faithful,

Fred Cowen gave up his driver's seat (a mere neophyte with 25 Rambles on his resume), and served as navigator for Michelle. Chris Ryan and Lily Baddour served as sweepers for the late group.

Adjusting to the curveball thrown at us by Mother nature, and given that the liquid, frozen sunshine was just ending, I informed both early and late groups that they were welcome to leave as late as 11:00 a.m. if they wanted to let the roads warm up a bit – it was still 34° at 9:00 a.m. To accommodate this later schedule, the ending time for



our lunch at The Common Man Inn & Spa in Plymouth, NH was extended to 3:00'ish. It's worth noting that although 75 people signed up for box lunches when they registered, only 20 people actually opted not to eat indoors and go through the served buffet line. Thanks to Carolyn and her team for being flexible as arrangements changed over time, and making everyone feel welcome and not rushed, regardless of when they arrived.

Having just run the entire route, Carol and I took various shortcuts to take pictures and wave to passing Ramblers. We were able to catch several Porsches emerging from both the Mount Orne Covered Bridge over the Connecticut River, and the Blair Covered Bridge over the Pemigewasset River. I am also pleased to report that as the sun was now shining brightly, a radiant Sapphire Blue 981 Boxster slowed as they approached us, and retracted their convertible top as they drove by. Ah, the glories of New England spring weather.

I had two favorite sections of the route, or maybe there were three or four, but who's counting? The first of these was on VT-102 as we meandered south along side the Connecticut River at it's headwaters. We crossed from New Hampshire into Vermont in Maidstone, traversing a single-lane metal bridge that is about 30 feet in length. After traveling 18.4 miles south along the fertile bottomlands of the river, we crossed back into New Hampshire through a wooden covered bridge that was



about 50 feet in length. This is clearly not the mighty Connecticut River we pass over on the Mass Pike or I-95.

The second patch of road that I reflect on warmly is NH-118, The Sawyer Highway passing through a section of the White Mountains National Forest. As measured last fall by the altimeter in my Macan (it came along with a compass with my CPO purchase), in the span of 13.2 miles you climb from 990 to 2540 feet above sea level, before descending to 810 feet – a real roller coaster experience. While I apologized to our ramblers for the quality of the pavement, I couldn't resist keeping this segment on the route.

After some relaxation time, maybe a massage or visit to





the spa, or perhaps visiting the outlets in North Conway, it was time to spruce up for Saturday night's festive dinner. We again were split in early and late groups, sitting down for served hors d'oeuvres at 6:30 and 7:00 p.m. respectively.

I finished my brief remarks – twice – before the main course was served to each seating, commenting that despite the way some people approach it, the Ramble isn't intended to be a competitive driving event. I again recommended to everyone that autocross or driver's education track events are where you can safely learn how to handle your car at speed.

As I visited various tables to check to see how people had enjoyed the day (yes, I'm fully vaccinated), I was again struck by how comfortable and normal things felt. People were enjoying each other's company and sharing their experiences. We had invited Rick & Chris Wulf (first-time ramblers and fellow Hingham residents) to join Bob

& Patty Anzalone (2021 marked a perfect dozen Rambles for them) at our table. Our animated conversation covered, cars, work, food, travel, and various other topics. When I looked around the room (we were sitting in front by the podium), I saw that we were the only table still occupied and it was approaching 10:00 p.m.

Before hitting the road on Sunday morning, a full breakfast buffet was served, providing the opportunity to bid a fond farewell to new and old Ramble friends. I heard time and again from ramblers how much they look forward to re-connecting with people at the Ramble each year.

If this article has piqued your interest, then be sure to mark April 29 - May 1, 2022 on your calendars when we'll be rambling to Gurney's Resort in Newport, RI. Hope to see you there!

Dennis can be reached at dennisfriedman@comcast.net





SIM Racing

Peter Sigourney

Sim Racing...Where the rubber meets the road. Or does it?

....Maximum concentration as the car rotates and finds its way to the apex. Squeezing on the throttle provides a vivid reminder of the relevance of the traction circle. Releasing steering lock allows the car to track out to the curbing at corner exit. Brrrrrrrr....Outside wheels ride the curbing as the car straightens and the speed builds. The gap to the car ahead is decreasing. Better corner exit speed and slipstreaming brings the trailing car alongside. The 200 meter board passes in a blur as the previously following car now edges slightly ahead. At the 100 meter board the rush of acceleration is violently replaced by threshold braking and a dive down the inside to the apex. Commitment, confidence, and skill have now put what was the pursing car and its driver ahead of their rival.

From grassroots club racer to Formula One World Champion, the sense of accomplishment and satisfaction of a successful overtake is universal. For those who have been there, the experience creates a desire for more. Unfortunately, races are typically held on weekends. What if you want to satisfy that itch on a Tuesday night and your next race at Watkins Glen is two weeks away? Go sim racing with your fellow NER-PCA members!

Now, before you say "I'm not a video gamer" and move onto the next article, hear me out. I don't consider myself a gamer either. But for anyone looking for something as close to the real thing as possible, contemporary racing simulators offer an extraordinary opportunity. For the purposes of this article, I will limit the focus to consumer racing simulation. iRacing seems to be the current gold standard of consumer racing simulation (it has been for quite a while). But how close is it to the real thing? I will attempt to tackle this question based on my experiences with both. I raced karts for over thirty years. Most of

that was in laydown karts with a Yamaha KT100s two stroke engine. At WKA National events at tracks like Watkins Glen, or the Charlotte roval, fields of 85 karts were common. Suffice it to say, with an angry mob of 85 100mph karts, there was plenty of opportunity to learn how to race. I have also participated in racing schools in the US and UK (for you single seater enthusiasts, I drove Crosslé 32, 35, and Royale RP29 Formula Fords).

So how do the cars in iRacing compare to the real thing? When I first drove the Porsche Cup car in iRacing I thought "the real thing can't possibly drive like this". It turns out, the real thing actually does drive like the virtual copy. Don't take my word for it... Take a look at this link: (<https://www.youtube.com/watch?v=MmvKcWHvAaI>). It will take you to a video with Elliot Skeer. Elliot was the 2015 Porsche Cup USA Champion. He also competes in iRacing in among other things...The Porsche Cup car. His insights and comparisons about the real and virtual cars are very interesting. If you're looking for ideas around set-ups, you will find this helpful as well. Speaking of set-ups.... When Elliot was running in the IMSA Mazda Miata series, he and his engineer would develop set-ups in iRacing for an upcoming race (factoring in forecasted weather), download them to a laptop with the team's set-up software, and then put those set-ups on the real car at their shop. When they arrived at the track, they rolled off the truck with a solid baseline setting on the car. If you're still doubting the relevance of consumer grade racing simulation to the real world, think about that for a moment.

Ok, but what about the racing...Is it like the real thing? For me the development of racecraft in sim racing is unquestionably relevant to the real world. In terms of vehicle dynamics, kart racing doesn't offer a lot of

carry over to cars. In terms of racecraft, the crossover is substantial. Racecraft in sim racing offers similar levels of transference. The beauty of sim racing is that there is unlimited track time available to work on your craft. Oh, and when mistakes are made (and they will be), they are far less costly (egos can still be damaged in the virtual world).

I'm a bit out of my depth delving into Sports Psychology, but I can at least share my personal observations as they relate to the benefits (for me) of sim racing. Running a 40 minute race is an incredible test of focus, be it in the real world or virtually (how guys do it at Le Mans for three hours at a time in the rain is beyond me). Sim racing is incredibly immersive... When I'm "on track" I am all in. It takes complete focus to hit my marks lap after lap. Then there is overtaking, defending, figuring out where to get by backmarkers, having a fast in lap when pitting (don't forget the pit lane speed limiter), and a quick out lap. I have a virtual engineer to help me with strategy and to communicate with during the race... He keeps me apprised of gaps to cars ahead and behind, as well as time remaining, how much fuel we'll need to make it to the end, etc. He even gives me an earful (complete with some very colorful language) when I make a bad mistake. "Jim" (my virtual engineer) is also quick to offer praise when I'm getting it right. Rarely do I have a completely clean race. No wonder, there's a lot going on! But, the more I race the more I feel I am able to train myself to maintain focus, relax (even with the pressure cooker situation of having a hard charging competitor on my tail), and even develop more lateral thinking.

There are some incredibly fast drivers in iRacing... NER-PCA's Chris Braun is super quick (and quick to offer help). I did an open test session a while back that included Indy 500 winner and sports car and GT ace Tony Kannan. A friend of mine was in a session recently with World Champion Fernando Alonso. If you're not World Champion material, don't fret. iRacing has a handicap system (kind of like ski racing points, or a golf handicap). You will be placed in races with people of similar skill. As you improve, you will move up the "splits" with other faster drivers. You can also (should!) join various PCA sanctioned races. Like real racing, there are sanctioning bodies in sim racing... Just in case you were wondering. There is plenty of coaching available through the club, as well companies like VRS (Virtual Racing School). VRS coaches include real world drivers such as Sage Karam. The ability to compare data traces between oneself and the coach is invaluable.

So, we've determined that the vehicle dynamics are accurate. In the opinion of the author the racecraft is on the money. It's arguably a good tool for developing focus. So, does that mean it's just like the real thing? Close, but honestly could it ever be? The physical risks in the real world aren't there in sim racing... With the possible exception of injuring your wrists and/or thumbs if you put the car into a barrier and don't take your hands off the steering wheel (yes, force feedback wheels can do that to you). What about the multitude of sensations? Niki Lauda famously said that he had a sensor in his backside that allowed him to feel things that you and I probably couldn't. Would Niki have had that feeling in a simulator? That depends. In real racing it's said "speed costs money... How fast do you want to go"? It could be rephrased for sim racing to read "Realism cost money... How real do you want it to be"? One can get into sim racing for a few hundred dollars... One could also spend \$100k. You get to choose (full disclosure, I'm a bit closer to the few hundred dollars). Even with my fairly modest set-up, I do have a "base shaker" on the underside of my seat. It produces vibrations that corollate with those from road surfaces, curbing, and wheel spin. My pedals and wheel have "rumble motors" that provide additional tactile information. The wheel base provides force feedback which seals the deal. I recently upgraded to a VR headset... That takes the immersion to a whole other level. But there is so much more available, right up to multi-axis motion rigs that simulate the G forces of the real thing. All this would likely give Niki's "sensor" some valuable input. Just like the real thing? Not quite, but far closer than you might imagine.

If you're thinking of giving it a try, don't feel you need to spend a fortune to jump in and be competitive. I finished 6th out of ~3,500 competitors in an iRacing Skip Barber Racing Series last year with an ancient Logitech G27 wheel and pedal set (I have since made a number of upgrades... Maybe it is like real racing?). There are plenty of upgrade paths, so you can go that route if you like. NER-PCA has a Facebook page (NER-PCA Northeast Sim Racing) where many of our active sim racing members contribute. It's a great place for information sharing, general help, and camaraderie. If you're considering going sim racing, it's a great place to start.

The most recent NER race at Interlagos had a field of 15 GTLM RSRs and some great racing up and down the field (trust me I know... I wound up at both ends). It would be great to see even more cars out there. I hope to see you on track.

The Long & Winding Road

- Bill Seymour, NER Past President



ARRRGGGHHHH. It's always darkest just before the lights go completely out. Are you getting bored yet reading about the misadventures of the Jamaican Bakin' endurance race team? I'm getting tired writing about them. But sadly I have little else of note to write about so we are stuck with one another. My faithful reader will recall in my last column we were looking forward to our first race at Watkins Glen. After an uneventful ride out on Thursday (except for the horrible pavement on I88 – next time we take the Northern route) we unloaded and headed off to the Seneca Lodge for the traditional meal. On Friday all five of us got both a practice and a qualifying turn in the dry before the rain started. The good news was that we are learning to drive the car a little better and qualified in Group 4 (of 5) at about 20th out of 70.

As we prepped the car for Saturday's race we hit a snag. A new feature for the American Endurance Racing series is their use of an in-car flag notification device (really cool – go here to check it out - <https://www.nevermissaflag.com/>). We had failed to realize that we needed to power this and so needed an emergency run to Advance Auto Parts to get a cigarette lighter (during which we filled up two 55 gallon drums with the gas that we would burn in a day). The installation of the lighter managed to blow a fuse requiring a return trip to AAP. The rain got worse and it was cold. The wait for dinner at the Italian place was over an hour. Things were going south. Fortunately we got seated right away at the BBQ place.

As is normally the routine, the driving order is debated at dinner the night before the race. Since the previous event had resulted in only Dave and Nick getting any actual racing (clutch broke) they graciously offered to let others drive first. With rain predicted to last until after noon on Saturday this was at best

a mixed offer. Somehow I was talked into taking the first shift. You can see where this is going.

Let me interrupt this narrative to offer some advice to would be racers: if the weather is 40 degrees with moderate rain, you probably don't want to start out on brand new tires which have a coating that must be scrubbed off. Back to the story. On the first warm-up lap I managed to spin into the grass exiting the bus-stop at about 40 mph (avoid the paint, stupid). I got within 10 feet of the Armco. Pretty embarrassing. With no confidence in the traction, pretty heavy fog and spray from the cars in front I was a bit tentative as the flag dropped. Trying to mind my own business I nevertheless managed to spin in turn one of lap one. From the inside. With 50 cars behind me. The video is truly cringe-inducing as cars go by me within a foot on either side. If I need a miracle for sainthood, this will be it as nobody touched me. (Further note to would be racers: don't show a video like that to your spouse. What was I thinking?)

The rest of my shift was uneventful as I tiptoed around -



14 of the 25 laps were under double-yellow as they kept having to haul off the other idiots who stuffed their cars. Dennis was next and he also had a miraculous escape when he spun in the laces and came away with only the slightest of scrapes. Chip was third as the track was starting to dry out and then Dave and Nick got some pretty dry track. There is no justice. Needless to say we didn't have a good result as the lower power cars, particularly the front-drive cars, were having a much easier day in the wet. But we lived to tell the tale and the weather was predicted to be dry for Sunday morning.



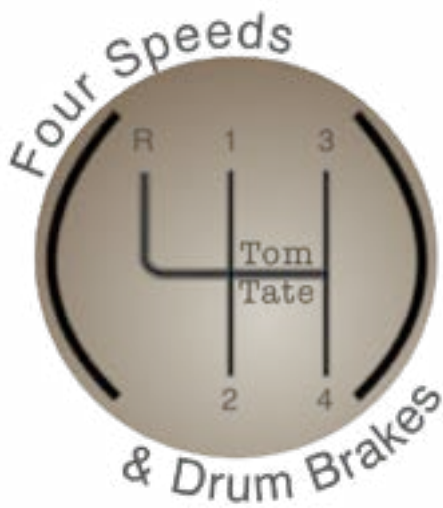
We did manage to get into the Italian restaurant Saturday night and the “famous garlic knots” are these ridiculous bread lumps dripping in butter (and to die for!). In the driver order discussion I was given first choice of position (as a reward for my incompetence I guess) and I picked to go second – avoiding the craziness at the start and expecting a dry track. So fortunately I was not at the wheel when the engine blew less than an hour into the race. Arrrggghhhh!

An autopsy has not yet been done but the data shows oil pressure dropping to zero about 500 yards before the car

expired in a cloud of white smoke. A failed oil pump is the likely culprit according to knowledgeable Mustang floggers. A new motor has already been secured and we expect to be back in the saddle for a late June race in NJ. The new motor allegedly has 80 more horsepower (I have trouble with what we have). Can we make it through a whole weekend?

One final note. A tip of the cap to the NCR team for a very safe and successful Lime Rock DE event as the season opener. A little wet weather but I got 3 sessions each day.





PDK and PCCB

This column will be covering the adventures in a 2014 Porsche C4S which is a long way from four speeds and drum brakes, hence the title. Both features are very strange to me and will certainly take a lot of practice, I hope I have enough time.

I have spent some time behind the wheel of the new car in the garage even if it's not my ride. Thanks, son.

It's easy to drive on the street in either Drive or Manual. PDK stands for Porsche Doppel Kupplungs getriebe. Drive actually has three settings, just Drive, Sport or Sport Plus. Those settings determine shift points, throttle response, and noise level (my favorite). Starting in Drive when the light goes green a light pedal will get to third gear before you cross the intersection. No wonder it gets 25 mpg around town. The Sport mode will cause the PDK system to get to higher revs before it upshifts and will also downshift at a higher point. The Sport Plus raises those shift point numbers even more. The last setting also tightens the shock absorbers reducing body roll when cornering. There are separate buttons that controls the exhaust noise level (my favorite) and shock settings that can be used in any drive mode.

The first test of all this wiz band stuff came when I grabbed grandson, Alex the tank driver, to drive the Picture Perfect Rally put on by the local PCA region.

I haven't been on a gimmick rally in years and was amazed to find over 30 cars waiting for the start on a Sat morning. In years past we were lucky to get 10 cars to show up for a rally of any sort. The car breakdown was also an eye opener. Lots of late model 911's, Boxsters and Caymans but no 356's, no 914's, and only a couple of early, long nose 911's. Didn't see any 924's, 944's or 928's. I wonder what happened to all those cars.

We were given a set of instructions with mileage indicated where turns were to be executed and a couple of photos on each page. When the item in the photo was spotted all we had to do was write down the instruction number and the mileage. Easy, right?

Right out of the lot we saw the 911 ahead of us go straight at an intersection where instruction number 4 said turn left. That shakes your confidence but with the large screen on the dash showing the street names and our location it was easy to look at the next instruction and know we were on the right route. Advantage C4S technology.

I was driving the car in manual but finally moved the selector to drive so I could concentrate on finding the photos. The 911 seemed happy to take over the shifting chores and I could've been driving a Ford except that I had hit the loud button to hear the exhaust note but even that was subdued at the low engine speed.

We were well into the Rally when I missed a turn but the street was easy to see on the screen even if we couldn't spot the street sign. Recovery added less than a tenth of a mile on our odometer reading. Saved by the map feature on the C4S, again.

We did fail to spot one photo before the page was turned so we just guessed on its location. We both agreed that a guess was better than a blank answer, seems they're still teaching that in school two generations later. Sadly our guess was way off as two photos were nearly together and while we were busy writing down the location on one we missed the other. Nice trick by the Rallymaster.

All in all it was an easy drive of about 85 miles that didn't tax the car at all, nor did it give any indication of what the C4S could really do. I wonder how many owners

drive these modern cars as we did on the Rally and never really give the car a chance to show its stuff. For me that would happen the very next day.

Our neighbors in the North Country Region of PCA were hosting their second Autocross of the season the following day at Ft Devens and I was planning to let the C4S show me what it could do.

It was a perfect day for an Autocross with temps in the 70's, some sun and a light breeze. The NCR classes are different than ours and I knew that I would be in a tough class but I just wanted to be able to really turn the car loose in a safe setting. These cars are so fast and so capable that testing the limits on a public road breaks all the laws written to keep everyone safe.

With its 20" rims and the shelf paper front stripes on it, the car looked fast just sitting still. It was missing a couple of things it needed to be a contender. It needed an experienced driver and proper tires. I had never tried a car that weighed 3600 lbs (my '72 tips the scales at 2100lbs), 430 hp (I was used to less than 170hp) and four wheel drive. So that certainly eliminated the driver part and close inspection (after a few runs) found 6 year old tires that were hard as a rock. Whether it's the track or an ice race, driving performance is all about the tires. Those four small contact patches will determine how much grip you have and how much speed you can carry through a turn. Four wheel drive is great but when the car starts to slide you have to lower the speed. I discovered that fact on the second gate of the first run. I did catch it before it got embarrassing.

The car was a monster when the pedal was pushed hard but the biggest surprise was how fast the brakes knocked speed off the car. There were only a few places where the

anchor had to be thrown out and I just couldn't get it done properly. While this car does not have the PCCB brakes (Factory composite brakes) in the title above, the brake rotors are larger than the rims on my Speedster and have 6 piston calipers that would stop a speeding cement truck in a couple of car lengths.

The tires had no real grip (excuse #1) but over braking was my bigger problem (excuse #2). As I approached a gate that needed a lower speed to clear, I hit the brakes way to early and slowed down way too much. It's the first car I've autocrossed with ABS brakes and I know from the BMW's we race in Champ Car that you have to just stomp on the brakes and let the system work the way it was designed. I let that experience guide me but still couldn't bring myself to brake later than I would in my '72. For that reason I was easily 3-4 seconds off the pace and last in my class of 7 cars. I certainly didn't expect to win (that's only in the movies) but I didn't expect to be last either. Did I mention it was a tough class? Certainly a humbling experience and that's not a bad thing.

As far as handling, the C4S was more predictable than I expected. It was pretty neutral and went where it was pointed but I did find that all that horsepower did make it really jump when the PDK went from first to second gear. The first and only upshift was just after the start and I had just begun to turn left to the third gate. I had the car in Drive using Sport Plus and when it decided it was time to shift the car wasn't pointed straight. The rapid upshift caused the car to jump to the right as all 4 tires tried to find grip at once. That upset the line I was following and threw off my entry into the next gate. After a second try with the same result I used the manual setting on the third run and just upshifted early when the car was still pointed straight. No drama and the rest of the course was done in

second gear anyway. But if I do this again (the owner is due in June for a match race at another NCR event) I will have get used to modern brakes and adjust my 50 years of practice on drums. I did get some excellent assistance from Rachel Baker, a national champion, who drives a Cayman with the same PDK system. I wondered about the Nannies at work and was told to leave them alone, that the car was smarter than the driver. She must know as she beat us all that day (again).

Clearly this car is a prize to drive on the street and on the track. I'll just have to get me one and practice how to drive it.

KTF



Cars and Coffee ~ Lala Java

by: Dan Lee

With things starting to return to some form of normalcy, Julie and I decided that this is the year that we will make every effort to get involved in the PCA. We joined the PCA 7 years ago, when Julie picked up her 996.2 C4 cabrio. We registered and completed the Picture Perfekt rally on 5/15/21, which took us through some great driving roads in the northwest corner of RI and northeastern CT. The following day, we attended Cars and Coffee at Lala Java in Northboro MA. Since there were a total of 3 three local C&C events scheduled on 5/16, the hardest decision was figuring out which one to attend. Now that more than 2 weeks have elapsed since we've received our second jabs of the vax, the decision turned out to be a no brainer since we have friends in Northboro that we haven't seen in quite some time.

The next conundrum was figuring out which P car to bring. We picked up a 991 C4S cabrio last November from a fellow PCA'er out in Seattle and haven't sold the 996 yet. There's something about rowing through the gears on your own that makes the 996 more engaging to drive than our PDK equipped 991. We opted to go with the 991 since we're still in that honeymoon phase, not having had many days until recently where the temps have been warm enough to not void the warranty on the Pirelli P Zero summer rubber that it came equipped with.

Although the day started out overcast, the sun managed to break through the clouds for a nice spring day for cars and coffee. This was the first weekend where the high temps in the area hit the 80's!

Upon arriving, I scanned the Lala Java parking lot and saw Porsche sports cars representing most of the model range and spanning several generations, from Boxster's to Cayman's, 911's, a 944 and even a 914. There were other cars represented as well. In the American section, there were Corvette's, a late model GT350 Mustang, and Challenger's, both vintage and current. Representing the Brits were an Aston Martin and McLaren. There was a WRX and fourth generation (A80) Supra representing the Japanese. An AMG SL, Audi S3, 2 BMW M3s (F80 and E30) and a BMW M5 (E39) rounded out the German representation.

Between the Picture Perfekt Rally and C&C, It was a great weekend centered around our 991 C4S cabrio and meeting a bunch of PCA NER members.



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art: Sterling Vernon



PORSCHE

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6328

MECHANICAL ADVANTAGE

LITTLETON MA

Thank you *NER-PCA* from *FRC 6328*

by: Michelle Tuck

From all of us at 6328, we would like to give the NER PCA a hearty thank you for lending us your old Autocross timing equipment for our virtual competition season this winter. You may not know that your equipment spent the winter timing robots! You may also wonder how we are connected to the PCA: Chris Tuck has been doing autocross off and on since 1998 and our daughter Maddie, who just got her license and joined him at autocross this spring, is the Mechanical Captain on the robotics team.

FRC 6328 Mechanical Advantage is FIRST Robotics Competition team based in Littleton, MA. The team was established 5 years ago under a 501(c)3 non-profit

organization, whose mission is to promote STEM education opportunities in Littleton and the surrounding towns. Our team is comprised of students from 8 different schools and towns, making robotics available to nearby high schools without robotics programs.

For the 2021 season, FIRST pivoted to an “at home” competition season by providing teams with the ability to compete virtually. The challenges measured speed, accuracy driving and technical design. The Autocross timing equipment made the recording process so much easier, and our times much more accurate than if we were using stopwatches or phones. Every 10th of a second counts.

While we all desperately missed the fun of in-person competitions, we finished the virtual season with substantial student learning experiences despite the COVID-19 restrictions allowing only a few people into the shop at the same time.

FIRST did not officially rank the skills competition scores, but the FIRST community provided unofficial cross-group rankings. Mechanical Advantage 6328 ranked #1 in the New England District out of 176 FRC teams, and #11 globally out of more than 1400 FRC teams. We also took home (5) robot, competition, business and outreach specific awards, one which has advanced





the team to compete virtually for the Chairman's Award at the World Championships in June. Judges decide the Chairman's Award based on a team's history of commitment to community engagement and support of STEM education and advocacy for all ages, recognizing a team that is a role model for embodying FIRST's goal of inspiring future science and technology leaders and encouraging more of today's students to enter STEM-related careers.

"As a team mentor, I am completely blown away by our students' commitment to participating in this virtual competition season that looks nothing like anything they've ever done before," said David Powers, Lead Technical Mentor. "When faced with the barriers put up by the pandemic, these students got creative and planned out how to get the work done through online meetings and carefully scheduled robot work done by very small groups. That kind of adaptability is a core value of FIRST and our program and provides the real-world engineering experience necessary for tomorrow's technology leaders."

Thank you again for the use of your timing equipment, it was very helpful, and come check out our robot, we will be bringing it to the NER Summer Picnic at Wachusett on August 1st. Maybe you and your kids can try your hand at autocrossing a robot!

For more information, please contact info@littletonrobotics.org or visit the team's website at littletonrobotics.org. Follow along with the team on social media on Facebook (Mechanical Advantage), Twitter (@FRC6328), or Instagram (@FRC6328).

About FIRST®

Accomplished inventor Dean Kamen founded FIRST® (For Inspiration and Recognition of Science and Technology) in 1989 to inspire an appreciation of science and technology in young people. Based in Manchester, N.H., FIRST designs accessible, innovative programs to build self-confidence, knowledge, and life skills while motivating young people to pursue opportunities in science, technology, and engineering.



April 2021 SoBo Porsches and Coffee

by: Roger Slocum

The Newport Car Museum texted me a few days before the coffee asking how many Porsches I expected at the coffee; I replied saying, “because of the forecasted weather, at least 50”. By 10:45 we had at least 65 Porsches lined up in the spacious parking lot. Many of the drivers were unknown to me, and I noted that there were more newer Porsches with more vivid colors. With the sun beaming I observed the first mask- less coffee of the year.

For those who didn’t attend this year’s Ramble, you missed one of the best Saturday drives ever. That morning I wiped three inches of wet snow off the P car as the sun broke through. By the time the drive started the roads were becoming dry, but the foliage was still holding unto the white glistening snow; a prism of colors.

For the few who didn’t enter the museum, you missed seeing some great eye candy as well as building design. Also, I would be most surprised if you couldn’t find your Porsche model in their gift shop.

Troy Demlo’s tangerine 1973 911T won me over hands down; it just glowed. Troy has owned a couple of the newer Porsches but his love is the 73. Troy knew of the car since the mid 80s; the owner was a friend of Troy’s dad. Troy was promised that when the 73 was to be sold, he would be the first to have the opportunity to buy it; that occurred about three years ago. Troy now is finishing up a two-year restoration; the bright work, paint, and engine bay seem flawless.

One of the newer colors offered by Porsche is Tom Heffernan’s Gentian Blue (with a burgundy interior) 2021 Targa 4S. Frankly, it just looked good. Tom ‘s first Porsche was an 86 911.

Another newer Porsche wearing a vivid color was Les vonPonracz’s graphite blue metallic 2017 718 S with a beige interior. His first Porsche was a 97 Boxster; most recently it was a 2001 996 cab. Les says that the best thing about his 718 S is the balance and the sound.

The next SoBo is scheduled for 13 June (10-Noon) at Sweet Berry Farm, 915 Mitchell’s Ln, Middletown, RI. Free, the only requirement to park on the grass is your Porsche. A Porsche logo sign should be in place directing you to the parking area. Sweet Berry Farm is child friendly, encouraging small children to enjoy a working farm, so when entering and exiting, drive carefully. And, as always, for any SoBo related questions, please email me at: rr356c@aol.com

Troy Demlo



Tom Heffernan



Les vonPonracz



NER AUTOCROSS SERIES EVENT #2

by: Chris Ryan

NER's second Autocross event will be held Sunday June 20th at Moore Airfield in Ayer, MA and is sponsored by Autobahn Performance of Peabody. As always, we welcome newcomers to the sport as well as our veteran Autocrossers.

Autocross is a safe and accessible introduction to motor sports and a fantastic way to improve your driving skills. We happen to enjoy probably one of the best venues in the Northeast for autocross. If you are new to the Club or just new to autocross, we encourage you to come out and give it a try. To give you a first-hand look at what to expect, we have a series of excellent "Introduction to Autocross" videos on our website, produced by one of our long-time members Richard Viard. They can be seen on the Autocross page of our website at www.porschenet.com. I encourage everyone to check them out – you will learn a lot about how to prepare, how the events are run, and how friendly the people are.

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 opens on May 22nd at motorsportreg.com. You must register online by midnight, Wednesday June 16th .

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.

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). For registration information, contact the AX Registrar Jeff Johnson (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.**

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2021 Ramble Poem

2021 Spring Ramble

**On the first day of May in Twenty twenty-one,
We headed to the mountains to ramble and run,
From Jamestown, from Scituate, from Dover and Boston,
Little did we know that we'd be in for a frostin'!**

**There were Caymans, Cayennes, and sexy Carreras,
Fastback Targas, (no Taycans?) and two Panameras.
There were Boxsters, GTs and a cool 356,
Yet most of the Porsches had on smooth summer slicks!**

**The Friedman's were anxious and much ill at ease,
For when Ramble Day dawned it was just 30 degrees!
From the Mt. Washington Hotel, our elegant chateau,
In the valley below we could see nothing but snow!**

**But soon through the gloaming the sun did appear,
And Dennis was heard to yell: "Let's get things in gear!"
We all jumped in our Porsches and much to our glee,
We heard the high-pitched whine of a fab GT3!**

**Following the Connecticut River past cemeteries and bridges,
We toured valleys, farmlands and ear-popping ridges,
We ambled through Woodstock where the locals all gawked,
And in Guildhall and Groveton the townies were shocked!**

**Through Warren and Plymouth we drove faster and faster,
Yet avoided gendarmes on the "Kanc" and Lancaster!
Our "Sweepers" were patient and protected our rear,
To shepard our flock so off course they would not veer.**

**What a contrast in weather from morning to noon,
Yet the resolute Porsche -sters were over the moon!
The Nor'easters were thrilled with the Bretton Woods journey,
And are excited to Ramble next year at The Gurney!**

Anon. May 2021



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.





The Line

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



"Picture Perfekt Rally Ready"

These are photos from the Rally - lining up for the start - the Talbot Yellow 1976 912E is ours - Driver Bob Gutjahr (Chesapeake), Navigator Ellen Beck (North Country).

Ellen Beck





“Cars & Coffee times 2!”

May 16th we had over 4 Cars & Coffee events to choose from. Had the best time at the Audrain one at Fort Adams, then the South of Boston one at Newport Car Museum!

Larry Levin



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Squiggly Lines

Nick Shanny, NER President

Spring is here with a vengeance. Pollen is coating everything left outside. Allergies are in full swing and seems especially bad this year, at least for me. Luckily, none of this is stopping all the club activities from taking place. Spring has been busy with many different events already occurring. Please take a look at our web site to find a list of upcoming events.

The board is forming the nominating committee for the upcoming board elections this fall. Per our bylaws the nominating committee must be formed prior to the June

board meeting. Those interested in learning more about the various positions and what is entailed, please contact Anker Berg-Sonne, who is chair of the nominating committee.

As I wrote about last month the NOR'EASTER will be morphing from a monthly e-zine to a weekly series of blog posts. Our aim is to deliver the same great content using more modern technology thus reducing the amount of volunteer effort currently needed. We will use June and July as our "beta" months with the aim to be fully switched over by August.

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Let The Summer Games Begin!

Lisa Burke
VP Administration

I cannot believe it's June already. The driving season is in full swing and we're off to the races (a few of you quite literally) with NER events. We've had a Newcomers Meeting, DEs, Autocross, a Rally and plenty of coffee to keep us awake all summer. But we're just getting started folks! More DEs, more Autocross, the Summer Party, another Rally, the Concours, and yes, plenty more coffee to come.

Having the Newcomers Meeting in April scratched the surface of a little normalcy after not being able to have one last year. It was really great to meet some new faces and introduce them to some long-time familiar ones. We got to hear about how you all got into Porsches and then you heard us talk about our various interests within the club. All of the activity chairs gave informative speeches and were at the ready to answer questions. I truly hope it made any new members feel welcome, because you certainly are.

Next up (for me anyway) was the first 2021 NER Autocross in Ayer. While I may have started getting some additional seat time with other clubs in the last couple of seasons, NER will always be my Autocross home. We had novices join us for the first time in over a year, and there were many of them. I'd forgotten just how much it makes me smile to see that nervous energy in the morning turn into excitement from trying something new by the end of the day (yes, I'm looking at you, Mr. blue Macan). Right out of the gate you all got to experience the dreaded but inevitable "there's a timing issue" that happens at least once per season for every car club. We just got ours out of the way at event 1, that's all. Admittedly, this instance took a little longer to get under control than organizers wanted, but heck – we got to do some fun runs in the morning! What a great opportunity to brush off the dust and just HAVE FUN with it, no clocks involved. But for those in the second run group who had to wait on



course during the repairs, kudos to you for your patience, those cookies were well deserved. I hope the novices had fun, got to see what their cars can really do, made a few new friends in the process. Perhaps we'll see you again June when there's a double-header weekend with NCR PCA on Saturday and NER on Sunday. Good practice for the Zone 1 2-day event in September!



So, what's next on the social agenda? August 1st is the 4th annual NER PCA SUMMER PARTY! We're heading up to Wachusett mountain for the day to enjoy the classic BBQ lunch, admire some curvy fenders at the 'as is' car show, relax for a lovely ski lift ride to the summit, and partake in (or observe) the fierce competition at Cornhole Corner. Porsche Norwell, our generous sponsor for the event (THANK YOU), will be bringing some eye candy, of course – they never disappoint. (I still want that Ultraviolet GT3 RS they brought to the first summer party... *sigh* a girl can dream). I'm also pleased to announce that we will have some special guests from Mechanical Advantage, a local FIRST Robotics team who recently won impressive awards for their work on the Infinite Recharge@home Challenge for

Then we had the Picture Perfekt Rally on May 15th with an impressive turnout of 33 cars and almost 70 people. We could not have asked for better weather. Joe Cracco and Roger Warren put together an amazing route and a challenging but fun photo scavenger hunt. They thought of everything – down to which way the sun would be facing if the route was driven in one direction vs. the other at a certain time of day. I would have never thought about that (which is why I stick to the other prep work, leave the route planning to the experts). Over the course of 2 hours, each team cruised along the “Spyder Certified” roads searching for landmarks represented by photos in their driving instructions. For those who remembered to re-set their trip odometer at each leg and found all of the items within .2 miles of the target for a perfect score, it came down to who accomplished the task in the closest total mileage. For a few minutes there I thought we were going to need a 2nd tie-breaker – it was close! Sincere congratulations to all of the winners – well played.



which the team borrowed NER's old Autocross timing equipment to improve their accuracy – what a great idea! Mechanical Advantage will be demonstrating what their robot can do on a mini Autocross course and who knows, maybe if we ask really nicely and promise not to break anything, they might let party-goers try their hand at driving the robot for some friendly competition.

It's going to be great to see all of your smiling faces soon. It'll be even better once we can start going out for a beer after autocross. Soon, everyone, soon.



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Hello PCA Crew!

Luis Rivera, VP
Communications



Times Change, Tradition's Don't Have To

The POC (Porsche Owners Club) Mag shown above right was written in 1966. The base 911 (recently renamed at that time given the 901 beef with Peugeot) was but a toddler, pushing a fierce 130HP and 119 Lb-Ft torque. By comparison, today, the base 992 (911) is pushing 379 HP and 331 Lb-ft of torque. Given the obvious performance increases, a \$95k base price difference and the fact that you can basically fit two 1966 models in a 2021, I'd say things at Porsche have changed a little. However, I'd argue the essence of and love for these cars remains the same, some 70-ish years later. Why else would the 911 continue to exist and progress, for decades now, or why the "newer" Cayenne or Macan have such a strong ownership and fanbase? Therefore, while this beloved company and the cars continue to evolve to suit our current needs and wants, so too must we at NER....

Flash forward 55 years from POC Vol. 11, Number 7. We have more members, more events and the need to share more information with each other, more efficiently, more effectively and to larger degree, Take for example our last minute re-scheduling of the New Comers Meeting in April– I hope everyone caught wind (and not rain) via our social, website and email updates. Volume 11, No. 7 would not have been able to be reprinted to let us know of these changes from one day to the next.

Some or a lot of you, without being generationally biased, will argue we don't "need to change" but the truth is, we do....and unless a solar flare hits planet earth and makes all the planet's servers toast, digital communication will only continue to grow, and become more integral in how we learn, collaborate and participate in the things we

love. And you know what? That's OK (at least within the context of NER – whether or not you have FB, or check your emails once per month, or 87 times per day). So beyond my rant friends, there are two larger announcements to share with you:

The Noreaster as we know it will evolve into a more concurrent and fully digital source of information, content and club updates in the summer of 2021.

Therefore, we are asking YOU to share your ideas, stories and projects with us, in order to enhance this publication and what we share with each other within this

- Why? In 2021, we are working to create a larger communication platform for ALL of us (remember Winter Beaters, both the Coffee and Cars pop-ups and the write ups, or the FB Technical group we created for us to share tips, tricks and support for our projects? These instances helped us connect and share our stories and passion with each other)...
- How and Who?: Our club has enthusiasts from all walks of life, all trades and all corners of the earth. If you have an idea or concept in mind we want to hear it! The biggest and common thread aside from being in our New England region, is the passion we have for these cars and we want to hear how you celebrate that (or work on it in your garage *smile*). Please contact us at communications@porschenet.com and let us know what you're thinking of sharing!



Why am I always behind?

Anker Berg-Sonne, Membership Chair

This winter I had resolved to deal with the small smoke issue on my Caterham and to catch up on maintenance on our two Boxsters. Well, spring arrived, and everything on the list in the fall was still on the list. As I am getting older, I am getting less tolerant of the cold.

With the warmer weather, I finally did pull myself together and got going. Starting with FUNBOX, our base Boxster I installed two new rear trailing arms in the hopes of eliminating a rattle going over bumps. That project stalled almost immediately. With some embarrassment, I have to admit that I put too big a socket on the bolt that ties one of the arms to the chassis and ended up rounding it. A call for help went to my retired driveway mechanic Chris whom some of you know as my co-driver at some autocrosses. He has a nifty set of sockets made to resolve that problem. It did the job, and of course, I ordered a set of my own, so I don't have to admit to making such a stupid mistake again. Because of the delay and me messing with it before calling Chris, it took two afternoons to do the left arm. The second took two hours! It makes quite a difference when you know what you are doing! Next time will be even faster. The 100 Projects book description of getting the coolant pipes out of the way can be improved. When removing the rear underbody plastic shield to get access to the coolant pipes it pretty much disintegrated and I ordered a new one. Another slowdown happened when I discovered that you need to transfer the center fastener from the old shield to the new shield. Getting it off the old shield was easy. Break all the plastic holding it on. But installing it on the new one requires disassembling the fastener and then reassembling it on the new shield. The rust devil has been playing with that one, and only a good soaking in rust dissolver plus liberal heat coaxed into separating. The rust issue was a bit of a surprise because the only

other place I have had issues with rust is the exhaust system. Next, I replaced all the clips and bolts that hold the heat shields on the secondary catalytic converters, an expected victim of the rust devil. A full set of 6 these now retails for almost \$100. Talk about Porsche tax! The final step was to replace the brake pads all around. The ones on the car were racing pads that squeal when cold, and we only use this car on the street, so race pads aren't needed. I have to admit to another embarrassment. I had ordered what I thought was a full set of Bosch pads in the fall, and now I couldn't find them. After a couple of days rummaging through everywhere, I ordered what I thought was another set. It arrived, and I opened it to discover that I had ordered two sets both times, not realizing, or rather forgetting that pads always come in a set for both wheels on an axle. Of course, I found the first two sets just a couple of days later. They were buried in a box under a book. So now we have enough pads for the rest of our lives and possibly a good part of our children's. If anyone needs Bosch brake pads for a base 986 Boxster, let me know! This completed everything on the FUNBOX list, a very rare occurrence. Usually, I get partway through a list and defer the items that can wait.

FUNTOY, our 986 Boxster S has had an annoying rattle when under hard acceleration in low gear, and who doesn't accelerate hard in low gear when encountering a highway on-ramp in a Porsche? Something was loose back there. Another member with a two-post lift generously allowed me to put it on the lift, and we banged and shook everything and only found a loose heat shield! Come ON! I replaced the clips and bolts holding them on just three years ago, and now they were rusted through! Another opportunity to enrich Porsche. \$100 ka-ching! I just received the parts a few days ago, and hopefully, that will eliminate the rattle. I did purchase extra for the inevitably recurring heat shield rattle.

Finally, on to the Caterham. Surprisingly the head came off with no trouble. I had expected to have to battle head bolts and exhaust header bolts rusted solid, but with both sets, a tug on the breaker bar, and they came out in one piece. What did cause some trouble was to



photo: David Churcher

get the head to separate from the crankcase. I tried the good old trick of cranking the car in the hopes that the compression strokes would break the seal. No go! After having embarrassed myself earlier, I decided to call Chris for help. He suggested brute force and, with the help of a crowbar, wedged between the water pump and the thermostat housing it separated. Of course, leaving pieces of head gasket everywhere firmly stuck to the head and crankcase. So time to look at what was causing the smoke. The symptoms suggested valve seals, and I was relieved to see that there was no measurable wear in the cylinders. No lip and no scoring. Great! The rockers came off easily; they are bathed in oil, so no wonder. Then with Chris's valve spring compressor (I need to buy one of those) I got them off and got a look at the valve seals. They were completely shot, and no wonder. Made from rubber and exposed to heat and oil, they had zero elasticity and were junk even when new., I thought I had already purchased a replacement set of better quality from Pegasus Racing. Unfortunately, they didn't fit. So I ordered a set that looked exactly like the old ones and is used in the Crossflow engines in Formula Ford, and had them shipped with 2-day shipping. They don't fit. Panic time! When I get into situations like this, I post a plea for help in all the discussion groups dedicated to the car model. The Lotus/Caterham community is as good as the Porsche community at supporting each other, so now I know where to purchase the right part, AND another owner gave and mailed me a set of extras he had on hand. They will arrive tomorrow, and I hope they fit. There is a chance they won't because there are two different sizes for this engine. In the meantime, I have been cleaning all

mating surfaces and removed carbon deposits from the head, valves, and pistons. IF the seals are the right size, I should have the Caterham back on the road and track in time for the next autocross, hopefully not smoking!

In parallel with all the maintenance projects I have been working on getting my deceased friend Bill's antique motorcycles and cars sold. That has been going better than my maintenance jobs. For the motorcycles, I was referred to a restorer in Boston, Mad House Motors. The owner, known by her first initial J, has been an absolute joy to work with. She has agreed to sell all of the bikes on consignment for an extremely reasonable fee and will also get them cleaned up and restored to maximize return, also for a fee, of course, but well worth it. Some of these bikes are real gems, one is close to 100 years old, and another is the first superbike model, a Vincent Black Shadow. It is missing a front fork that we are still trying to find. That fork is worth a fortune and rare as hen's teeth. Hopefully, we will locate it as we work through Bill's garage and basement. We have also found someone who is willing to help us sell the cars. Not having to deal with tire kickers and no-shows is going to save us a lot of time and aggravation.

You wouldn't think so, but I have had time to also enjoy PCA, NER and NCR. Sim racing, which I won't bore you with this time, is going well, and I am learning more and more. I have already run in two autocrosses, participated in the Newcomers Meeting, and finally got to enjoy participating in a rally, the Picture Perfekt Rally, in absolutely marvelous weather last Saturday.

On top of this, we are both fully vaccinated, as are most of our family and friends, so life is slowly returning to normal. It just too bad that so is traffic!

On this upbeat note, I will end this column!



photo: Richard Viard



Ventura Highway

Jerome Gangiatano, VP Driving

Hello everyone!

It is that time of year again. Earth precession along its axis moving the northern hemisphere towards the sun and summer is on the way (I am such a dork). Longer days, warmer temperatures, more energy, more activities, more action, more adventure. Simply put, the re-emergence of life to its fullest. This spring stands out in this regard as we are all literally coming out of relative isolation due to Covid which has prevented us from maintaining even the basic aspects of our humanity; spending time interacting with each other. So, here we are with the roster of people fully vaccinated growing by the day and controls being lifted gradually as we get closer to summer.

What does that mean? It is time to transition to a more normal driving season! We seem to be getting off to an enthusiastic start! The DE ground school at Palmer Motorsports Park was well attended and there were many smiles from the drivers coming in from the parade laps. Everyone also had fun working out the winter cobwebs at the first autocross event at Moore Airfield. It also looks like the Ramble up at Bretton Woods was a hit with everyone mutually experiencing a huge weather differential! So, here we go! Let's get our cars (and bodies) ready for the action!

I am writing this article after recently being re-united with my Porsche after almost seven months! I was having a great event and experience at Daytona Motor Speedway last fall. On the third day, I blew my right rear tire coming around turn one. She ended up in the wall between turns two and three. So, while we all get pumped to get out on the track and push it, perfect our lines, and lower our times, let's all remember that our driving events prioritize safety first so we can all return home as we arrived!

We'll see you at the first DE event at Thompson's Motor Speedway on May 28th. I look forward to actually shaking some hands and giving a few hugs!

Wishing everyone smooth sailing and following seas.





NER Autocross #1. May 8th

Chris Ryan, NER Autocross Chair

We held our first Autocross event of the 2021 Season on May 8th! We had a great turnout, with 75 registrations including 16 Novices! We finally got to institute our new Novice Class (Class #12) where all novices compete with each other with the winner “advancing” to their normal car class. While still under COVID restrictions at Devens, we were able to allow in-car instruction and this large Novice Class required splitting them into separate run groups to provide enough instructors. It all worked out fine.

We did experience some timing system issues which took an unusually long time to resolve. Thanks to our friends from Renegade Miata Club, we were finally able to borrow some of their track sensor equipment and get underway. Thank you to Rob MacAlpine and Ernie Grasso for their help in our time of need! In the meantime, since we were delayed, I elected to do some fun runs for the morning while we were waiting to sort things out, then counted only the afternoon runs for the competition event. After all that, we still managed to salvage a decent day of driving, and a number of people, including many of the novices, emailed me to indicate they had had a good time in spite of the rough start. We even awarded trophies following the event, something we had had to eliminate last year due to COVID.

Our friends from Porsche Norwell who sponsored the event fielded a Taycan driven by Nick Vullemier who posted a 79.734 to take Class 1. Tom Tate and Bob Canter took classes 2 and 3 (respectively) unopposed; Chris Hubert (Class 4), Lev Tabenkin (Class 5), Mark Skala (Class 6), Tony Miniscalco (Class 7), Jeremy Mazzariello (Class 8), and Bill Aubin (Class 9) all took first place in their classes, although Gareth Peters gave Bill a run coming within .352 seconds in his new GT4 (which seem

to be the new Autocross Car du jour). Aaron Walker made a return to take Class 11 in his GT3 on race tires; As fast as he was, Mark Scala edged him out for Porsche FTD with a 66.527; and Justin Chen took Class 11 in his S2000 (as well as FTD overall) with a speedy 65.73 second run!

We were very happy to have a large number of Novices participating ... and the top 3 drivers were Niket Anjariawith a 76.182 driving a 2007 BMW ZM4, Robert Nelson with a 77.229 in his 2016 Subaru WRX STI, and Ryan Cataldo with a 78.777 driving a 2015 Porsche 991 GTS. Niket will now graduate to the non-Porsche class 11 where he can compete with the likes of Justin Chen and Rob MacAlpine ... no pressure!

We thank everyone for coming out to our first event of 2021. And for enduring the technical problems that delayed our start. We will do everything we can to avoid that at our next event. In June, NCR and NER have back-to-back events on June 19th and 20th for a full weekend of PCA Autocross! Hope to see you all there!



NER-PCA - AutoCross #1 - Sat 05-08-2021

Summary Results

Pos.	Class	#	Driver	Car Model	Total	Diff.	From 1st
1 - '356, 912, 914-4, 924, Macan, Panamera, Taycan' - Total Entries: 2							
1	1	434	Vullemier, Nick	2021 Porsche Taycan	79.374	[-]8.684	-
2	1	878	Mee, Shannon	2017 Porsche Macan GTS	88.058	8.684	8.684
2 - '911, 914-6, 924S&Turbo, 944, 944S' - Total Entries: 1							
1	2	3	Tate, Tom	1972 Porsche 911T	76.358	-	-
3 - '911SC, 911-3.2L, 964' - Total Entries: 1							
1	3	22	Canter, Robert	1984 Porsche 911 Carrera	73.857	-	-
4 - '928, 944Turbo &S2, 968, 986 Boxter' - Total Entries: 3							
1	4	60	Hubert, Chris	1999 Porsche 986 Boxster	71.918	[-]2.187	-
2	4	69	Rouhart, Georges	1993 Porsche 968	74.105	2.187	2.187
3	4	59B	Donkin, Alan	2000 Porsche 986 Boxster	75.421	1.316	3.503
5 - '930 Turbo, 993, 986 Boxter S, 987, 981' - Total Entries: 5							
1	5	31	Tabenkin, Lev	1996 Porsche 993 Carrera	68.965	[-]2.428	-
2	5	993	Viard, Richard	1995 Porsche 993 Carrera	71.393	2.428	2.428
3	5	13	Noble, Rick	2014 Porsche 981 Cayman	72.777	1.384	3.812
4	5	156	Ryan, Chris	1996 Porsche 993 Carrera	73.139	0.362	4.174
5	5	291	Carolan, James	2013 Porsche 981 Boxster	74.616	1.477	5.651
6 - '987 S, 981S, 718' - Total Entries: 6							
1	6	75	Skala, Mark	2014 Porsche 981 Cayman S	66.527	[-]2.148	-
2	6	754	Aubin, Eric	2006 Porsche 987 Cayman S	68.675	2.148	2.148
3	6	47	Kessel, Eric	2009 Porsche 987 Cayman S	70.848	2.173	4.321
4	6	54	Grasso, Ernest	2018 Porsche 718 Cayman	73.447	2.599	6.92
5	6	82	Tuck, Chris	2005 Porsche 987 Boxster S	74.274	0.827	7.747
6	6	203	Schrum, John	2021 Porsche 718 Cayman T	87.262	12.988	20.735
7 - '996, 964 Turbo, 997, 991, 992' - Total Entries: 5							
1	7	16	Miniscalco, Tony	2006 Porsche 997 Carrera	75.120	[-]1.805	-
2	7	32	Champagne, Glenn	1999 Porsche 996 Carrera	76.925	1.805	1.805
3	7	727	Sarraf, Ali	2013 Porsche 991 Carrera	77.442	0.517	2.322
4	7	959	Vernon, Sterling	2007 Porsche 997 Carrera	77.693	0.251	2.573
5	7	903	Dailey, Tim	2007 Porsche 997 Carrera 4	78.143	0.45	3.023

NER-PCA - AutoCross #1 - Sat 05-08-2021

Summary Results (cont)

8 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718 S>S

1	8	5	Mazzariello, Jeremy	2012 Porsche 987 Cayman R	67.491	[-]2.204	-
2	8	49	Johnson, Jeff	2018 Porsche 718 Cayman GTS	69.695	2.204	2.204
3	8	49B	Mochimaru, Akira	2018 Porsche 718 Cayman GTS	70.495	0.8	3.004
4	8	104B	Lefebvre, Stephen	2007 Porsche 997 Carrera S	70.723	0.228	3.232
5	8	617	Wu, Henry	2014 Porsche 991 Carrera S	70.892	0.169	3.401
6	8	809	Galejs, Robert	2018 Porsche 718 Cayman GTS	74.203	3.311	6.712
7	8	99	Cataldo, Dennis	2015 Porsche 991 Carrera GTS	74.356	0.153	6.865
8	8	19	Wessen, Chris	2007 Porsche 997 Carrera	76.260	1.904	8.769
9	8	57	Israel, Michael	2018 Porsche 991 Targa 4 GTS	77.919	1.659	10.428
10	8	769	Doherty, Joseph	2013 Porsche 991 Carrera S	77.975	0.056	10.484
11	8	104	Kelley, Susan	2007 Porsche 997 Carrera S	78.026	0.051	10.535
12	8	70	Landry, Christian	2019 Porsche 718 Boxster S	86.408	8.382	18.917

9 - 'Turbo, GT2&RS, GT3&RS, GT4, 997 S>S,' - Total Entries

1	9	61	Aubin, Bill	2020 Porsche 718 GT4	67.936	[-]0.352	-
2	9	37	Peters, Gareth	2016 Porsche GT4	68.288	0.352	0.352
3	9	880	Lunsmann, Walter	2015 Porsche 991 GT3	68.313	0.025	0.377
4	9	194	Lindquist, Chris	2009 Porsche 997 Carrera S	68.717	0.404	0.781
5	9	360	Davis, Alan	2015 Porsche 991 GT3	69.833	1.116	1.897
6	9	10	Moschella, Ed	2016 Porsche 981 GT4	71.101	1.268	3.165
7	9	674	Wilson, John	2020 Porsche 718 GT4	72.266	1.165	4.33
8	9	612	Cracco, Joseph	2021 Porsche 718 Spyder	74.024	1.758	6.088
9	9	707	Stroymeyer, Charles	2010 Porsche 997 GT3 RS	78.536	4.512	10.6
10	9	400	Nelson, Lance	2011 Porsche 997 Carrera S	83.655	5.119	15.719

10 - 'Race & Improved' - Total Entries: 2

1	10	563	Walker, Aaron	2004 Porsche 996 GT3	67.259	[-]16.069	-
2	10	33	Brinkmann, Bill	1971 Porsche 914-6	83.328	16.069	16.069

11 - 'Non-Porsche' - Total Entries: 9

1	11	173	Chen, Justin	2006 Honda S2000	65.647	[-]3.030	-
2	11	55	MacAlpine, Rob	1999 Mazda Miata	68.677	3.03	3.03
3	11	781	Fleming, Read	2003 BMW M3	70.119	1.442	4.472
4	11	541	Lagdao, Joseph	2018 Ford Fiesta ST	71.344	1.225	5.697
5	11	261	Johnson, Kieth	2018 Ford Shelby GT	72.930	1.586	7.283
6	11	248	Berg-Sonne, Anker	1987 Caterham 1700	73.982	1.052	8.335
7	11	900	Burke, Aaron	2015 Mazda Miata MX-5	74.357	0.375	8.71
8	11	900B	Keating, Mitzi	2015 Mazda Miata MX-5	75.840	1.483	10.193
9	11	757	Burke, Lisa	2001 Mazda Miata	76.717	0.877	11.07

NER-PCA - AutoCross #1 - Sat 05-08-2021

Summary Results (cont)

12 - 'Novice' - Total Entries: 14

1	12	939	Anjaria, Niket	2007 BMW ZM4	76.182	[-]1.117	-
2	12	705	Nelson, Robert	2016 Subaru WRX STI	77.299	1.117	1.117
3	12	99B	Cataldo, Ryan	2015 Porsche 991 Carrera GTS	78.777	1.478	2.595
4	12	923	Regan, Marc	2015 Porsche Macan S	81.135	2.358	4.953
5	12	291B	Carolan, Koby	2013 Porsche 981 Boxster	81.240	0.105	5.058
6	12	208	Brunswick, Martin	Porsche 997 Carrera 4S	83.487	2.247	7.305
7	12	47B	Kessel, Madelyn	2009 Porsche 987 Cayman S	84.619	1.132	8.437
8	12	818	Salerno, Eric	2003 Porsche 986 Boxster S	86.760	2.141	10.578
9	12	425	Vachaspati, Pranjal	2017 Ford Focus RS	87.135	0.375	10.953
10	12	185	Zendejas, Benjamin	2018 Porsche 991 Targa S	87.260	0.125	11.078
11	12	688	Wendt, Paul	2019 Audi S4	87.260	0	11.078
12	12	463	Logan, James	2016 VW Golf R	89.246	1.986	13.064
13	12	82B	Tuck, Maddie	2005 Porsche 987 Boxster S	91.390	2.144	15.208
14	12	197	Hall, Stephen	2005 Porsche Boxster 987 S	93.346	1.956	17.164



2021 Devens Autocross Schedule

NER

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

NCR

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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Minutes of the Board

Alan Davis
Secretary

May 2021 Board Meeting Minutes

The May board meeting was held on May 12th via a video conference at 6:00 PM.

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
- Bill Seymour – Past President
- Stan Corbett – DE Registrar

Not in attendance:

- Luis Rivera – VP Communications

The Board approved the April Meeting Minutes and Treasurer’s Report and then proceeded with discussions about club activities, events, and general business. Rather than rehash items that had been previously discussed and/or reported, Nick requested that we focus our discussion on significant issues and new business.

- **Insurance Certificates** – Recently PCA National has been unable to process some of the requests for insurance certificates, which are required for all driving events. Anker recommended that all requests be followed up with a phone call to PCA HQ. It was also noted that PCA has been holding the insurance certificates until one week before each event. We know that several venues require the certificates well in advance. As such, phone calls must be made.
- **Driving Events** – Stan reported that the number of DE instructors has been increasing after they were prompted by an email from Dave Berman. More instructors mean more novices will be able to participate.

- **Nominating Committee** – In accordance with NER’s bylaws, a three-person nominating committee must be formed to identify candidates for the board positions that will be open at the end of this year. Anker volunteered to be the chair the committee.
- **Safety Chair** – For those who weren’t aware, Stan Corbett is the Club’s current Safety Chair.

The next NER board meeting is scheduled for June 9th at 6:00PM on Zoom. (Historically the meetings have begun at 6:30 PM. In May 2021, the starting time was changed to 6:00 PM due to a conflict with the weekly PCA national Sim racing events.)

The Club’s monthly Board meetings are planned for the second Wednesday of each month and typically begin with a social period at 6:00PM and the official Board meeting at 6:30PM - 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.





PCA hosts over 3,500 events, activities, and programs every year

As a member of PCA, you're invited to show off your prized possession to people who can appreciate it while attending a wide array of PCA-sponsored events. PCA activities include autocross, HPDE, Club Racing, rallies, concours, sim racing, car shows, driving tours, tech sessions, and much more. Whether you like a bit of friendly competition or prefer to socialize, there is something for you.

MORE INFORMATION: www.pca.org/activities



PORSCHE CLUB OF AMERICA

Welcome!

VIP's - Very Important Persons

New members as of June 1st 2021

Tomasz Adamusiak

Auburndale Massachusetts
2017 Cayenne

William Baxter

Boston Massachusetts
2015 911 Carrera 4S Cabriolet

Matt Blumenthal

Duxbury Massachusetts
2017 Macan

Katherine Book-Connors

Winchester Massachusetts

John Budenas

Townsend Massachusetts
2006 Cayman S

Nancy Budenas

Townsend Massachusetts

Margaret Burdine

Dunstable Massachusetts

George Bussmann

Madison Connecticut

Joseph Cambio

Chepachet Rhode Island
2015 911 GT3

Kim Cavros

North Kingstown Rhode
Island
2013 Boxster

Michael Cavros

North Kingstown Rhode
Island

Paul Cella

Swampscott Massachusetts
2010 911 Carrera S

Brian Chandley

Worcester Massachusetts
2000 911 Carrera

Dominic Chavez

Chelsea Massachusetts
2011 911 GT3

Min Cheung

Seekonk Massachusetts
2020 911 Carrera 4S

Brianna Croteau

Milford Massachusetts
2013 911 Carrera S

Brian Cummings

Barrington Rhode Island
2018 911 GT3

Corey Cummings

Barrington Rhode Island

David Delaroca

Belmont Massachusetts
1964 356

Jeffrey Dewald

Duxbury Massachusetts
2020 718 Boxster S

Charlie Diamandis

Medway Massachusetts
1968 912

James Dolabany

Franklin Massachusetts
2001 911 Carrera

Kris Donovan

Little Compton Rhode Island

Bruce Eddy

Little Compton Rhode Island
2006 911 Carrera 4S Cabriolet

Eric Euell

Seekonk Massachusetts
1976 911S

Nick Facciolo

Somerville Massachusetts
2002 Boxster S

Nathaniel Foldan

Dunstable Massachusetts
2008 Cayman

Lou Frattaroli Jr

Medford Massachusetts
2016 Macan S

Richard Garaffo

Norwood Massachusetts
2002 911 Carrera 4S

Adam Ge

Belmont Massachusetts
2017 911 Turbo

Paul Gelep

North Falmouth
Massachusetts
2017 718 Boxster S

Welcome!

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

Anthony Gouveia

North Andover Massachusetts
2021 718 Cayman GTS 4.0

Kevin Grogan

Quincy Massachusetts

James Grosse

Groton Massachusetts
2006 Cayman S

Debra Haluska

Wellesley Massachusetts

Mark Hanson

Hingham Massachusetts
2021 Taycan 4S

John Harrison

Marblehead Massachusetts
2011 Cayman S

Athena Haseotes

Medfield Massachusetts
2019 911 Targa 4S

William Heming

Marblehead Massachusetts
1968 911S

Christopher Hong

Waban Massachusetts
2021

Dustin Hyde

Braintree Massachusetts

John Kelly

West Roxbury Massachusetts
2019 Panamera 4S

Neil Kimball

Westwood Massachusetts

Kevin Knopp

Brookline Massachusetts
2018 Macan

Eric Licho

South Burlington Vermont
1997 911 Targa

Michael Lioce

Natick Massachusetts
2002 911 Carrera

John Livingston

Wellesley Massachusetts
2013 Boxster S

Craig Lizotte

Sudbury Massachusetts
2001 911 Carrera 4 Cabriolet

David Lynch

Waban Massachusetts
1999 911 Carrera

Christopher Macek

Lexington Massachusetts
2018 911 GT3

Heiti Manning

Osterville Massachusetts

Eileen Mccarthy

Boston Massachusetts
2021 Macan

Les McCoy

Bethlehem Pennsylvania
2019 Macan

Nancy Monaghan

Weston Massachusetts

John Morrill

Milton Massachusetts
2020 911 Carrera 4S

Guyle Morris

Newton Center Massachusetts
2017 718 Boxster

James Mushinski

Westampton New Jersey
2005 Boxster S

Bruno Nosiglia

Milford Massachusetts
1975 914 2.0

Elena Nosiglia

Milford Massachusetts

Colin Palmer

Brewster Massachusetts
2007 911 GT3

Mark Paradise

Warwick Rhode Island
2021 718 Cayman

William Porter

Warwick Rhode Island
2007 Cayman S

Mark Quinlivan

Shrewsbury Massachusetts
2005 911 Carrera

Chris Rappoli

Winchester Massachusetts
2013 911 Carrera S

Welcome!

VIP's - Very Important Persons

New members as of June 1st 2021

Brendan Recupero

Norwell Massachusetts
2019 718 Cayman

Jon Reuman

Auburndale Massachusetts
2000 911 Carrera 4 Cabriolet

Michael Saia

Danvers Massachusetts
2009 911 Carrera

David Salibian

Belmont Massachusetts
2017 911 Carrera 4S Cabriolet

Nayiri Salibian

Belmont Massachusetts

Brandi Saltzman

Stowe Vermont
2019 Cayenne S

Rich Schell

Braintree Massachusetts
2008 Boxster S

Amita Sharma

Dover Massachusetts

Diou Shi

Waltham Massachusetts
2018 718 Cayman S

Avinash Shukla

Dover Massachusetts
2021 Taycan 4S

Indranil Sinha

Brookline Massachusetts
2017 911 Carrera S

Jacqueline Soares

Raynham Massachusetts

Cameron Stock

Concord Massachusetts
2021 Macan GTS

Y. Taskor

Cambridge Massachusetts

David Trigo

Grafton Massachusetts
2009 911 Carrera S Cabriolet

Constantine Tsivelekidis

Charlestown Massachusetts
2008 911 Carrera 4S Cabriolet

Rainy Wales

Natick Massachusetts

Keith Ward

Littleton Massachusetts
2000 911 Carrera

Douglas Willig

Sherborn Massachusetts
2017 911 Carrera 4S

John Wilson

Norwell Massachusetts
2020 718 Cayman GT4

Aaron Woodward

Bedford Massachusetts

David Woodward

Bedford Massachusetts
2016 Cayman GT4

Mark Woodward

Yorktown Virginia
2016 Cayman GT4

Denise Yordy

West Greenwich Rhode Island

Jerry Yordy

West Greenwich Rhode Island
2021 911 Carrera 4S



Photo by Richard Viard

Anniversaries

Anniversaries



**May and June
2021**

49 Years

Linnea Currie
William Currie

47 Years

Margery Zeller
Victor Zeller

45 Years

Linda Kunkel
Wayne Kunkel

44 Years

Robert Burg
Ryan Burg

43 Years

Philip Brzezinski
Kathleen Halloran
Jim Hornsby

42 Years

James Mloganoski
Philip Quish

41 Years

James Buliszak
Mark Buliszak

40 Years

Robert Campellone
Nikolay Efremow
Rosemarie Efremow
Robert Mochelski

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

Danielle Calder
David Calder

25 Years

Raymond Bahr
Ralph Ciaramello
Beth Rosenzweig

20 Years

David Bishop
Jane Bishop
Ashley Briggs
Mark Briggs
Donna Mckittrick
Robert Mckittrick
Jeffrey O'Connor
Joey Oconnor
Virginia Young

15 Years

Rob Anctil
Robert Anctil
Arthur Beauregard
Kathleen Beauregard
Ignacio Borroel
Kari Borroel
Jocelyn Chadwick
John Grassie
Alexander Katz
Jonathan Katz
Bengt Persson
Dieter Reuther
Karen Reuther
Mark Paul Smith
Brigitte Van Der Wansem
Paul Van der Wansem

10 Years

Adam Blauer
Stephen Blauer
Evan Cohen
Kristin Coletti
Barry Dichter
Judith Dichter
Evangelos Geraniotis
Christopher Hill
Samantha Hill
Daniel Kurys
Robert Marcello
Karen Meixner
Ulrich Meixner
Anthony J. Serafino
James Serafino

Anniversaries, continued

5 Years

Justin Becker
Jan Carstanjen
Joan Carstanjen
Steve Cunha
Peter Fallon
Doug Fox
Nick Koulopoulos
Charlie Kuhn
Victor Melendez
A Pirnar
Simon Pitts
Sue Pitts
Edmund Polubinski
Kyle Raeburn
Issie Shait
Paul Stutzman
Raymond Tham
Douglas Tulman
Justin Tulman
Shervin Yeganeh
Gary Yu
Steven Yu

By the Numbers

Primary members: 2215

Affiliate members: 1119

Total members: 3334

2021 Board of Directors

President: Nick Shanny
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VP Administration: Lisa Burke
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Zone 1 Rep: Ricardo Diaz
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Committee Chairs

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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

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
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Dow Tour Chair: Bill Seymour 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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Ramblemeister: Dennis Friedman
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2021 Ramble
White Mountains, NH