



# THE NOR'EASTER

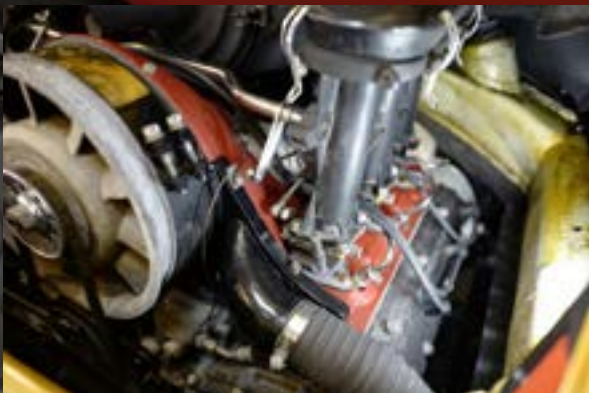
NORTHEAST REGION PORSCHE CLUB OF AMERICA

JULY 2021



Cover by: Larry Levin





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# Editor's Corner

by: Anker Berg-Sonne

It is with mixed feelings that I write this last Editor's Corner. Sadness, because I love paper magazines and now we say goodbye to the last vestiges of a "real" magazine; but that sadness is mixed with a large dose of joy and optimism because NER communications to our membership will now reach you on a timelier basis and it will become easier for you to home in on the content that interests you.

Starting next week all the content you used to find in the NOR'EASTER will be posted on the web site as soon as we receive it. Yes, Tom Tate's and other popular columns will continue, as well as articles, event promotions and reports, minutes of the board, anniversaries, new members and feature articles,

Starting this month you will receive a weekly email notifying you of new content on the website, including a link that will take you directly there with a single mouse click. We will be able to let you know about impromptu events like popup Cars & Coffees when we know what the forecast will be, and also let you know about any changes or cancellations with less than a week's notice.

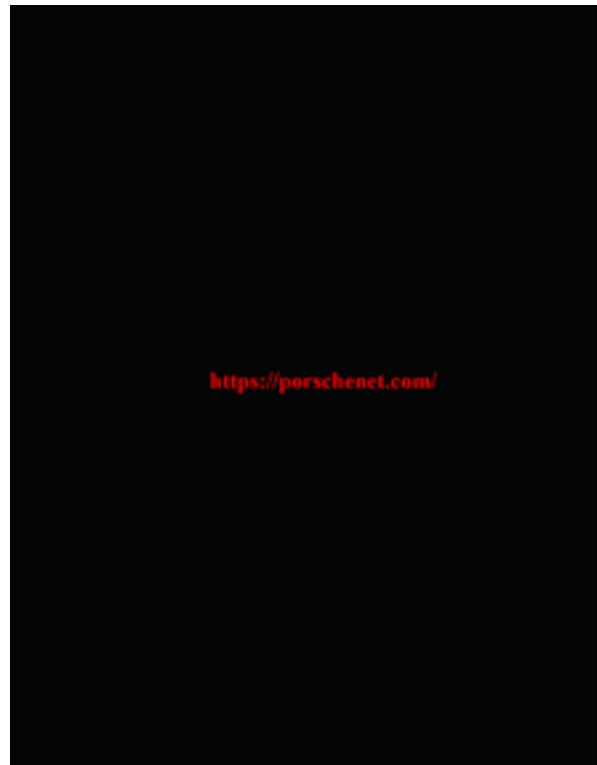
On behalf of the current and past NOR'EASTER teams, thank you for your support.

## Front and Back Covers



Larry Levin ~ NOR'EASTER Over Time

*The NOR'EASTER*



Larry Levin ~ Going forward

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# NER Event Calendar

## Signature

<b>August 1</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
<b>October 16</b>	4th Annual Charlie and Martha Dow Fall Rally

## Driver Education

<b>July 2-4</b>	DE at Le Circuit Mont-Tremblant <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 10-12</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>July 24</b>	NER - Autocross #3 Sponsored by Porsche of Norwell
<b>July 31</b>	NCR - Autocross Event #4
<b>August 15</b>	NER - Autocross Special Event Sponsored by Conway Autoworks
<b>September 4</b>	NER - Autocross #4 Sponsored by Kachel Motor Works
<b>September 11-12</b>	Zone 1 - Autocross Event
<b>September 25</b>	NCR - Autocross Event #5
<b>October 23</b>	NER - Autocross #5 Sponsored by Herb Chambers Porsche

## 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

**July 11** Cars & Coffee - Northborough, MA

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**July 18** SoBo at Sweet Berry Farm - Middletown, RI

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**August 7** Porsches & Coffee - Westwood University Station

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**August 8** Cars & Coffee - Northborough, MA

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**August 15** SoBo at Sweet Berry Farm - Middletown, RI

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**August 29** Cars & Coffee - Northborough, MA

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**September 19** Cars & Coffee - Northborough, MA

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**September 19** SoBo at Sweet Berry Farm - Middletown, RI

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**October 9** Cars & Coffee - Northborough, MA  
\*Food Drive to benefit the Veterans Inc Food Bank\*

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**October 17** SoBo at Sweet Berry Farm - Middletown, RI



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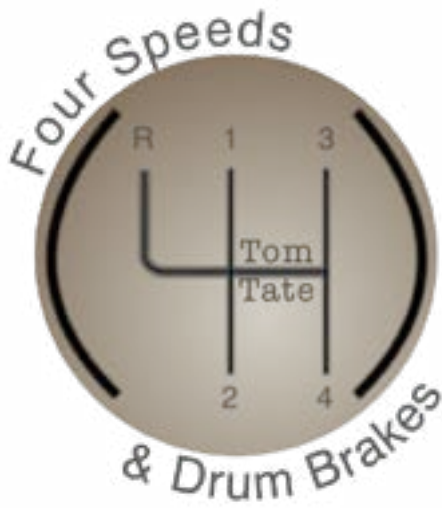
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## The Times They Are A Changing

I attended an evening concert at the Carter Barron Amphitheater in Washington DC in 1966. That phrase was in a song written by Bob Dylan and sung by Peter, Paul & Mary. It has been rattling around in my brain ever since. We listened to that song in every decade as progress in different areas changed our lives forever. Many resisted change but most embraced it. I would like to think that Porsche owners would be in the latter group. I know that I am.

That might sound strange to hear from someone who has owned one car in his garage for 45 years and another for 29 years. Long term ownership doesn't mean that I don't accept change. I just don't like to give up on things that I enjoy.

My loyal readers will remember that I do have a 2014 911 C4S in the garage and that certainly is a big change. It does belong to son, Rob, but just the fact that I've been driving it has me humming that old song again. I never thought that I would own a car with only two pedals on the floor but the Porsche PDK system is drawing me to its amazing ability to shift better and faster than I can.

The C4S is so modern that the AC is on all the time and there is a button on the dash to turn it off. It has so much horsepower that you can't even tell when the AC is on. The other cars in the garage either don't have it or it's only used in an emergency because of the loss of power when it's turned on. There are all sorts of gadgets that I never thought were needed in a Porsche until I tried them. There's a loud button that can keep small children and dogs on the sidewalk as I pass by but can be turned off for long distance, high speed drives. There is a shock absorber button (looks like a shock) that tightens up the

suspension for the ramps but leaves the ride soft when just cruising. The Sport buttons, there are two, will take some reading on my part but so far, the Sport Plus mode was used for the autocross runs (thank you Rachel) and it worked great to improve handling (which was already the best ever).

I've had the C4S long enough and driven it enough that it was time to get the oil and filter changed. I called around to discover that none of the quick lube places would touch it, too much risk of making an expensive mistake. The local dealer would be happy to squeeze it in but they call it a 10k service and it costs \$375. When asked, they said that they also check the tire pressure (the car does that by itself) and wash it. A quick scan of YouTube showed a short video of an owner doing the job in his garage. I have a garage and change oil in my Tubs, how tough could this be. Just because you can't find the engine and under the rear hood looks like a sewing machine doesn't mean it's hard to do.

I wanted to find the filter first because it looked like the toughest part of the job. With no tools, I followed the video instructions and just pulled off the cover, the fans, disconnected the fan plug and there was the oil filter. It was easy to reach with a 36mm socket, the same one I use on a 356 rear axle nut, and I had the lid off in a jiffy. I'm surprised, while it's not the same size (actually smaller) it's just like a 356 filter, it's a paper insert not a canister like the '72 911. The rest of the job was easy, just 8 quarts of oil instead of 4 quarts. The whole job was barely time to finish a beer and costs less than \$50. BTW, Walmart carries the correct Mobil 1, 5 quarts are \$22. Things are a changing but not that much.



The fact is that I've come to the conclusion that since this 911 is going back to Rob at some point I needed to get one of my own. I like the idea of full-time four-wheel drive (no wheel spin on launch). Since I want to have the most recent advanced features, I'd like to have a car with composite brakes that the supercars are all going to. I don't use them that much (brakes just slow you down) but if Porsche made them, they must be great.

Since Porsche is talking about converting the fleet into EV cars, the day may come when an ICE (internal combustion engine) powered 911 will no longer be built. That would make the current offerings collector cars. If I'm wrong my kids will just have an old car to get rid of. If I'm right it will pay off like a life insurance policy when I'm dead. Either way I'll have a great ride until someone takes the keys away.

I just bought a 2020 helmet for track use that is good for 10 years so I think I have at least that long to go. The 2015 helmets were a lot cheaper but would be out of date in only 5 years so I stepped up. I guess I'm more of an optimist that a cheap old guy after all. We'll see how that worked out in 2031.

The Tate family doesn't buy new cars so it didn't take long for Rob to come up with a few good candidates. I think he wants his car back sooner rather than later. Since I introduced the idea of a 911 as an investment, he suggested that the top of the line model should be the target. Plus, it should be faster than his, right? We chased a couple of privately offered (read big discount) cars that met the criteria, a 2014 or 2015 Turbo S in either white or silver. Anything without a black interior since it will spend some time in sunny AZ (read 112 degrees). A low mileage white with mocha interior (same interior as the C4S) Turbo S popped up in Las Vegas and we were all

over it.

It didn't take long for Rob and the family make the 4 hour run to lost wages (in 3 hrs) and scoop up the new ride. Turns out it is equipped just the way I would've built it with a glass sunroof (no need to open), no centerlock rims (so I can take wheels off myself) and a small tasteful rear spoiler what only pops up when needed OK, I'll probably leave it up all the time.

With the '72 Martini 911 still in the garage there is some question as to whether or not I will autocross this new ride. I did notice that with 20" rims all around, a set of the sticky tires, needed to be competitive, cost more that the Volvo wagon the I just bought for my grandson. Yes, the times they are a changing and I'm trying to change with them, but really.

As readers know, these are very large changes for someone who has puttered around in underpowered cars all my life with my foot to the floor. Now I won't have to step down quite so hard to keep up with the kids.

One thing that is not such a big change in my mind is the new format for the online NOR'EASTER. Instead of just a once a month magazine, there will be articles and columns posted each week so members can still get their Porsche fix but in smaller doses. Makes sense to me as the rush of modern life stopped those one hour reading sessions in the bathroom long ago. I'll still be making my monthly contribution, who else would print this stuff? I hope you'll come along for the ride. Yup, the times they are a changing, here's hoping that everyone will keep up.

KTF





# **Communicating, Taycan-Style**

Sterling Vernon

The first time I sat in a Porsche Taycan Turbo, it was surprisingly familiar and soothing. It wasn't the crazy "look at me, I'm electric now" experience that I had expected. And when I went to start it, Kirk from Porsche Warwick said, "It's already on. Just nudge this knob and drive." It was already ready to just go. No fanfare. No drama. It was ready to get on with driving. I thought, "Well, that's not so bad after all. Leaving drama behind feels quite nice."

Still, I have some faint mixed feelings about the upcoming changes to how we will be changing communications of the club. Our monthly newsletter started in 1959 as a small bulletin consisting of a couple pages, hand-typed by one poor soul, and containing mostly just a list of upcoming gathering dates for a passionate few 356 owners. From those humble beginnings, the NOR'EASTER publication grew into what I would consider to be a full-on magazine-style monthly publication. One that was quite dutifully executed and mailed to members each month for many years. To look back on the history, it is humbling and amazing. The amount of sheer effort that went into "the book" never ceases to impress me. The drama of assembling it will also never cease to weigh upon me. And let's not even talk about the cost of printing and mailing.

To see that long legacy, reach our current inflection point, well, it's a bit difficult. All change is difficult. But evolution and change are inevitable. Just look at our favorite brand of cars. If you told me ten years ago that we'd have an all-electric Porsche—and one that I would enjoy—I might have harbored unkind thoughts about you for a moment. The Taycan Cross Turismo is a glorious

way to confound my anachronistic nature. It now has me considering my first electric car purchase (although not a Porsche or a Tesla or a Toyota).

Our club communications must similarly both evolve and also retain the desirable purpose that made them exist in the first place. They need to continue to accomplish the same goals, but in different, maybe better ways. For most members who are reasonably up-to-date with our tech-driven-age, the monthly activities email ostensibly serves the same purpose as did the original typed bulletin from 1959, but much more efficiently. Yes, we all get too much email but we do pay attention to what we want to see. The printed book was something well beyond our club's humble beginnings. It became a glorious luxury. There certainly was a sense of occasion to it. Having served as editor of the NOR'EASTER for a scant few months back in 2019, I maintain the opinion that the book is not a sustainable activity for the club. Save for the heroics of some notable members over the years, it is challenging work that demands quite a few different skills simultaneously - and very few of them involving cars or driving. The editors get the lion share of credit for these heroics, as they should, but we must also thank the board members for their monthly missives and folks like Tom Tate and Roger Slocum for their regular, valuable contributions. Tom Tate, bless his soul, will continue his contributions as we transition into the new model and I am beyond thankful for his efforts. Maybe we can convince Roger and Rosemary Slocum to keep up their SoBo recaps as well. I think these people have gone above-and-beyond the normal club-member role to become cornerstones of the NER experience for so many of us. This aspect of our club communications is something I think we'd all love to

retain—but in as sustainable a way as possible. Pulling together a 70 page book each month, even if it contains many photos, is taxing. I think it's overdue that we move beyond the idea that we're both a car club and a magazine publisher. I think it's just fine to be a really good car club that communicates with its members in the easiest way possible.

The change I see coming is that, while it was a passive joy to have a book show up each month in our mailbox to remind us to engage with the club and have fun in our lives, we must now either find a way to use technology to continue that passive joy...or we have to more actively engage. I have the club calendar from the website pushing events to my calendar app on all my devices. Every time I check my family schedule, I can see our club events and plan to attend if I'm able. The instructions for how to set it up are right at the bottom of the events page on the website. And the club activities email magically appears in my inbox each month thanks to Lisa Burke. The mechanisms have evolved but the experience really isn't so different in my opinion.

Receiving the more substantive stories and columns that will continue to be published but now on the website will perhaps require each of us to perform a little setup if we want to retain that passive experience. I use a news aggregator page called Protopage (I have no affiliation

beyond using it personally) to suck in news feeds from a multitude of websites. If you like staying up to date with lots of news, I highly recommend something like it. Our club website posts pop into a nice little box next to all of my other news blocks so I can easily stay on top of everything that gets posted on the NER website. I don't read every post, but I am aware of all the headlines and top-line messages from the club just as if I had flipped quickly through the pages of the printed NOR'EASTER. I know most of the world hasn't had to be as computer-oriented as I am given my career choice, but I'm always happy to see if I can help you if you are having trouble or want another opinion on a way to improve your own tech-related evolution. We've got a lot of very smart members among us, so I would bet that you can get more help than you'll ever want if you just ask.

Will you embrace these changes? Do you like going 0 to 60 in under three seconds with no drama? I hope you will. I think it's high time for us to go "Taycan-style" in our communications processes. Our favorite car brand doesn't seem to be afraid of change. We have to evolve the way we consume information a little, but the deep joy has always been in the doing, more so than the reading about it. So come participate at the events and I think you'll find that the real club communications are person to person. And you might even see some cool, old cars.



# The Long & Winding Road

- Bill Seymour, NER Past President



Time passes. Things change. Often for the better but not always. This column will be published in the last of the “magazine format” NOR’EASTERS. Those who complained when we stopped mailing a monthly print version of the NOR’EASTER will undoubtedly complain even more loudly. I’m sure that the reasons for the change and explanation of the future will be explained elsewhere in this issue but please let me stick in my two cents worth. First, let’s go back to the print NOR’EASTER decision: members were asked to pay \$15 a year (a fraction of the actual cost) yet only 300 signed up to receive it (out of a primary membership of about 1,200 at the time). The club was subsidizing the print version at the unsustainable rate of about \$20,000 a year. Had to stop. Now let’s talk about moving from “magazine format” to “web based.” The amount of time required to produce the magazine is enormous – starting with hounding those (like me) who fail to produce content on time and ending with the cumbersome process of getting it into production, edited and published. Anker Berg-Sonne and Larry Levin (carrying on the tradition of Dave Weber and Adrienne Ross) have been doing this for the better part of three years. Originally, they said they’d do it for one year then graciously kept on when no one stepped up. Now they are done and we thank them. I’m not willing to take their place. Are you? Then don’t complain. And thank those (Anker and Larry among them) who will be producing the web version. It will be better! There will be new articles every week so more reasons to go the website, fresher content, easier to find what you want to read. We’re keeping up with the times.

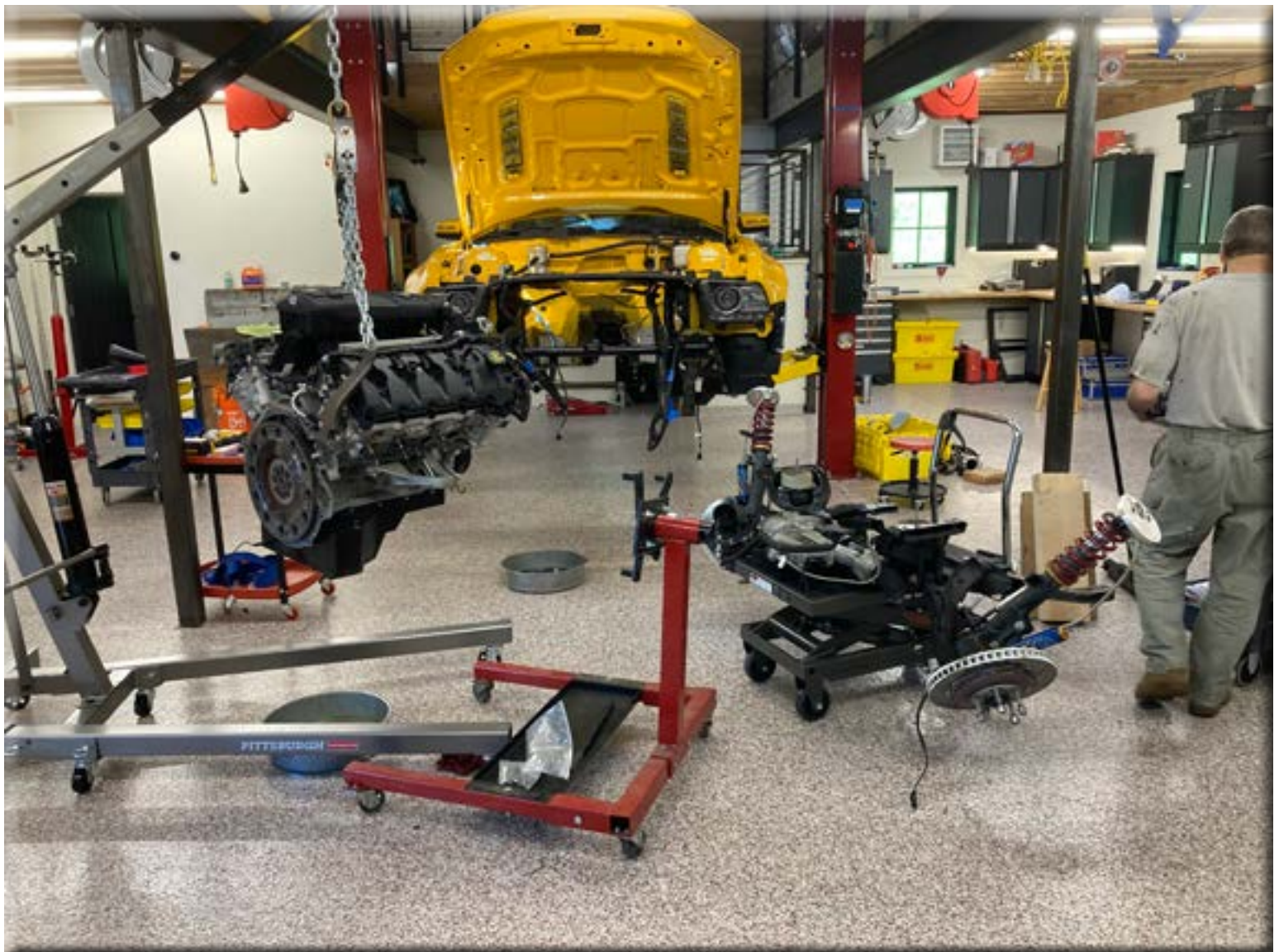
While we are at it, let’s try to gin up enthusiasm and get some more volunteers. Right now, Anker (as Chairman of the Nominating Committee) is trying to find a VP Admin. This position oversees the non-driving activities of the club: Summer Party, Gala, Tech Sessions, Cars

and Coffees, etc. Lisa Burke is in this position now and doing a great job but needs more help (and so will her replacement). The VP Admin should NOT run the Summer Party or the Gala – he/she should supervise and guide the volunteer who does run those events. Are you sensing a thread here? Yes, this is your club and if you want activities to continue (and get better) then we need people to step up and help.

While we are on the subject of change, I note that one of the Porsche Norwell guys brought a Taycan to the first autocross of the season. While it didn’t embarrass itself, it couldn’t keep up with the much lighter ICE cars. According to reports it had lots of squirt but the weight was very obvious. Despite reports that the new Plaid version of the Tesla S will do 0-60 in under 2 seconds (OK, please sign me up for a test drive) it doesn’t appear that the end of sporty cars that make the right kind of noise is all that close. Porsche says the 911 will have an internal combustion engine (perhaps with a hybrid system) for the foreseeable future. On the other hand, look at the popularity of Sim racing. And I’m sure batteries will keep getting lighter and lighter and the climate change issues will force more and more electrification. So, what will Porsches and the PCA look like in 10 years? I’m confused but it’ll be fun, eh?

And finally, back to a real throwback car: the sad tale of the JB Racing Team’s Mustang. We have a new motor (don’t ask how much – what happened to the “let’s avoid expensive German cars so we can get cheap parts?”). The initial autopsy results on the old motor show a rod that got loose in cylinder #6. It didn’t punch a hole in the block but tried its best and left some good dents and damaged oil passageways. Probably has a future as a boat anchor. Whether a failed oil pump precipitated the disaster hasn’t yet been determined.

The double-overhead cam Ford V-8's are called "Coyote" motors but there are sub-genres. The one we blew up was a "Roadrunner." The new one is called "Aluminator." It is a 5.2 liter, not 5.0, and has a different intake manifold – it will produce 500 hp at the wheels, up almost 100 over our old motor. While we bought this thinking it was "plug and play" it is turning out that there is a little more play than plug. Combine this with busy lives and other car events and the June race we hoped for is a non-starter. But maybe it will be ready for a test run at the July NCR DE at Tamworth. See you there.



**The Dead Soldier**



## **June 13, 2021 SoBo Porsches and Coffee**

by: Roger Slocum

Rosemary and I were looking forward to our 2021 season's first coffee at Sweet Berry Farm. Our scheduled SoBo coincided with the beginning of strawberry picking season. Rosemary noted that numerous P car drivers were purchasing Sweet Berry's pies.

The weather forecast was for a sunny day with moderate temperatures (in the 70s). I speculated that we could hit 60 P cars parked on the grass. By 11AM there were more than 90, the most ever at Sweet Berry, and many of them first timers who had arrived from Audrain's Cars and Coffee held at Ft. Adams earlier that morning. This coffee was also the first event where masks were not required or requested; I could see smiles on faces.

Fred Johnson proudly showed his Albert Blue 1971 2.2 L 911 T. The Porsche turned just 119K miles as he drove unto the grass. This is his first Porsche, obtained from his sister's husband in 1983. Fred recently has been refurbishing this classic replacing the interior and rims. Although Fred also has a Boxster, I think he enjoys this bit of nostalgia more ("the shifting and steering, the fit"). The car is quite original with very slight body imperfections; all the trim is clear and bright.

Edmund Williams' Speed Yellow 2000 911 glowed in the late morning sunlight. The exterior of the car did not show the 114 k miles. A couple of changes to the car included the clear front side lights (changed from amber), and the Fab Speed exhaust. Purchased four years ago from David Keane (a Porsche Dealer). Edmund previously owned a 99 911 purchased ten years ago



**Fred's Albert Blue '71 911T**



**Edmund's Speed Yellow 2000 911**

from Prestige Auto. Edmund summarizes his Porsche ownership saying “A thing of beauty is a joy forever”.

William Porter’s Carmine Red 2007 Porsche says that wife Alice and son Jonathon now own “the first families’ Porsche”. Purchased April 2021, showing 65,600 miles, William always desired a Porsche. Like most owners, his response to the Porsche likes was “power and handling”.

Thought I would share a recent e-mail from one of our SoBo friends who had been with us from our early



**William’s (& son Jonathon) 2007 Carmine Red Cayman**



beginnings and are true Porsche enthusiasts, garaging a 2012 Boxster, 2014 Cayman S, and a 2015 Macan S.

*“Hi Roger,  
I hope this note finds you well. I wanted to let you know that Karen and I really do miss seeing our friends at “Sweet Berry Farms”, one of the FEW things about RI we miss. We’re very much enjoying our lives in the mountains of north Georgia. We’re only 1 1/2 hours from “Tail of the Dragon” and there are literally dozens of roads even closer that seem to be made for Porsches. Please give our love to Rosemary and let her know we’re thinking about you guys.  
All the best,  
Cliff & Karen Steve”*

The next SoBo is scheduled for 18 July (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](mailto:rr356c@aol.com)



# More SoBo....



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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).





## ***View from The Top***

**by: David Kellogg-Achin with Nancy Achin**

### **What I did with the First Sunny Day of the Season ( ...at Palmer Motorsports Park )**

Sunscreen! That's what I forgot when I got all frazzled about the Boxster not starting on Saturday morning. Would you think I'd remember something as essential as sun protection when driving a convertible to a racetrack?

To be fair, I was distracted – first by the Boxster's dead battery (apparently if you leave a key in this car's ignition, the battery goes to sleep – makes me wonder if I'm not meant to own a car, especially one built after 1967). Second, when I had charged the Boxster's battery for an hour, I tried to start the car with the battery charger set to "40 amp: Car Start". Succeeded in melting some of the few remaining wire strands of the ground cable into molten pills; not so much in starting the car.

But I'm a determined sort. When the first attempt failed so very miserably, I thought: 'fix the termination of the cable on the battery charger'; on principle, a good idea. And it needed to be done since so little of the original wire remained intact due to my antics. Never knew that a battery charger, in a pinch, could double as an arc welder.

So, to do the job properly, I had to go up the hill to my garage, gather the tools needed to pry open the crimped tabs on the cable's clamp, strip the insulation to expose a full complement of wire for proper contact, and repinch the metal tabs to ensure strong retention of both the wire and equally important, its insulating sleeve. Clearly someone had made a repair in the past that was done with the malicious intention of making me late. For a Very Important Date.

With the cable and its insulation now properly attached to the cable clamp, the battery charger passed a full surge of power, not an intermittent sputter to the battery. I tried cranking the car. All I got for my trouble was something about a failure of the PSM board. Apparently, a repaired battery charger is even better at welding, this time inside the expensive electronic ether of the Boxster's computer network. See what determination will get you? A \$1,600 tab at Porsche of Burlington! Since I had to fry the Stability Management computer, at least I could be forced to awaken my dear (somnolent) wife for permission to use her car for the day's adventure... what's that phrase about sleeping bears?

Amiably, the Aston started and the raucous scream of the exhaust startled me into the realization that if I drove at about 140, I could get to the track about midway into the Driver's Education class: Porsche damage forgotten; energy reinstated. That's before I made allowance for the travel time forecast by the GPS. When am I going to learn that those machines, too, are part of the Evil Electronic Empire's attempt to take over humankind? The GPS (the Ways app, in specific ) set travel time from Andover to the facility in Palmer, MA at 40 minutes ( for 97 miles?). I left our house at 9:40, pressed moderately hard along the way and pulled into the Palmer parking lot at 11:30, literally during the last slide of the presentation. Not 40 minutes.

Since there wasn't a tech inspection before going on track, and we were only driving parade laps while members of Palmer Motorsports Park broke for lunch, I wasn't steaming mad. In fact, this was a first for me: I did not get upset with what appeared to be the morning's

misfortune. I just burned up the electronics in the Porsche and grabbed keys for another car. Either way, I was going to be out on the first summer-like day of the driving season with the top down. And there was lapping to be done at a track I'd never seen. Maybe not so bad...

Both my wife Nancy and I are over six feet. That boils down to our being leg room challenged in most cars. We can get sore sitting in the Boxster on any trip much longer than driving through the car wash. The rub is, we love the Boxster: sound, driving, power, handling, even its looks are very satisfying to us both, and after her stroke, Nancy can safely drive the car, given its Tiptronic gearbox; every bit a win.

Since we both adore the Boxster, a 911 would be a sacrifice, in our opinion, both for appearance and for handling. We would rather not give up the immediacy of steering response and the brilliant balance that results in the Boxster's intuitive, fulfilling and fun driving experience: the car is engaging, actually endearing and offers a delightful cabin space that feels deliciously intimate. But in the Palmer parking lot I had the chance to check out all manner of other Porsches.

And that was part of my day's remit: since we're new to the Porsche marque, see what else is out there. There was a stock 914, a couple of 944s in different stages of modification, 911s ranging from 1974 to 2019, 4.0 liter Boxster Spyders, even a GT3RS all the way from Minnesota. (Rumor has it that Porsche drivers are a touch enthusiastic, but driving from the Upper Midwest to Central New England for 35 minutes of seat time?) Plenty

to look at, plenty to learn, if only I'd gotten there two hours earlier.

One piece of positive news: there were still coffee and bear claws available after the instructors finished describing protocol for our parade laps. As the first group lined up at 'pit out', I found a very nice couple with a white Boxster Spyder and we started to talk. This was their first track event, they loved their Spyder and found that it compared favorably with their 2020 Corvette, though arguably the Boxster is not capable of the bursts of violent, face-bending acceleration you may expect with a modern Chevy Big Block.

Another item on the day's punch list was asking those with more Porsche experience than I whether tricks exist for accommodating tall drivers in the Boxster's cockpit. I was referred to a very affable fellow named Corey who works for HMS Motorsports, a major sponsor of Driver Education days for PCA. Turns out I had met Corey several years ago when I had first begun my seat shopping chores for our Mk IX saloon [ 1960 Jaguar four door: in the US it would be called a sedan ]. To his credit, Corey remembered our first meeting and invited me back to the shop to see some of the seats newly in stock. Look forward to that.

And honestly, now that both Nancy and I are fully vaccinated, grateful to be able to return to HMS. I want us both to be comfortable in the Boxster and new seating may help. I've also learned there's space to be stolen by removing insulation attached to the bulkhead: each wee bit matters. And it's both cheaper and less physically annoying than having a vertebra taken out or our legs sawn short.

Finally, it was time for the second group to take the track. We lined up, I put the convertible top down—it was allowed under parade lap rules—and off we went. I was let into line by the kindly owner of the white Spyder, just behind a beautiful triple black 997.2, to run the course clockwise.

The track is 2.3 miles long, has 14 turns and can be run either to the left or the right. Either way, the facility claims 509 (!!) feet of elevation change per lap: if that doesn't awaken your senses, ask your



Primary Care Physician to check for a pulse at your next physical.

As you drive the course clockwise, cresting the highest rise rewards – and distracts – with a wonderful view of the foothills of the Berkshires: your eyes should be fixed on seeking the next apex but the view really is spectacular (and the 911 was, honestly, quite slow through this part of the track so there was time to gaze about for a moment or two. Pokey Porsche!). Below is a map of the course. The aforementioned ‘Scenic Overlook’ is on offer at Turn 11 (Turn 4 on the map below, ‘remember: we were running clockwise, while on the map turns are numbered for anticlockwise driving).

My previous track events, both track days and full out racing, have been in low powered cars, so it was a revelation to drive the Aston among the Porsches. The V12 gives tremendous bottom range pull and doesn’t gasp for air at the top end, either. I have no idea what running would have been like at full tilt, but if these laps were any indication ( and we did exceed the 60 mph limit several times ) the Aston was more than a match for the 911 immediately in front, and the Spyder kept disappearing in the rear view, too.

I make no pretense to being Fangio, Moss, Schumacher or Hamilton, but given the performance of the DB9, I enjoyed myself on track more than I ever had. Without getting caught up in ‘red mist’, it was a wonderful experience because when the 911 turned into a corner, braked, or accelerated out of a turn the Aston was tight on its tail. Particularly on the main uphill, where the 997.2 took a most mysterious approach to the racing line, but even on the main straight, the Aston could easily have passed the coupe and left it far behind. And, mea culpa, I had not even remembered to engage Sport Mode. Wonder what the car is truly capable of?

Driving a really capable car on track for the first time was sweet in itself. Close your eyes for a moment and imagine the distinctive rasp of the 911 bouncing between the rock outcrop on either side of the course, and add in the unique tenor wail of the As-ton: you have a Grammy-winning soundtrack. I can still hear the harmonies of those two legendary engines winding up before the speed scrubbed off with elevation changes, braking and turn in. On track out, turning into those uphill corners gave a different, more desperate sonority with the engines pulling harder amid overtones of chirping tires; a day, an experience, to be savored and remembered.



I had thought of returning to vintage racing, but now I’m not so sure. I think part of the reason I raced was to inch toward a personal best, to secure an apogee of racing experience. Now that I’ve experienced being in a really competent car, driving with others of similar stripe, keeping up – and more – I’m not sure what could possibly improve upon that experience without a preposterous outlay of funds that would likely be better spent restoring the cars already on hand.

Whether I continue to race or leave it behind, this day in the mountains, with excellent company and capable competition, this experience, the day that started with the Boxster refusing to start, has given me food for thought, just because it was a rich, fun filled experience, a challenge I didn’t see coming, with outcomes I could scarcely have foreseen.

If you have a chance for a track experience and you are wondering whether or not to ‘have a go’, I suggest considering it seriously. You could learn some things about yourself that you didn’t know were in there, or settle a couple that were rattling around unanswered.

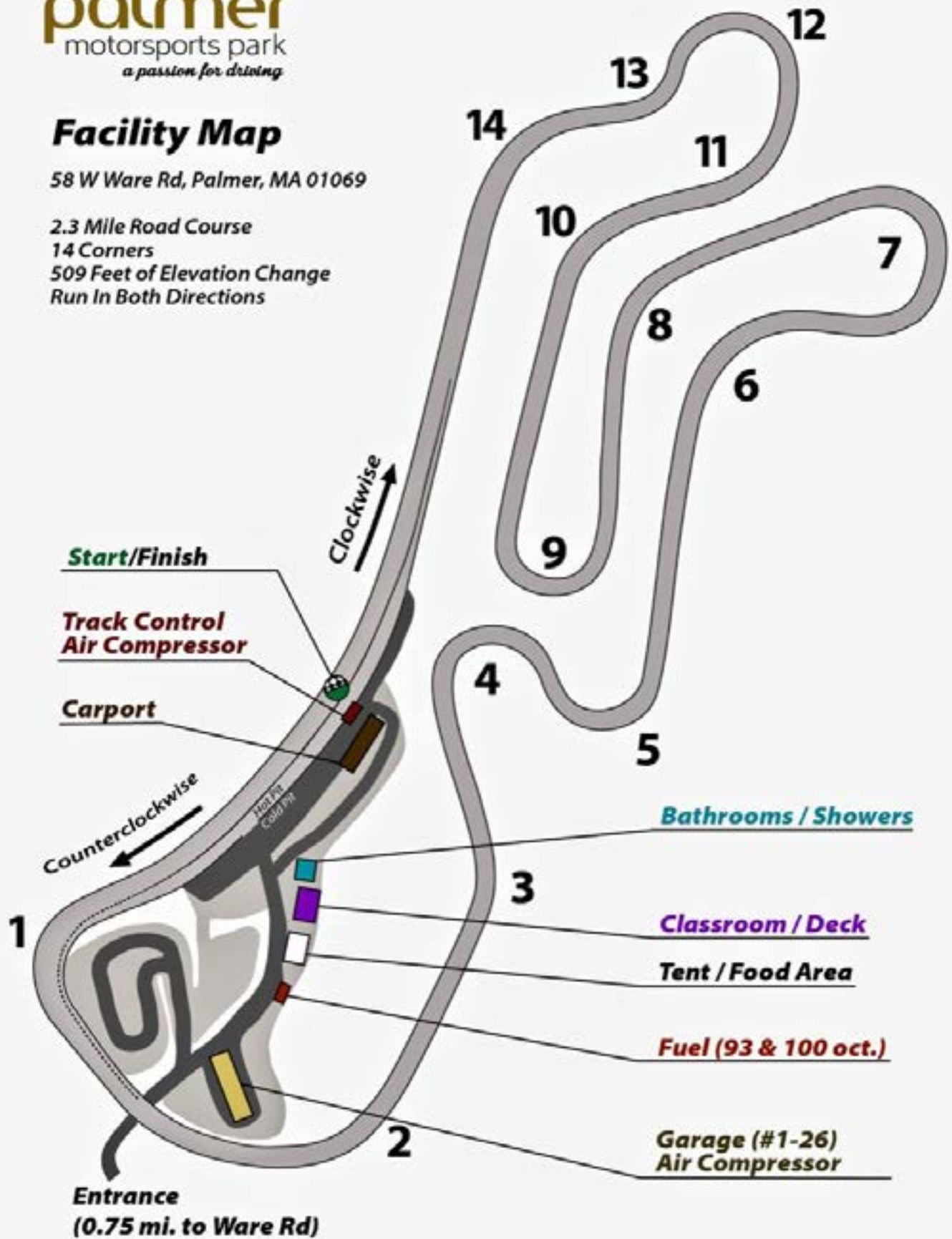
Imagine what it would be like to slice through the pack of 911s in an XKR S-GT. And remember: keep the shiny side up!



## Facility Map

58 W Ware Rd, Palmer, MA 01069

2.3 Mile Road Course  
 14 Corners  
 509 Feet of Elevation Change  
 Run In Both Directions





# **NER Autocross #3. July 24th**

## **Chris Ryan, NER Autocross Chair**

NER AUTOCROSS SERIES EVENT #3

SPONSORED BY



PORSCHE

**PORSCHE NORWELL**

NER's Autocross Season continues with Event #3 on Saturday July 24th at Moore Airfield in Ayer and will be sponsored once again by our friends at Porsche Norwell. As always, we welcome newcomers to the sport as well as our veteran Autocrossers.

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. 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](http://www.porschenet.com).

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 June 26th at [motorsportreg.com](http://motorsportreg.com). You must register online by midnight, Wednesday July 21st .

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.*





# Starting The Line

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

Remember when you bought your first Porsche?  
Or maybe that first PCA event?  
Memorable road trip?

For this last NOR'EASTER we are changing 'The Line' to the 'The STARTING Line' and had member's sent us a picture of their 'STARTING' moment of choice.

**ENJOY!!**



In 1957 Charlie Wuerth took my Dad for a ride in a 356A coupe with me stuffed in the back seat. We were doing about 50 as we headed up a short hill with the road appearing to dead end into a stone wall. At the last moment (and certainly without lifting which in a 356 would have been catastrophic) we made a sharp left, howled in glee and found more road. That led to my father purchasing his first Porsche.

Bill Seymour





It was January 2005, and I was just about to pull the trigger on a low mileage 2004 Boxster S Anniversary Edition – GT Silver with Cocoa Brown interior and top. I got to thinking that for about the same money, I might be able to buy a 993. My wife and I drove from Herb Chambers in Boston to Hatch & Sons (in Sudbury at the time), and during the test drive, Carol mentioned that she liked the way the engine sounded. We bought the 1995 Carrera that January afternoon, and asked them to store it until spring. On my drive home in late March it began snowing on Route 128!

Dennis Friedman



Here's a photo of me in 2008, very soon after I bought my first 911 – a 2005 Carrera S cab. This dealer visit was to see if it would pass the "broomstick test" with the pop-up roll bars deployed, so I could qualify for my first HPDE class. The track requirement was that all cabrios had to provide proper clearance with "factory" protection. Porsche engineering again proves its worth!

Gene Hunt



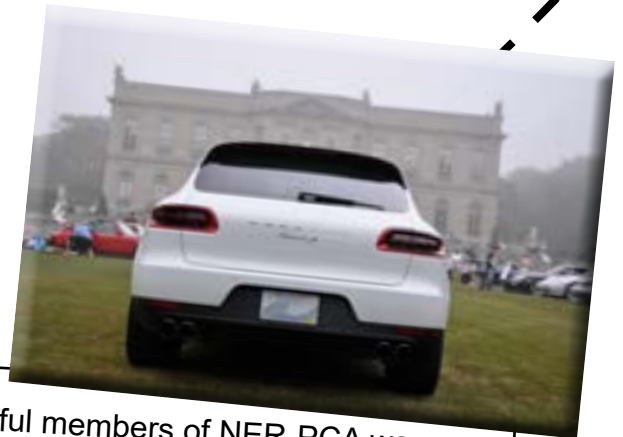
My starting line was on 9/24/15 in Pedro's Garage. After deciding I wanted to buy my first Porsche - a 986 Boxster - I was able to find a car that ticked nearly all my boxes in Florida in the garage of Mr. Boxster himself - Pedro Bonilla.

For those not familiar with that name, he is the PCA Technical Committee expert for Boxsters and Caymans. Through the online forum he runs and moderates - PedrosBoard.com - and the boutique business he runs - PedrosGarage.com - he is a well known and respected guy for the two-seat, mid-engined platformed cars. He's also a peach of a guy.

Occasionally, Pedro "saves a car from the crusher," rehabs/rebuilds it, and sells it on. I was fortunate to contact him when one such car was available. Upon finding out, my wife and I flew to Florida immediately, bought it, and drive it 1,300 miles home. That was merely the first of many long trips - we've put about 50,000 miles on the car since - and was our gateway into the world of Porsche, PCA, and the dozens of new friends we made.

So, thanks Pedro. It's been quite a ride!

Gary Cooper



Driving a Porsche and meeting so many wonderful members of NER-PCA was somewhat expected. The wonderful unintended outcome that started from that first ride home from the dealer was my Porsche provided so many fantastic Father and Son moments! Our first of many NER Concours together is pictured along with another picture from the Parade in VT. As I look for my first 911 I'm hoping the trend continues at AutoX. Stay tuned....



The attached pic is of "Marrs" our 85 911 Targa the very first summer we got her and our very first PCA NER event which was held at Sweetberry farm. Pictured with Marrs is my youngest daughter, Aria sporting her PCA Junior ID card and lanyard. This was the summer of 2019 and we are happy to be relatively new members of the Porsche family!!

Lawrence Filippelli

Starting Line: March 22, 2019



Love affair began: 1989  
(high school)



Dream realized: 30 years later

In high school, I fell in love with the late '80s air-cooled, tailed 911 and made it a goal to own one by the time I was thirty. Alas, my unrequited love pushed thirty to forty and forty to .... Long story, short, after 30 years of longing, karma made good and this beautiful, stock 911 made an epic dream come true. Miles and smiles.

Sean McKenna



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Palmer Motorsports Park invites you to the premier Porsche event in New England!

# PORSCHE

## on the mountain

oct 10 2021



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October 10, 2021 9AM-4PM

Show cars, track cars, race cars, and projects.

Over 75 indoor and outdoor vendor spots available!

People's choice award plaques in fourteen categories.

Purchase, trade, barter - everything Porsche! Event held rain, shine, snow!

\$30 show entry and paddock lane parking. \$20 general parking per car which

includes show admission for up to five people. Parade laps available for a small fee. Grand Finale parade laps for all show cars.

Food, wings, snacks, and beverages served by BUSTER'S.

ATM located 10 minutes away. No drones, scooters, mopeds, trail bikes please.

art: Sterling Vernon



PORSCHE

Norwell





## ***Family Time!***

**Lisa Burke**  
VP Administration

It's another Sunday night in the Summer and once again I'm unpacking the car, washing off the sunblock and drinking every ounce of water in sight. But mostly I'm thrilled to be back inside the air-conditioned house – it was hot out there on the tarmac. Very hot.

A lot of families came out to today's Autocross event. They worked together, drove together, laughed together, perhaps pushed a car together, and I'm sure went home with some fun stories to tell at the next family cookout. It was awesome to see them share the experience, and I thought it was really neat that they chose this activity as the way to spend their Father's Day.

I tend to take for granted that Erick and I have this hobby that we do together. We have our routine pretty pinned down by now to pick up ice and sandwiches, check pressures/torque/fluids, run through the checklist the night before an event. Then we help each other the morning of to get the hard top off of my car and the cooler out of his frunk. We work the gate together and get to greet everyone as they arrive, double-checking that we didn't miss a single waiver or license. You'd think we'd be bored after a while.

Then we come home on Saturdays or Sundays (or both) and recap everything about the day. The social time, the course, our driving, the competition. It could be the middle of the week when I remember a story I wanted to tell him about something I heard (or saw) on the grid or that joke so-and-so told me at the starting line, and I can just tell the story on our way to the grocery store or over dinner. I don't have to preface it with any backstory about the people involved or explain the quirks we've just come

to know about our Autocross family. "Oh hey, I got a picture of the sandwich warming technique" is the kind of thing Erick can say to me on a random Tuesday night and I know exactly which person's engine bay he's going to show me, but I'm still excited to see it.

People might think we're a little crazy for doing this (almost) every weekend between April and October: we load up the cooler, chairs, umbrellas, tire pressure gauges, and everything else that lives in "The Bin" to head to the airfield early in the morning, stand in the sun all day, drive around and around on The Taxiway, The Back Runway, and of course The Sweepers... week after week. But I'm hoping a few more people went home today with an appreciation of the parts of the event that you don't see on the official schedule for a day of Autocross, the parts that keep us going back into our 4th season now. There's something about chasing down that same damn cone that everyone hits on corner 5 that becomes entirely different when you share the experience with a loved one. When the slower time in the household becomes the greatest accomplishment of the weekend, that's what I think of as family time.

With the Summer Party coming up in a few short weeks, we have another great opportunity for a day out with friends & family right around the corner. I can't remember the last time I played a game of horseshoes but I can already think of at least 10 people from all disciplines of the club who I could ask to join me for a round at the party. And at least 5 of them who would normally spend their time telling me to just drive faster, will have to appreciate that finesse is sometimes just as important as speed. I drive a slow car which means it's all about the handling.

About a month ago Erick and I went to visit a friend at her first DE in a number of years. We still haven't made it out to the track ourselves as drivers, but it was really cool to stop by for a visit and have so many people make their way over to say hello. Once again, I take for granted how many friends we have made in this club. In addition to the other Autocrossers, we've met members of the DE crew at random BBQs, gotten to know the Concours regulars at cars & coffee... but most of the introductions came from volunteer opportunities we were willing to jump in and get involved with.

Long before I took the leap to join the board, I was asked to help out here and there. I took on sending the monthly email blasts and worked the front door at an event or two, and reached out to total strangers for donations to the Gala's silent auction. Next thing I knew, I was helping to plan rallies and becoming the social coordinator for what feels to me like a giant club. Did you know the Northeast Region has over 3,000 total members? As a socially awkward introvert, I am still in shock that I'm in this position and writing another article to share my random thoughts with such a large audience. Crazy still is that some of them will actually read and a few might enjoy it.

So my advice to you, dear reader, and I apologize for sounding like a broken record, is to get involved. Is there a type of event you want to share with your car friends? Reach out to us on the board and let's work together to make it happen. There is no restriction on submitting new ideas, but we need your help for the rubber to hit the road. Are you a very outgoing person who likes to plan parties? Speak up – we still have a Gala to pull together in the winter and currently it's a committee of 1 who's tied up with competing priorities.

Not sure where to start? We have some openings at the Summer Party to help with check-in or tally the winners of the car show. Perhaps Master of Cornhole Ceremonies is more your cup of tea? We could use one of those too! It is a little scary diving into the unknown. Whether that's signing up for your first day of Autocross to spend time with a loved one, a track day for the first time in a dozen years, or agreeing to be the club's point of contact for the venue of a social gathering, we all started in this craziness somewhere. But the payoff: incredible friends, a massive network of car knowledge, and some pretty unique opportunities to meet really interesting people are very much worth it.

I hope to see you all at the Summer Party in a few weeks!





## ***Hello PCA Crew!***

**Luis Rivera, VP  
Communications**

### **Let's Make it Count**

I am thankful things are finally starting to settle and stabilize for us here. We are very lucky and fortunate. Equally, I hope stability and safety is near for those still dealing with the pandemic to larger degree.

The last year or so has taught me one very real and important thing – that when we can, we should enjoy the hell out of the people and experiences that bring joy to our lives. You and I may agree that a lot of that is centered around cars and those that share this same passion (or obsession) with us.

To that end, I hope your covers, tops (automatic and manual alike) and sun roofs, some miraculously held by the flimsy clips and the little leather strap (you know what I'm talking about if you own one) are off your Porsche(s). For the record, Joe's got us all beat. If it's 38 degrees and not raining or snowing, he's in Summer mode with his top down– I think Summer Mode is a special button near "Sport Mode" on his Spyder. (Source: NER Winterbeaters Vol.1.)

I encourage you to go to as many coffee and cars as avoiding Sunday yard work will allow you to. Meet up with your friends and drive some new roads you've been Googling the last year or check out an AutoX or DE day or two, or three. Drive your cars until you need to replace or fix something, annoy yourself in the garage for a couple hours, resolve the matter then get back out there!

Actually, get some friends to lend a hand and grab some cold ones while your tackling those brakes, or the bigger

job you've been more conservative about, while we were all waiting for things to get better (actually, let us know what you're tackling and send pictures, we want to learn about your project!)

Things aren't 100% back to normal but we hope that everyone can enjoy what we do have and what we can do. Whether it's PCA events or all the other awesome things that you will do with your friends and family this Summer, we hope that you do it as spiritedly and safely as possible.

See you this summer Friends!







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## ***Porsche vs. Caterham Wrenching***

Anker Berg-Sonne, Membership Chair

Self-maintenance on our two Boxsters is a lot easier than I anticipated when we originally dove into ownership. Everything is metric, and parts are easy to procure using the Porsche parts listing that I downloaded from their site. Availability of original, OEM and aftermarket parts is plentiful. My strategy for parts is that if it is safety-related or critical for the car's reliability, I buy OEM or original, everything else OEM, aftermarket or even used, sometimes from eBay. Similarly, if I can't handle the job myself for some reason, I ask my ex-driveway-mechanic friend Chris to help. If he can't, I have a great garage that is happy to take my money. Porsche independent shop comes next in line, and worst case a Porsche dealership, which I haven't needed to resort to yet. Access to the engine, transmission, and suspension is easier than I expected. My only complaint is that some of the DIY guides are too brief. After doing a job once, I usually find ways that it can be done more efficiently. Life is good and fun.

Contrast that with my Caterham. Fasteners are a mix of SAE and metric. Access is good but not quite as good as it appears. For example, the twin Webers cover the distributor and make it a pain to work on it. If you have to remove it, the Webers have to be taken out. Fortunately, the distributor is electronic and doesn't have points, so once you have the timing right, you never have to touch it again.

The biggest pain is identifying and sourcing parts. You can't just go down to the parts store and give them the part number, or make, model and year. Not too long ago, I forgot to replace the coolant cap before going on a test

drive. I turned around when I saw steam coming out the hood louvers and couldn't find the cap when I got home. Advance Auto Parts and NAPA couldn't help me, and I was about to order a replacement from the UK when I discovered the lost cap between the tube frame and body sheet. Phew.

My car is a transition model. It was built in 1987, but many of the parts are post-1988. The rear suspension is a De Dion, which only became standard in 1989, and I can't be 100% sure it is identical to the 1989 and onwards part. That became an issue when I recently decided to replace the rear dampers which were shot. The De Dion was changed in 1991 and again in 1996. So you can't just order dampers for a De Dion Caterham and know that you are getting the right parts. I eventually contacted SPAX, who made the original dampers, and asked for help. The model number of the old dampers is so old that even they didn't have the spec for them. I had to measure the old dampers, which entailed removing one of them from the car and then removing the spring from the damper so I could compress and extend it by hand. The measurements confirmed that the dampers for the 1989 and onwards De Dion fit, and I have now ordered a full set of both front and rear ones. They should arrive from the UK the week after next.

Another example is replacing the clutch master cylinder. After purchasing it, I realized that it was leaking a tiny bit, and on my return from a trip to Heritage Days at Lime Rock Park, I wasn't able to get the car into first gear after stopping at a red light. Rigorous pumping of the clutch pedal saved me, and I pulled into a parking lot

and topped up the reservoir. I always carry all fluids with me. Then the fun started. Most Caterhams of that vintage have cable clutches. To figure out what I needed, I had to remove the bad cylinder and get the make and part number, which was obscured. It turned out to be a Girling that, fortunately, is readily available thanks to the racing community. They replace them annually. Pegasus Auto Racing could help me this time.

Another challenge is tires. I have 13, 14, and 15-inch rims. I use the 15 inch rims for the street and the 13 inches for autocross. Street tires weren't a problem, but getting a sticky set of 13s was hard. I ended up fitting Toyo R888Rs and have found that they are almost impossible to get warm on the autocross course. The lightness of the car, just 1335 lbs dry, combined with the fact that the R888R compound is designed for track use, is the cause. I will continue to campaign with the R888Rs this season and probably switch next season to something else. It looks like the Hoosiers used by Spec Racer Ford may be the ticket. They can be bought lightly used for \$75 a tire.

I could bore you with many more examples. Does all of this bother me? Not at all! I enjoy problem-solving, the people I work with, and the satisfaction of eventual success!





## **NER Autocross #2 June 20th**

**Chris Ryan, NER Autocross Chair**

NER held its second Autocross event of the 2021 Season on June 20th. We actually had 81 people register and this time we had 22 people in the Novice Class. Many of those were returning parent/child combos returning for another go after attending our first event on May 8th. And this time, we were free of all COVID restrictions other than suggesting non-vaccinated people wear masks and signing the PCA CDW – a welcome return to normalcy indeed.

The event was sponsored by Autobahn Performance in Peabody. The day was extremely hot, and with the large number of drivers, we managed to complete 7 runs for the day as well as consuming every bottle of water and can of soda on the premises. We even got to see old friend Bill Seymour who brought his Spec Racer out for a trial run around the cones. And though he posted a fast time of 67.974, Rob MacAlpine in his trusty Miata still managed

to beat him and take FTD with a 66.424. (Bill was second FTD).

As for the other classes, Neil Halbert took Class 4, posting a 73.362, Lev Tabenkin was first in Class 5 with a 70.58; Mark Skala posted a 69.35 to take first in Class 6 with Erick Aubin right on his heels with a 70.057 – watch out Mark! Tony Miniscalco had a 76.165 to take Class 7, Jeremy Mazzariello did a 69.185 in Class 8; Walter Lunsmann won his Class 9 with a 68.555; And Akira Mochimaru had a 72.681 in his 904 Replica.

As for the Novice Class, the top 5 or so drivers were busy posting some respectable times showing they will all likely be moving into the regular classes soon if they keep it up. Winning the Novice Class (and now no longer qualified as a Novice) was Derek Skala, Mark's son who posted a 75.943 driving his Dad's Cayman. Guess the





apple doesn't fall too far from the tree ... but now he'll be driving in Class 6, not only competing with his Dad, but with Rachel Baker when she's not off doing National AX events.

Other top scorers in the Novice Class were Ryan Cataldo with a 77.031 driving a 991 GTS, Koby Carolan driving a 2013 Boxster, Madelyn Kessel with a 78.229, and Nick Melarango in his Mitsubishi 3000 GT posting a 80.768.

Thanks again to everyone for coming out to our June event. Our next Autocross is on Saturday July 24th. Hope to see you all there!



**NER-PCA - AX Event #2 - Sun 06-20-2021**

**Timed Entries: 73**

**Sponsored by: Autobahn Performance**

<b>Pos.</b>	<b>#</b>	<b>Driver</b>	<b>Car Model</b>	<b>Best</b>	<b>Diff.</b>
<b>4 - '928, 944 Turbo/S2, 968, 986 Boxster'</b>					
1	58	Neil Halbert	1990 Porsche 944 S2	73.362	[-]0.681
2	69	Georges Rouhart	1993 Porsche 968	74.043	+0.681
<b>5 - '930 Turbo, 993, 986 Boxster S, 987, 981'</b>					
1	31	Lev Tabenkin	1996 Porsche 993 Carrera	70.580	[-]0.485
2	37B	Gareth Peters	2004 Porsche 986 Boxster S	71.065	+0.485
3	717	Nick Facciolo	2002 Porsche 986 Boxster S	71.145	+0.080
4	993	Richard Viard	1995 Porsche 993 Carrera	73.169	+2.024
5	59	Alan Donkin	2003 Porsche 986 Boxster S	73.685	+0.516
6	156	Chris Ryan	1996 Porsche 993 Carrera	74.516	+0.831
7	337	Matt Anderson	2009 Porsche 987 Cayman	75.888	+1.372
8	993B	Julian Viard	1995 Porsche 993 Carrera	76.567	+0.679
9	291	James Carolan	2013 Porsche 981 Boxster	77.300	+0.733
10	88	Daniel Gramm	2006 Porsche 987 Boxster	78.083	+0.783
<b>6 - '987S, 981S, 718'</b>					
1	75	Mark Skala	2014 Porsche 981 Cayman S	69.395	[-]0.662
2	754	Eric Aubin	2006 Porsche 987 Cayman S	70.057	+0.662
3	969	Nigel Fenwick	2008 Porsche 987 Boxster S	71.189	+0.124
4	47	Eric Kessel	2009 Porsche 987 Cayman S	72.582	+1.393
5	82	Chris Tuck	2005 Porsche 987 Boxster S	75.465	+2.883
6	505	Bassem Samuel	2013 Porsche 981 Boxster S	76.532	+1.067
7	430	Haris Usmani	2013 Porsche 981 Boxster S	79.356	+2.824
8	840	Judy LaRocca	2011 Porsche 987 Cayman S	80.736	+1.380
9	126	Dan Tibma	2009 Porsche 987 Cayman S	84.445	+3.709
10	203	John Schrum	2021 Porsche 718 Cayman T	92.699	+8.254
<b>7 - '996, 964 Turbo, 997, 991, 992'</b>					
1	16	Tony Miniscalco	2006 Porsche 997 Carrera	76.165	[-]0.508
2	32	Glenn Champagne	1999 Porsche 996 Carrera	76.673	+0.508
3	959	Sterling Vernon	2007 Porsche 997 Carrera	77.739	+1.066
4	903	Tim Dailey	2007 Porsche 997 Carrera 4	79.279	+1.540
5	200	Mike Matson	2017 Porsche 991 Carrera	80.917	+1.638

**NER-PCA - AX Event #2 - Sun 06-20-2021**

**Timed Entries: 73**

**Sponsored by: Autobahn Performance**

<b>Pos.</b>	<b>#</b>	<b>Driver</b>	<b>Car Model</b>	<b>Best</b>	<b>Diff.</b>
<b>8 - '987 Spyder, Cayman R, 981 Spyder, 981 GTS, 718S/GTS, 997S, 993 Turbo, 991S/GTS, 992S/GTS'</b>					
1	5	Jeremy Mazzariello	2012 Porsche 987 Cayman R	69.185	[-]2.953
2	49	Jeff Johnson	2018 Porsche 718 Cayman GTS	72.138	+2.953
3	57	Michael Israel	2018 Porsche 991 Targa 4 GTS	77.263	+5.125
4	708B	Marc Tate	2014 Porsche 991 Carrera S	78.582	+1.319
5	708	Robert Tate	2014 Porsche 991 Carrera S	80.931	+2.349
<b>9 - 'Turbo, GT2/RS, GT3/RS, GT4, 997S/GTS'</b>					
1	880	Walter Lunsmann	2015 Porsche 991 GT3	68.555	[-]0.950
2	194	Chris Lindquist	2009 Porsche 997 Carrera S	69.505	+0.950
3	10	Ed Moschella	2016 Porsche 981 GT4	69.578	+0.073
4	360	Alan Davis	2015 Porsche 991 GT3	70.330	+0.752
5	61	Bill Aubin	2020 Porsche 718 GT4	70.642	+0.312
6	674	John Wilson	2020 Porsche 718 GT4	73.544	+2.479
7	612	Joseph Cracco	2021 Porsche 718 Spyder	73.551	+0.007
8	400	Lance Nelson	2011 Porsche 997 Carrera S	84.663	+11.112
<b>10 - 'Race &amp; Improved'</b>					
1	904	Akira Mochimaru	2009 Porsche 904 Replica	72.681	-
<b>11 - 'Non-Porsche'</b>					
1	55	Rob MacAlpine	1999 Mazda Miata	66.424	[-]1.523
2	850	Bill Seymour	1988 Spec Racer	67.947	+1.523
3	418	Frank Bayliss	2020 Exocet	68.358	+0.411
4	781	Read Fleming	2003 BMW M3	73.360	+5.002
5	248	Anker Berg-Sonne	1987 Caterham 1700	73.558	+0.198
6	662	Genya Seredkin	1990 Mazda Miata	74.918	+1.360
7	944	Mike Alberding	2007 Corvette Z06	76.085	+1.167
8	11	George Dominiak	2020 BMW M2	76.452	+0.367
9	158	Nick Gaumont	2001 Chevrolet Corvette Z06	77.725	+1.273
10	757	Lisa Burke	2001 Mazda Miata	78.171	+0.446
11	540	Vincent Tsang	1989 Honda Civic	88.838	+10.667

NER-PCA - AX Event #2 - Sun 06-20-2021

Timed Entries: 73

Sponsored by: Autobahn Performance

Pos.	#	Driver	Car Model	Best	Diff.
<b>12 - 'Novice'</b>					
1	75B	Derek Skala	2014 Porsche 981 Cayman S	75.943	[-]1.088
2	99B	Ryan Cataldo	2015 Porsche 991 Carrera GTS	77.031	+1.088
3	291B	Koby Carolan	2013 Porsche 981 Boxster	77.930	+0.899
4	47B	Madelyn Kessel	2009 Porsche 987 Cayman S	78.229	+0.299
5	814	Nick Melaragno	1992 Mitsubishi 3000 GT	80.678	+2.449
6	208	Martin Brunswick	Porsche 997 Carrera 4S	81.644	+0.966
7	954	Salvatore Demarco	2016 Jaguar F	83.021	+1.377
8	337B	Brittany Blaney-Anderson	2009 Porsche 987 Cayman	83.250	+0.229
9	369	Patrick Kincaid	1997 Chevrolet Corvette	84.022	+0.772
10	612B	Elise Cracco	2021 Porsche 718 Spyder	84.783	+0.761
11	82B	Maddie Tuck	2005 Porsche 987 Boxster S	85.557	+0.774
12	265	James Williams	2008 Porsche 987 Cayman S	85.893	+0.336
13	399	Haylee Eaton	2011 Mercedes E63 AMG	86.719	+0.826
14	11B	Elena Dominiak	2020 BMW M2	86.907	+0.188
15	818	Eric Salerno	2003 Porsche 986 Boxster S	87.802	+0.895
16	540C	Howie Tsang	1989 Honda Civic	89.401	+1.599
17	233	Yutong Duan	2008 BMW 535	90.346	+0.945
18	840B	Mia LaRocca	2011 Porsche 987 Cayman S	91.810	+1.464
19	540B	Trevor Tsang	1989 Honda Civic	95.396	+3.586
20	609	Diou Shi	2018 Porsche 991 Carrera	104.488	+9.092
21	125	Brian Lunn	2009 Porsche 987 Cayman S	128.778	+24.290







# 2021 Devens Autocross Schedule

## NER

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

## NCR

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**

## June 2021 Board Meeting Minutes

The June board meeting was held on June 9th and hosted by Kristin Larson via a video conference at 6:00 PM.

In attendance were:

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 – Social Media Support

Not in attendance: Nick Shanny – President

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

• **Membership** - Anker reported that the NER's membership count appears to be growing at an impressive rate. As such, he will verify and validate the data from PCA before reporting the details.

• **Social Events** – Lisa announced that the recent cars & coffee events have been very well attended. The “Porsches & Coffee” at University Station in Westwood has become very popular. The venue provides also free coffee and a security detail. A similar event near the Starbucks at Chestnut Hill Square also has a good following. Lisa plans to alternate these two events between Westwood and Chestnut Hill monthly. Registration for our Summer Party at Wachusett will open soon. Planning for a November or December Gala has been detoured to January because it seems that many companies have already scheduled holiday parties for the end of the year. Patrick Dempsey fans might be interested in registering for the Down East Region's annual Porsches in Park event on July 24th in Portland, Maine. Information

about all of these events can be found on our [porschenet.com](http://porschenet.com) Events page.

• **Driving Events** – Jerome updated the Board on the DE and AX activity. The AX team has diagnosed and fixed the timing equipment and is confident that the future events will run smoothly. Stan reported that the number of DE instructors has been increasing and most (if not all) of the novice drivers on the waiting list will have the opportunity to participate. The Fall Tour is planned for October 16th.

• **Communications** – Luis discussed the NER web site and our social media channels. His analysis of the site traffic indicates that NER site visitors in the 35 to 54-year-old demographic are increasing. We also have higher social media generated traffic and an overall year over year increase in website utility from both members and general visitors. This indicates the importance of maintaining concurrency on our site and continuing to leverage all digital channels to communicate and interact with members.

• **The NOR'EASTER** – Our final NOR'EASTER magazine will be published online in July. Anker will not let it fizzle on the way out. He is committed to seeing it cross the finish line in a special way. As we say goodbye to the magazine, the content of the NOR'EASTER will begin to flow to the web site. The Board will be sure that our members stay informed.

• **Sponsors and Advertisers** – Our former VP of Driving, Paul Skinner, has volunteered to take the lead on developing a plan and structure for working with our sponsors and advertisers. Anker and Luis will assist Paul in this effort.

The next NER board meeting is scheduled for July 14th at 6:00PM 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 6:00PM and the official Board meeting at 6:30PM - although when it's a Zoom meeting, the social piece is brief and the meeting begins shortly after 6:00 PM.*

*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.*

# Treffen at The American Club

## Touring the Autumn Colors of Wisconsin



Autumn in Wisconsin is all about the color and getting out to see it. Wisconsin comes alive in the Fall with gorgeous vistas of colorful foliage, lakes, rivers, and waterfalls. Take in Mother Nature's show as you cruise the beautiful ribbons of asphalt leading through these scenic wonders. Join us in October 2021 as we explore America's Dairyland.

When it's time to take a break from the beautiful landscape surroundings, our host hotel, the historic American Club,

will rise to meet all your needs. Set in the quaint village of Kohler, Wisconsin, just 55 miles north of Milwaukee, this five-star, five-diamond hotel has stood as an icon of gracious hospitality for 100 years. The American Club offers elegant accommodations and unparalleled service in a place that is quintessentially American while seeming a world away. Experience the beauty and the elegance of our 2021 Fall Treffen. See you in Wisconsin!



Dates: October 13-17, 2021  
Venue: The American Club  
419 Highland Dr, Kohler, WI 53044  
Website: [treffen.pca.org](http://treffen.pca.org)  
Registration: Opens August 4, 2021 @ 3:00 PM (EDT)

# Welcome!

## VIP's - Very Important Persons

New members as of July 1st 2021

### **Chimuel Agcanas**

South Boston Massachusetts  
2018 Panamera Turbo Sport  
Turismo

### **Kaitlin Agcanas**

South Boston Massachusetts  
2018 Panamera

### **Arthur Andersen**

Waban Massachusetts  
2021 Cayenne GTS

### **Matt Anderson**

Lancaster Massachusetts  
2009 Cayman

### **Laura Beechwood**

Dover Massachusetts

### **Brittany Blaney-Anderson**

Lancaster Massachusetts

### **James Boll**

Newton Massachusetts  
2011 Cayman S

### **Richard Bridges**

West Newbury Massachusetts  
1988 944

### **Craig Cardullo**

West Warwick Rhode Island  
2003 Boxster S

### **Albert Chin**

Needham Massachusetts  
1987 944S

### **Robert Cleary**

Peabody Massachusetts

### **Kyre Cluett**

Acton Massachusetts  
2016 Cayman GT4

### **Raymond Dauphinais**

Milton Massachusetts  
2003 911 Carrera

### **Rich Doucette**

East Boston Massachusetts  
1984 928S

### **Viviana Dragani**

Northborough Massachusetts

### **Maxwell Fera**

South Dartmouth  
Massachusetts

### **Dani Fleming**

Lexington Massachusetts

### **Jared Foley**

Andover Massachusetts  
2004 911 Carrera

### **Sarah Foley**

Andover Massachusetts

### **David Freeley**

Uxbridge Massachusetts  
2021 911 Turbo S

### **Kevin Freeley**

Uxbridge Massachusetts

### **Todd Garcia**

Coventry Rhode Island  
2007 911 Carrera S

### **Glenn Hammill**

Stow Massachusetts

### **Miles Hammill**

Allston Massachusetts  
2000 911 Carrera

### **Christopher Hart**

Wellesley Massachusetts  
2018 911 GT3

### **Jack Hayes**

Bristol Rhode Island

### **Jody Hersey**

Rehoboth Massachusetts

### **Sokol Kodrasi**

Quincy Massachusetts  
2021 Macan GTS

### **Paul Korne**

Hampstead Quebec  
2021 911 Carrera S

### **Edward Lajara**

Lawrence Massachusetts  
2014 911 Turbo

### **Cindy Laughrea**

West Newton Massachusetts

### **Robert Laughrea**

West Newton Massachusetts  
1994 911 Carrera 2 Cabriolet

### **Rick Linares**

Franklin Massachusetts  
2021 Cayenne GTS

# Welcome!

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

### **Ralph Loosigian**

Chelmsford Massachusetts  
2018 718 Boxster S

### **Wayne Markowitz**

Scottsdale Arizona  
1990 928 GT

### **Victoria Nasuti**

Charlestown Massachusetts

### **Ellen Paladino**

North Reading Massachusetts

### **Peter Panagako**

Winchester Massachusetts  
2019 911 Carrera Cabriolet

### **Stephen Ritchie**

Weston Massachusetts  
1986 911 Carrera

### **Salvatore Ruffino**

Alburtis Pennsylvania  
2004 911 Carrera

### **Roger Sanderson**

Canton Massachusetts  
2003 911 Carrera

### **Jason Solecki**

Cumberland Rhode Island  
2007 911 Carrera

### **Jeffrey Stein**

Lincoln Massachusetts  
2017 Macan GTS

### **Ethan Sweeney**

South Dartmouth  
Massachusetts

### **Heather Troiano**

Cohasset Massachusetts  
2008 911 Carrera S Cabriolet

### **Julia Velsmid**

Allston Massachusetts

### **Hartman Wagner**

Arlington Massachusetts  
2010 911 Carrera S Cabriolet

### **Jessica Walker**

Middleboro Massachusetts

### **Ari Weber**

Charlestown Massachusetts  
2021 Cayenne GTS

### **Susan Weeks**

Danvers Massachusetts  
2021 Macan S

### **William Weeks**

Danvers Massachusetts

### **Ronnie Zielinski**

Stoughton Massachusetts  
2005 911 Carrera S

# Anniversaries

## Anniversaries



**July 2021**

### **51 Years**

John Howatt

### **46 Years**

Bradford Babb

Curtis Babb

John Breslin

Kathleen Breslin

### **44 Years**

Janet Foster

Samuel Foster

### **42 Years**

Mark Hutchinson

Denice Orr

Eduardo Tolentino

Rosemarie Tolentino

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**

Christopher Castagna  
Russell Castagna

## **30 Years**

Peggy Rizzotto  
Robert Rizzotto

## **25 Years**

Molly Brenner  
Robert Brenner  
Moosa Moosa  
Bilkish Patel

## **20 Years**

Peter Silowan

## **15 Years**

Jennifer Lees  
Andrew Marin  
J.C. Marin  
William Shields  
Jean Tierney  
Walter Tierney

## **10 Years**

Edward Der Sirakian  
Arthur Karabelas  
Donna Karabelas  
Piotr Migdal  
Mark O'Connor  
Xiaoci Tao

## **5 Years**

Diane Carroll  
Robert Fitzhugh  
Joseph Flynn  
Curtis Key  
Jan Krusell  
Jay Lupica  
King Ng  
Randa Nuseibeh  
William Rieders  
Anthony Salvidio  
Sami Shalabi  
Christopher Simpson  
James Speros  
Noreen Speros

## **By the Numbers**

Primary members: 2229

Affiliate members: 1129

Total members: 3358



## 2021 Board of Directors

President: Nick Shanny  
[president@porschenet.com](mailto:president@porschenet.com)

VP Driving: Jerome Gangitano  
[driving@porschenet.com](mailto:driving@porschenet.com)

VP Administration: Lisa Burke  
[admin@porschenet.com](mailto:admin@porschenet.com)

VP Communications: Luis Rivera  
[communications@porschenet.com](mailto:communications@porschenet.com)

Treasurer: Kristin Larson  
[treasurer@porschenet.com](mailto:treasurer@porschenet.com)

Secretary: Alan Davis  
[secretary@porschenet.com](mailto:secretary@porschenet.com)

Membership: Anker Berg-Sonne  
[membership@porschenet.com](mailto:membership@porschenet.com)

Past President: Bill Seymour  
[pastpresident@porschenet.com](mailto:pastpresident@porschenet.com)

Zone 1 Rep: Ricardo Diaz  
[rico94498@gmail.com](mailto:rico94498@gmail.com)

## Committee Chairs

Autocross Chair: Chris Ryan  
[autocrosschair@porschenet.com](mailto:autocrosschair@porschenet.com)

Autocross Registration: Jeff Johnson  
[autocrossreg@porschenet.com](mailto:autocrossreg@porschenet.com)

Concours d'Elegance: David Melchar  
[concours@porschenet.com](mailto:concours@porschenet.com)

Driver Education Chair: Adam Schwartz  
[trackchair@porschenet.com](mailto:trackchair@porschenet.com)

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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Ramblemeister: Dennis Friedman  
[ramble@porschenet.com](mailto:ramble@porschenet.com)

