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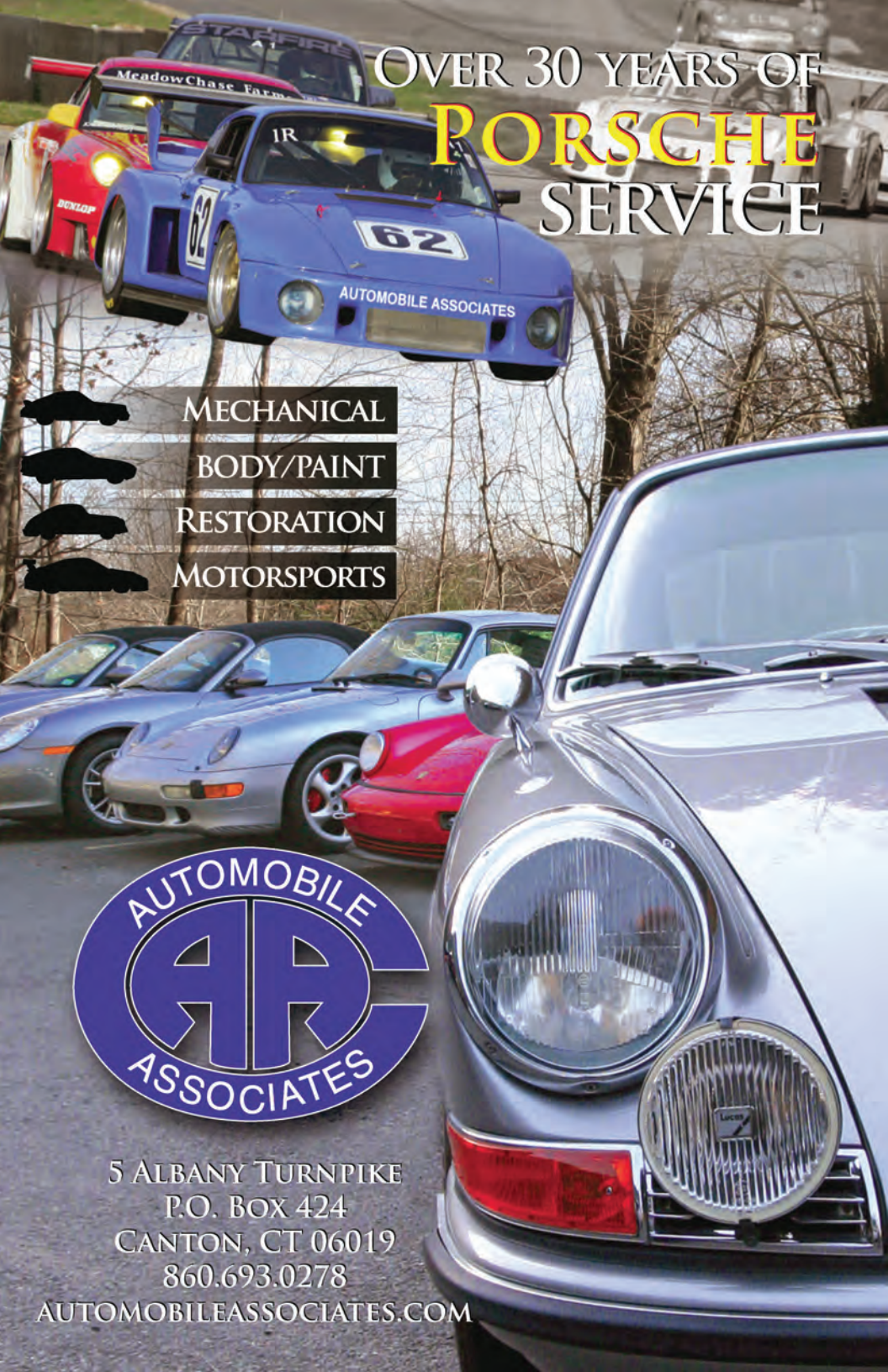


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1.2011 CHALLENGE CONTENTS

VOLUME 34 NO. 1

Upcoming Events

- 6** January Monthly Meeting
- 8** February Monthly Meeting
- 10** March Monthly Meeting
- 16** Quarterly Calendar

Features

- 32** Annual Meeting & Photofest
- 40** Fall tour 2010
- 44** AutoX Season Wrap-up
- 52** What a Year! My First Autocross Season
- 54** 2010 Petit LeMans at Road Atlanta
- 62** Terminal Velocity

Departments

- 2** Cover Story
- 2** Editorial Staff
- 4** Board of Directors
- 14** Activity Chairs
- 18** View from the Cockpit
- 20** On Track
- 24** Pylon Place
- 26** Between the Lines
- 31** Emporium
- 58** In the News
- 65** Welcome New Members
- 66** Members Anniversaries
- 67** Anniversary Milestones for 2010
- 73** The Mart
- 76** Advertisers Directory



CHALLENGE

Newsletter of the
Connecticut Valley Region
Porsche Club of America





COVER STORY

>>> This months cover photo was taken by John Karam.

"This photo was taken by me at the 2009 Club Race during one of the Green Race Group sessions. It shows Jeff Neiblum in his 1969 911 Carrera RS charging down the front straight at Lime Rock Park just before the footbridge. It was taken with a Nikon D300 camera and Nikkor 70-300mm F4.5-5.6 D zoom lens. The settings were ISO 320, 1/320 shutter speed, and f11. The lens was zoomed to 155mm and white balance was set to Direct Sunlight. Exposure compensation adjustment was set to 0."

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PORSCHE

MONTHLY MEETINGS

Nick Esposito, VP Programs



JANUARY MONTHLY MEETING

Date: Tuesday, January 11, 2011

Location: Black Horse Garage
726 Union Avenue
Bridgeport, CT 06607
(203) 330-9604
www.blackhorsegarage.com

Black Horse Garage (www.blackhorsegarage.com) will once again host our monthly meeting on Tuesday, January 11, 2011. Since 1991 the team at Black Horse have restored, repaired, serviced and stored a wide range of truly fine automobiles including exotic vintage Porsche's, Ferrari's, BMW's, Jaguar's and many more. They have prepared classic cars for shows that include the Concours d'Elegance at Pebble Beach as well as other fine Concours around the country and world.

John Buonanno, President of Black Horse, along with his team of specialists will arrange an exciting evening of understanding the world of restoring and caring for our personal Porsche's and daily drivers. Please mark your calendar and plan to attend this most popular event.

Please check CVR Website: <http://www.cvrpca.org> for any changes.

Please RSVP to cvrprogramvp@cvrpca.org for seating and food pre-orders as this will be a very popular event.

Meeting Agenda:

- 6:30 – 7:15 pm Socializing and Buffet dinner compliments of Black Horse.
Tour of the facilities and get to know the team of Black Horse.
- 7:30 – 8:00 pm CVR Programs, Welcome new members, upcoming events and activities.
- 8:00 – 8:45 pm Raffle Prizes
- 8:45 pm Meeting adjourns



Remember to check out our newly updated Website for all of the most current information.

www.cvrpca.org

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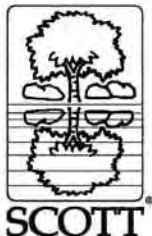


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FEBRUARY MONTHLY MEETING

Date: Tuesday, February 8, 2011

Location: SpeedSport Tuning
52 Miry Brook Road
Danbury, CT 06810
(203) 730-0311
www.speedsporttuning.net

SpeedSport Tuning (www.speedsporttuning.net) will host the CVR PCA monthly meeting at their new location on Miry Brook Rd, Danbury, CT on February 8th. Spencer Cox is celebrating 30 years of Porsche excellence and is excited to have the CVR members join him and his team at their new 15,000 sq. foot facility for an evening that will not soon be forgotten.

SpeedSport has built a reputation on their skill and integrity in all facets of street service and track set-up. They are known for their alignments and race prep. From flat tires to crewing on the top level pro race teams, they have done it all. On the service side, Porsche master technician, Brian Holinko is an expert on newer models cars, while Jeff Adams is renowned for his air-cooled and 4-cam expertise. There are always plenty of beautiful cars to see.

Please check the CVR Website: <http://www.cvrpac.org> for any last minute changes.

Please RSVP to cvrprogramvp@cvrpca.org for seating and food pre-orders as this event will be very popular with the members.

Meeting Agenda:

- 6:30 – 7:15 pm Socializing and buffet dinner compliments of SpeedSport.
Tours of the new facilities and get to know the team of SpeedSport.
- 7:30 – 8:00 pm CVR Program Chair update, welcome new members, upcoming events and activities.
- 8:00 – 8:45 pm Speaker – TBD
- 8:45 pm Raffles, adjournment



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PORSCHE

MONTHLY MEETINGS

Mark Richard, VP Programs



MARCH MONTHLY MEETING

Date: Tuesday, March 8, 2011

Location: Automobile Associates
5 Albany Turnpike
Canton, CT 06019
(860) 693-0278
www.automobileassociates.com
Directions available on the website

Automobile Associates will once again host our Monthly Meeting on Tuesday, March 8th 2011. Please mark your calendar and plan to attend this very popular annual CVR event!

Speaker: Chuck Queener

Charles Queener will join us as speaker for Automobile Associate's very popular annual meeting for CVR. This event is always "sold out", so RSVP early. You won't want to miss this one!

Chuck is a world renowned Automotive Illustrator who is also Art Director for one of our largest monthly publications. His work has appeared in many books including his collaborations with CVR's close friend Murray Smith.

For seating and dinner estimates please RSVP to: cvrprogramvp@cvrpca.org

If you should decide the day of the meeting to attend... please "come ahead"... we'd love to have you!

Always check the CVR Website: <http://www.cvrpac.org> for any schedule changes and updates.

Meeting Agenda:

6:30 – 7:30 pm Complimentary Buffet.

7:30 – 9:00 pm Meeting and Program

9:00 pm Raffles, adjournment



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Just log into www.pca.org. Click on **MEMBERSHIP** and select **MEMBER SERVICES**. Select any one of the four options in the drop down menu. Member Record, Renew Membership, Online Profile, Replacement Membership Card. By accessing this section, you are able renew your membership, view and update your PCA membership record to include your address, phone, email, and car information. Continue your participation in PCA events and keep your *Challenge* and *Panorama* subscriptions coming! It's that easy!

>>> PCA MEMBERSHIP RECRUITING

Do you have a fellow Porsche enthusiast who doesn't own a Porsche yet? If so, take a peek at what PCA offers... PCA Quest! This program provides a six-month subscription to Porsche *Panorama* to allow access to hundreds of Porsches for sale by PCA members in The Mart as well as the opportunity to access valuable technical information about the cars through the many articles in *Panorama*! Learn more about this at www.pca.org/Membership/PCAQuest.aspx



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QUARTERLY EVENTS CALENDAR

JANUARY 2011

- 11 Monthly Meeting, Black Horse Garage, 6:30 pm
- 20 Closed for ALL February 2011 Challenge business

FEBRUARY 2011

- 8 Monthly Meeting, SpeedSport Tuning, 6:30 pm
- 20 Closed for ALL March 2011 Challenge business

MARCH 2011

- 8 Monthly Meeting, Automobile Associates, 6:30 pm
- 20 Closed for ALL April 2011 Challenge business

Note: Board Meetings are always open to all members. Contact any board member for exact times and directions and/or check the CVR website for last minute details.

Website Updates: www.cvrpca.org

Answers to Tech Questions: www.pca.org/tech/

Act Now! Exciting Opportunity!

An exciting opportunity exists for you to contribute to CVR in a significant way.

CVR is looking for a new VP Program.

After many years of service, Mike Odierna has decided to take a "pit stop" for 2011. This creates an opening for someone to join Nick Esposito and Mark Richard to carry out CVR program activities.

The role includes creating, planning and organizing CVR's very popular monthly meetings with a group of venues; more specifically identifying guest speakers, planning and scheduling the agenda, negotiating with venues and setting up and orchestrating monthly meetings.

This will be a fun and rewarding experience allowing you to get to know so many wonderful CVR members, venues and other partners. Your good organization and relationship management skills will enhance CVR's program activities and bring in new members to continue the Club's growth for the future. This is an opportunity to demonstrate your talent and give back to the CVR community. The most critical element is that you love cars and people.

For more details, please talk to or email Mike, Nick and Mark at:
cvrprogramvp@cvrpca.org, or call 203-622-8717.



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FROM THE COCKPIT

Jeff Jones, CVR President

Reminder, the CVR Planning Meeting is January 15th at 9 A.M. in Southbury at the Heritage Hotel. Please join us. See details on the website.

Two recent items deserve wider circulation

None of these recipients were able to attend the Annual Meeting to receive their awards, and I want be sure that they are properly recognized.

>>> From Larry Perry, VP Drivers Education

DE Most Improved

Michael Feldman drives an older 911 Targa. Mike was in Green for a season and a half, and never pushed to advance. He is the epitome of the opposite of “the ego school of driving”. An instructor asked him if he wanted to go to Yellow Instructed and he replied “only if the instructors think I am qualified”. They all did. His first time out in Yellow with the faster cars, it all clicked. For Michael the jump to yellow instigated a dramatic improvement, not just regular improvement. Michael exhibits quiet, calm confidence, is driving his car wonderfully and is a pleasure to have at our events.

DE Instructor of the Year

This was a simple decision. As VP of DE I receive a score of emails from helpful individuals every month, as does Cecil. But one person in particular is always happy, not merely to suggest improvements, but also to volunteer and put these into effect himself. From track walks, to hosting classroom sessions for beginners, to check-out rides, to *Taste of the Track*, to arranging skid pad sessions for everyone, and to arranging coaching for the instructors and black rungroup drivers, my “go-to” person has consistently been Rick Canter. Rick is not here today, but he earned this award for his care and concern of the program, his eagerness and the time he made available giving back to it.


2010 Dale Smith Award

This is to award the 2010 Dale Smith Award. The intent of the award was to recognize Dale’s spirit living in a contributor to the DE program for the particular year. The DE Committee made their selection based on their knowledge of who has best exemplified Dale’s spirit in support of the DE program. Together with Sue Smith, I am very pleased to honor Dale Smith by presenting the 2010 award to an individual who is always available for mentoring beginning and advanced drivers, to assist with Taste of the Track, to help with broken cars, to



assist with broken racetracks, and with anything else that is within his ability to attend to... and who is always at the track when the gate opens to run the tech line. It is an absolute privilege and honor for me to present the 2010 Dale Smith award to my good friend Dan Jacobs.

Dan is not here today either, and while this is not a “lifetime achievement” award, consider for a moment

what Dan has contributed to CVR over the years: Dan has been a member of CVR for twenty years and has participated in Drivers’ Education events for sixteen years. He has, near as we can tell, not missed a DE event since he became an instructor in 1995 and was named Instructor of the Year in 1999. Dan has instructed on the order of 280 students for CVR. 



>>> From Mike Odierna, VP Programs


R.I.P. — On October 28th, 2010, Porsche Club North America (PCNA) lost one of its most dedicated friends when Paul Gagliardi died in a tragic accident while on a business trip. We will remember Paul for the outstanding and generous person he was.

As one of our club members simply puts it “He stood out in every way”. Paul was so passionate about the Porsche brand and CVR, that he was virtually a walking encyclopedia on all things Porsche. He always went above and beyond to promote what he cared about, and showed complete dedication without ever complaining. His love for Porsche and his fellow owners extended beyond his professional life as PCNA Field Technical Manager, Area East. He would often use his vacation time to participate in concours events and other Porsche Club activities.

He was a great family man, an accomplished driver and a friend to many. His legacy will remain with us and I know he will be watching us to carry out his passion for Porsche and good will for our hobby.

Now we enter the winter doldrums for those of us PCA members in the Northeast. Some of our Porsches will hibernate for several weeks, others will be rejuvenated or rebuilt, and some of us will drive them on the dry

roads days; or for the Cayennes and 4 wheel drives, every day.

Whatever your situation, remember that all the joy will return soon and we will do it all over again. 

ON TRACK

Jon Fairbanks, VP Driver's Education



Hi, I am your new (old) Track Chair, Jon Fairbanks. After a one year sabbatical I am back in for the 2011 season. I would like to thank Larry Perry for taking over my duties for 2010. Larry did a fine job with our schedule and kept CVR's DE program on the "Black Stuff and Shiny Side Up" for 2010.

So, what is up for 2011?

A lot of familiar venues — Lime Rock and Watkins Glen — and the possibility of a date at New Jersey Motorsport Park. We have had a lot of interest from our membership to head to NJMP. I must admit that I have not driven NJMP, however, I have heard many positive comments. Of course, what will drive our decision is a combination of cost and our expected attendance. The DE Steering Committee is in the process of evaluating a number of dates and a decision should be made by the February or March issue of *Challenge*.

Our first event of the year will be our traditional Winter Workshop in Southbury. This event will be the first or second weekend in March, as usual. We are still in the planning phase, however, we hope to offer an exciting morning program, a fun lunch where you can catch up with track friends and, in the afternoon, for experienced instructors the chance to become PCA Nationally Certified. There will be

more to come on this day so watch your email inbox.

I would like to comment on Monticello Motor Club. If you recall I was Track Chair and organized CVR's first events there in 2009. CVR was also one of the first car clubs to drive Monticello's full track. Regretfully,

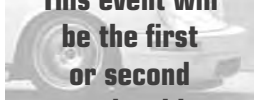
Monticello will not offer any days to car clubs in 2011. I have spoken with them and expressed our interest in continuing our events at MMC. I don't have all of the details, however, it appears that this decision is being driven by the membership. Maybe it is the optimist in me, but I do feel that at some point in the future CVR will be back at MMC. I want to be clear, I have nothing to base this on. It is just a feeling that I have. The car

clubs generated significant revenue for MMC and, as I have always said, free money is hard to pass up. Stay tuned.

What else is up with CVR's DE program? Well, for starters we have some positions that we need help with. Namely, we need to build up our "Control Group". For those of you who are unfamiliar with this function, Control essentially runs the events. They interact with the track flaggers, emergency personnel and our workers who run pit-in, pit-out and steward. We used to have a hardcore group

>>>continued on page 22

Our first event of the year will be our traditional Winter Workshop in Southbury. This event will be the first or second weekend in March, as usual.



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On the service side of SpeedSport, Porsche master technician Brian Holinko is an expert with late-model cars, while Jeff Adams is renowned for his air-cooled and 4-cam expertise. Peter Almeida is Audi-factory certified and can tackle all the service needs of your daily driver.

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who worked in the tower and enjoyed heat in winter and a/c in summer — this is where I first volunteered (I really like the a/c in the LRP tower). Most of the old guard have moved on. I am asking for a couple of folks who want to make their track days more interesting to shoot me an email. We also used to have a couple of guys who did “Communications”. They made sure all of CVR’s radios were charged and in good working order and, most importantly, actually at the track the day of the event. It may sound like a minor thing, however, it is one

I need 1 or 2 people to help out with the refreshments at the end of our Lime Rock events. These folks organize the beer, wine and munchies at the end of our day. This is another small, but meaningful touch that CVR is known for.

less item the Track Chair (me) has to worry about, store and lug to the track. Again, if anyone is interested, shoot me an email.

My last request is that I need 1 or 2 people to help out with the refreshments at the end of our Lime Rock events. These folks organize the beer, wine and munchies at the end of our day. This is another small, but meaningful touch that CVR is known for. It is great to have a cold one at the end of a hot day of lapping one of the most famous and well known road courses in the United States.

Which brings me to me last point: Our DE program depends on new drivers. Yes, you heard that right. We need to make sure that our first time Green drivers get as much opportunity to drive as we can provide. We are going to work hard to make sure that we put on quality events that have enough instructors so we can fill our Green run group. We are also going to work hard coaching our experienced Green drivers so they can move up to the next run group to make room in Green for new folks. So I encourage new folks to sign up on ClubRegistration.net for our events. The Green run group fills up within 5 or 10 minutes of opening so set your Blackberry alarm and get to the website to sign up for the experience of a lifetime.

Drive like your life depends on it, because it does. 🏎️



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PYLON PLACE

Paul & Randy Kudra, Autocross Co-Chairs



2010 AutoX Season...You Had To Be There!

“You had to be there” best sums up the 2010 CVR AutoX season. Every person that challenged themselves to give AutoX a try this year came away a winner. Adrenaline injected fun has a way of hiding the skills as they seep into your synapses...and your butt. Only by participation then reflection can you truly see the gains you’ve made. You then notice that your personal RAM has been loaded with new programs, instantaneously ready to draw upon whenever needed any-time thereafter. Personal victories were too numerous to cite for the season, however there were two special achievements that are noteworthy and a testament to the rapid progress made by steadfast participation.

Eric Jan won the 2010

“Most Improved Driver” award!

This award recognizes the quantum jumps in driving skill that Eric has demonstrated in the short time since starting his participation in CVR events, both at AutoX and Drivers Ed days at the track. His story should resonate with many CVR members. He

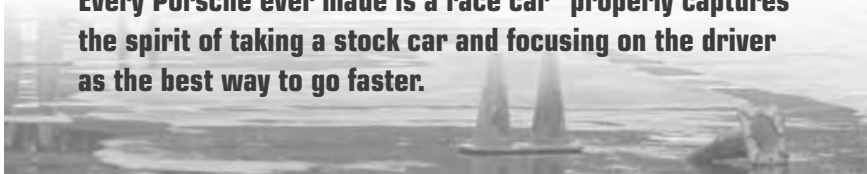
always dreamed of owning a Porsche then realized that dream, only to find out that fast driving takes a lot of learning and practice to master. When you jump into the deep end with a high



>>>Eric Jan – AutoX Most Improved Driver

strung Porsche that journey can be frustrating at first since you have to unlearn years of average car driving and the razor-edged responsiveness of your car makes it all too easy to over-do, or under-do driving inputs. Instant response hides car dynamics that softer rides readily reveal. Eric’s determination and seeking to always learn has paid big dividends in his driving skill, which is now at a high level

“Every Porsche ever made is a race car” properly captures the spirit of taking a stock car and focusing on the driver as the best way to go faster.



and within striking distance of the fastest times. His championship points showed just how far he has come, from normal to wow! Eric's great attitude and enthusiasm show why we say "it's not just the cars... it's the people"! An example of this passion is Eric's YouTube AutoX video initiative. Just go to CVR's Autocross web page (cvrpca.org) and you'll see several examples of great in-car shots thanks to Eric. Congratulations Eric on this award and on your driving skill, both are well earned!

Adam deRezendes won the 2010 "Rookie Of The Year" award!

ROTH is awarded for steady growth in autocross driving ability throughout the year, participation in CVR autocross events, and helpfulness at



>>>Adam deRezendes – winner of AutoX Rookie Of The Year

those events. Growth in driving ability uses progression of championship points scored as one of the main measures to quantify the change, as

well as the observed skill which demarks the "aggressive smoothness" that we all chase. Watching Adam drive now, it would never cross your mind that he is a newbie. Adam also showed that you don't need to have the fastest car to do well. "Every Porsche ever made is a race car" properly captures the spirit of taking a stock car and focusing on the driver as the best way to go faster. Making modest car improvements over time is the best way to gain a feel for the subtle balance differences for each change, and a feel for how to dial in a car to utilize all that each car offers. At the events you will find Adam chipping in to run the timing system, performing flagging duties, or helping Eric's YouTube video initiative. You will also notice he is always soaking up driving tips at the morning and lunch-time instructor course walks... hmmm, I see some causality here! Congratulations Adam! You epitomize the spirit of CVR AutoX!

Eric and Adam's achievements remind us that no matter what level of driving skill we have achieved so far, we can all find ways to drive better with further practice in an open parking lot and with the helpful feedback that the clock and experienced coaching provides. Add in the camaraderie and fun that CVR AutoX events are noted for and you'll see why we all can't wait for the next event. Watch the cvrpca.org Autocross page around March for the 2011 dates. You **have** to be there! 🍀

(Editor's note: see Eric Jan's recount of his progress on page 52 of this issue of Challenge)

BETWEEN THE LINES

Shelley Krohnengold, Challenge Editor

We have a particularly large issue of Challenge for you this month. This is not necessarily a bad thing, given the fact that the last few weeks of cold winter weather have brought most other CVR/Porsche Club activities to a stop.

My Carrera 4S is in a state of winter (semi) hibernation right now. Though I do drive it on occasional clear winter days, when the roads are ice-free, dry and the temperature edges up into the 40's I've never bothered putting winter tires on it because of my aversion to seeing it covered with road salt, sand and all the other assorted debris that tends to build up on our roads during the winter months. Fortunately our other daily-drivers are both all-wheel drive, equipped with full sets of winter tires and ready to take on anything that mother-nature decides to send our way. I do keep staring at that CVR/Tire Rack ad and thinking... what if I ordered a set of Blizzaks and mounted them on my old wheels... hmmm.

The first of a number of interesting stories in this month's issue is John Karams' coverage of our CVR Annual Meeting and Photofest. This was the first time we attended this event and I am happy that I was able to collect digital files for some of the excellent photography that our members brought with them, you will be seeing some of it on a few Challenge covers in the coming months.

Next up is Phil Capella's excellent story detailing the last club tour of the 2010 driving season which was

based at the Shawnee Inn in Delaware, PA. If you were not able to make it, stay tuned for more information about the first tour of the 2011 driving season, already well into its planning stage.

Paul Kudra has put together a great seasonal wrap-up for you that ties in nicely with a story from our "guest editor" this month, Eric Jan, who talks about his experiences and lessons learned in his first AutoX season.

I do keep staring at that CVR/Tire Rack ad and thinking... what if I ordered a set of Blizzaks and mounted them on my old wheels... hmmm.

Challenge readers are fortunate that Walt Hyjek and Jean-Francoise Bulycz made the trek down South to cover the Petit LeMans at Road Atlanta because they returned with an excellent story and some great photographs to share with us this month. (And congratulations to Jean-Francoise on his 35 years of PCA membership). On that note, since this is the first issue of 2011 we have decided to do a yearly re-cap of all CVR members that celebrated an important membership anniversary milestone in 2010. Many thanks to Lisa Musante for putting together the comprehensive listing that you will find beginning on page 67. 🍷

Look forward to hearing from you.
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A TASTE OF THE TRACK

Reese Mason, Contributing Editor

Did you know that you can experience a 20 minute track session at a world class race track without entering yourself and your car in a Club Race or Driver's Education event? It's true! You can feel the rush of speed and cornering in the passenger seat of a track-prepared Porsche with a certified CVR Instructor at any CVR Driver's Education event (and also at Autocross events). You need only be 18 years old, wear long pants and closed toe shoes and be willing to part with \$40 (a genuine bargain given that you'd have to pay over \$100 to go for a three lap, five minute ride in a clunky old stock car turning only left on an oval track – you do the math!). We will even supply the helmet.

Come see for yourself how a Porsche was meant to be driven. Find a future date on the calendar at the

club website (cvrpca.org) and go see Ric or Reese at the Taste of the Track hauler. If you hang around at lunch time, you may even get Ric (aka The Boss of the Sauce). 🍷



>>>Rick Hosley prepares his lunch at the registration trailer for the Taste of the Track at a Lime Rock DE. Don't confuse the two. **MAKE NO MISTAKE**, the Taste of the Track has **NOTHING** to do with food!



WANTED: Knot Tiers

We need people to meet as a group and help cut & tie knots in fleece blankets for "Hole in the Wall" kids. We will be using the tie dyed fleece from our "Hippie Happening" dinner dance decorations.

I would like to set up a date in Jan or Feb, depending on the response, for a Sunday afternoon in Portland, CT.

Refreshments will be provided.

No special skills necessary.

Please contact Sue Young

(Volunteer Co-ordinator) @ 860-342-1962



Association of
Hole in the Wall Campssm

www.holeinthewallcamps.org

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Remember, you must click on the TireRack link at the bottom of the CVR homepage: www.cvrpca.org for CVR to receive credit. Spread the word to family and friends to use the TireRack link on the CVR homepage when they shop at TireRack.



PORSCHE EMPORIUM

Peter & Janica Shafer



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Men's Cotton Pique Polo Shirt

100% cotton, embroidered CVR logo.

Color: Yellow or Blue

Sizes: M, L, XL



\$45⁰⁰

Ladies Light Weight Nylon Jacket

Water-resistant nylon shell, polyester mesh lining, embroidered CVR logo.

Color: Pink/White, Burgundy/Grey, Black/Grey

Sizes: S, M, L, XL



\$22⁰⁰

Men's Long Sleeve Polo Shirt

90% cotton/10% poly, embroidered CVR logo.

Great for DE.

Color: Grey

Sizes: M, L, XL



\$45⁰⁰

Men's Light Weight Nylon Jacket

Water-repellent, wind-resistant nylon shell, polyester mesh lining, embroidered CVR logo.

Color: Black, Royal Blue, Red

Sizes: S, M, L, XL, 2XL



\$48⁰⁰

Men's Short Sleeve Camp Shirt

Embroidered CVR logo above the front pocket.

Color: Slate Blue and Misty Black

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MONTHLY MEETING

Story and Event Photos John Karam

Annual Meeting & PHOTOFEST

November 6th was a cool, fall day this year.

It was also the date for the 2010 Photofest and Annual Meeting. Again,

this year it was a pancake breakfast held on a Saturday morning at Trailer Depot in Northford, CT. Many thanks to Trailer Depot for hosting our Annual Meeting and

Photofest for the second year in a row.

My wife, Mary Alice, and I made the hour and a half trip down and arrived by 8:00 AM to help set up. Dennis Primavera, CVR's Special Events Coordinator, had put together the event and materials. I planned to help with the registering of member's photos





>>>CVR's second annual Photofest and pancake breakfast was held at Trailer Depot on Saturday, November 6th.



>>> There were many different models to look at. This is just one of many rows of trailers.



>>>The weather was so nice that many members drove up in their Porsches.

and take some photographs of the event. We arranged our materials just the way we needed them and waited for people to arrive. We didn't have to wait long.

From the first arrival to the last we were registering photographs and people were putting them up. Thank goodness we had help from a number of people. There were a couple of us registering the photos and tagging them with numbers so we could keep track of them. Others would grab them off the table as soon as the paperwork was done and run them over to the windows where we had white, foam boards set up. They would then tack them to the boards. Some of the boards started to fill up very quickly. We had every window in the front of Trailer Depot used as part of the makeshift photo gallery.

There were quite a few great photographs submitted. I suspect many of them will become Challenge covers. I don't envy Shelley Krohnengold, Challenge Editor, with having to

>>>continued on page 34

2010 PHOTO FEST



select which ones to use. There were just so many submitted.

Here is a quick reminder to those who did submit photographs. If you want your photos considered for use as a Challenge cover, please make sure you get a high resolution, digital file to Shelley Krohnengold. His email address is cvrpca.org.

Due to the large turnout and many great photos submitted, those of us counting ballots had a lot of work. It took quite a while to check and double check our work. By the time we were done, the annual awards ceremony was pretty much finished and I didn't get any photos of the winners.

I did get to grab a quick plate of pancakes and bacon in between registering photos and speaking to the membership about the 50th Anniversary Yearbook. We had hoped to have some unbound copies

AWARD WINNERS



available for viewing that day but they inadvertently were sent to the wrong address by the printer. With Nick Esposito's help, Bo Parker was able to pick them up later that day at a FedEx facility. Thanks to Nick and Bo for staying on top of it and to FedEx for all the hoops they jumped through to make the delivery that day. They really went above and beyond for us.

And, speaking of the Yearbook, we took delivery of them on November 20th. A group of us are pretending to be CVR Santa and trying to get all the copies promised to the gala attendees delivered. I picked up a batch on December 3rd and am driving them around Massachusetts and northern Connecticut. If you see someone in a Porsche jacket coming to your door with a book, you'll know it is one of us. Hopefully by the time you read this they will all be

>>>continued on page 36

>>> **"OTHER Award"** Paul Anthony for his photo of Porsche Number 1 at the new Porsche Museum in Stuttgart-Zuffenhausen.

>>> **"SEASONAL Award"** Dick & Linda Borio's photo of their Porsche 928 against a Fall foliage background.

>>> **"ACTION Award"** Dan Johnson for his colorful action image of two GT3R Cup Cars.

>>> **"ARTISTIC Award"** Linda Gullotta for her close-up of a red Porsche 356.

>>> **"EXCELLENCE Award"** David Mancini for his photo of a 1974 Porsche RSR Turbo 2.1 rear wing.





>>> The attendees seemed to really enjoy the unlimited pancakes and bacon breakfast.



<<< Peter Byeff, the winner of the trip to Germany, showed slides and told stories from the trip.



<<< Lisa Musante, Dick Strahota, Gary Hansen, and Jeff Jones present an award to David Lloyd. (far left)



<<< Jeff Jones and Shelley Krohnengold present Dick and Linda Borio the award for Best Seasonal photograph.



<<< Fred Jackson assists Dennis Primavera in drawing the winners of the raffle prizes. Fred is one of the principals in the Lime Rock Vintage weekend event.



<<< We arrived early and helped set up the facility for the large number of CVR members who came.

done. If not, at least you will know who is at your front door.

For those of you who weren't at the gala, we purchased some extra copies and will be selling them through the Emporium. The price is \$50, and a second copy is only \$40, not including delivery. Having seen it already, I have to tell you that this is one fantastic book detailing the first 50 years of our Club. There are over 220 pages of photographs and stories. There is coverage of every event from 2009 and much, much more. Get in touch with Peter and Janika Shafer at the Emporium, emporium@cvrpca.org, and order your copy before they are all gone. If I don't meet you while delivering your yearbook, I hope to see you sometime this year at one of our great Porsche club events. 🍷



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This inspired coffee-table size book of over 200 pages is lavishly illustrated with hundreds of color & black/white photos from CVR archives or donated by CVR photographers.

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Yearbooks are Available Now!



If you attended the Gala you are entitled to a free copy! Single copies are \$50. But if you purchase two, the 2nd copy is only \$40! Want more copies to give as gifts to your children to show where you have gleefully spent their inheritance? We'll make you a great purchase price on multiple copies!

Purchase your yearbook by visiting the Emporium at any of our events, or by contacting CVR's 50th Yearbook fulfillment center by emailing Peter & Janica Shafer, emporium@cvrpca.org.



“Go West, Young Porsche Tourmeisters...” was the call we heeded when planning the 2010 Fall Tour (please indulge us with the “young” part) and so the tour was based at the *Shawnee Inn and Golf Resort in Shawnee on Delaware, Pennsylvania.*

FALL TOUR 2010

Maria and Phil Capella, Tourmeisters



Photo by Kathy Cloud

We happened upon the Shawnee Inn while working on the 2009 Fall Tour but it was fully booked at that time so we reserved it for 2010. The hotel is located in a picturesque location along the Delaware river. In the 1950's the owner, Fred Waring, created, rehearsed and broadcasted his famous radio programs from the stage

of Worthington Hall throughout the 1950's. Fred Waring and his Pennsylvanians became a household name throughout the country. Mr. Waring was an enthusiastic golfer. Fred Waring had many celebrity friends that visited Shawnee including Bob Hope, Art Carney, George Goebel, Arnold Palmer, Lucille Ball, Ed Sullivan, Eddie Fisher,

Perry Como and President Dwight D. Eisenhower, but none caught Waring's enthusiasm for golf like Jackie Gleason. In 1959, Jackie attempted his first game of golf scoring a 143. However, only 15 months later, with practice and lessons, Jackie shot an amazing 75.

The weekend started out with showers but the weather steadily improved

>>>Photo above: Teutonic technology meets a pre-civil war masterpiece. Crossing over the John A. Roebling Delaware Aqueduct Bridge. The oldest existing wire suspension bridge in the United States; it spans 535 feet (175 m) from Minisink Ford, New York to Lackawaxen, Pennsylvania. Begun in 1847, it was designed by and built under the supervision of John A. Roebling, who would design the Brooklyn Bridge twenty years later. Designated a National Historic Landmark in 1968.



>>> Tour members heading out to their Porsche's for the days drive from the Shawnee Inn.

Photo by Kathy Cloud

throughout the weekend. A few couples arrived on Thursday with the majority arriving Friday afternoon and night. We had a total of 65 people attend the tour in 32 Porsches. We all gathered for the driver/navigator meeting after breakfast on Saturday morning to review any changes to the route based on our trial run on Friday and made sure that everyone had their magic dollar with them to ensure safe passage on the run. We also reported on the 2 bears, 32 deer, 27 turkeys and 1 fox we had seen during previous runs during the route development. Trying to inform and not frighten, we mentioned seeing 20 New

Jersey motorcycle officers who were on a little jaunt and our heeding the lead officer's direction to slow down. The group gathered for a picture on the front steps of the Shawnee and then it was off to the races (we mean to say, leisurely drive).

The tour started along a twisty country road that followed the Delaware river including some hills that gave a great roller-coaster effect. We crossed the Delaware river into New Jersey via Dingman's Bridge, the oldest privately owned bridge in America, and gave our magic dollar to the attendant who stands in the middle of the road collecting tolls. He was puzzled for a moment

when I expressed my concern about all these cars that were following us, until he noticed they were all Porsches and smiled. We proceeded on our journey and passed by a number of horse farms. We converged on our rest stop at a McDonalds near the New York border and socialized for a bit before proceeding on our journey.

We headed north into New York on Route 97, a scenic road along the Delaware river with one stretch on the edge of a cliff that has been used in many car commercials. The weather was a peculiar mix of showers while the sun was shining that eventually gave way to

>>>continued on page 42

clear skies. We were fortunate to travel on some great Porsche roads, lots of curves and sparsely populated. One section in particular was newly paved and tempted you to backtrack just to get a chance to run it again.

We crossed the Delaware river into Pennsylvania via the Roebling Aqueduct Bridge. The roadway of the bridge was actually the bottom of the 12 foot deep aqueduct 100 years ago. Our lunch venue was at the Woodloch Pines resort and we were treated to a beautiful buffet and great service. Janica and Peter

Shafer, who run the Emporium, brought along some items to give the tour members an opportunity to buy CVR clothing and accessories. Their effort was very much appreciated by the group. After lunch everyone made their way back to the Shawnee while seeing the sites of interest along the way.

With the driving for the day complete, we gathered for cocktails and conversation prior to dinner in the Waring room. It was a perfect way to end a day of great driving with friends old and new. After dinner everyone mingled either

at the hotel bar, lobby or the bonfire by the river. The hotel was hopping that night with 2 weddings and 1 class reunion. One of the weddings was under a tent along the river with music pumping and lights flashing.

The breakfast on Sunday morning was a leisurely affair with people saying their goodbyes and looking back on a fun weekend that went by too fast. We just want to Thank everyone who attended and made the weekend special. We hope to see you on the next tour! 🍷



PA photo archives

>>>Almost all of the Delaware Aqueduct's existing ironwork — cables, saddles, and suspenders — are the same materials installed when the structure was built. The two suspension cables are made of wrought iron strands, spun on site under the direction of John Roebling in 1847. Each 8½ inch diameter suspension cable carries 2,150 wires bunched into seven strands.

Laboratory tests in 1983 concluded that the cable was still “viable;” some of the wires even exceeded Roebling's original specifications. The cable strands are held in place by wrapping wire, which was replaced in 1985, after almost 140 years of use. Roebling's cast iron “pier saddles” still sit astride the cables as they cross original stone piers.

“Cable saddles” each hold a wrought-iron “susponder rod,” a bar with both ends hanging vertically from the saddle. Suspenders support part of the aqueduct/bridge flooring by means of a hanger plate.



Photo by Gary Lambert

The 2011 Spring Tour is planned for May 20th - 22nd at the Williams Inn located in Williamstown, MA. At the time we are writing this article (Dec 2010) the tour planning is moving full speed ahead. Look for details on the website and in Challenge.

Maria and Phil Capella

2010 EVENTS WRAP-UP

Paul Kudra, Autocross Co-Chair

Fast Driving & Fangs... What a Year!



Smooth driving is what we all aspire to. It's the proven way to bring any car to its maximum performance and keep it there. This yields both the fastest times at a track or autox event, and the safest way to get to and from those events on the street. However there is an often overlooked aspect of smoothness that needs to be perfected to set class winning times... and that is the ability to "grow fangs". Aggressiveness, the desire to push yourself to limits you didn't think were possible, must be mixed in proper

proportion with smoothness to reach that holly grail – fast driving.

Fangs is just what we saw at the last three CVR AutoX events of the 2010 season. Click away on CVR's web-site (cvrpca.org/on_the_track/Autocross) for the specific times and scores, but here are some of the special drives that achieved just the right mix of "smooth fangs".

October 3rd

Fangs or just sharp teeth... either way, the bite of the crocodile chomped down hard as *Jim Matons*

continued to demonstrate the above mentioned driving balance, and took another Fastest Time of Day (FTD) in the process. *Jon Montelius* bit off almost a full second on the last run to claim a come-from-behind class win in Mod1. *Ric Hosley*, Mr. Taste Of the Track... and AutoX" (TOTAX), showed how he found the smoothness and the resulting speed by steadily nibbling down his times to take the Mod1 win. Ric's efforts to run TOTAX has been a welcomed addition to the CVR AutoX events this year; what a great way to get a friend started! Lastly,



>>> **Got Weight Transfer? Pam Kudra at the finish line “Stop Box”.**

Chris Dupuis won the Novice class in his 944T... hmmm, something about turbos, fangs, and fast times in that family.

Joe Topper who was the second fastest Porsche in his beautiful and appropriately colored orange '69

many that demonstrated how 40 degree temperatures give the edge to soft suspension and “normal”

October 31st

This Halloween day AutoX was scary in many ways. Randy Kudra made graphics for his 944 that set the tone for the day. Cold temps showed how little grip high performance summer tires can have in these conditions... making for some white-knuckle driving. *Jon Montelius* overcame the low grip to take another Mod1 win. Jim Matons times scared away the rest of the Porsches, ending up with the official FTD by over 2.2 seconds. Honorable mention goes to



>>> **Jim Matons takes home the FTD Limited Edition Artwork, Custom AutoX Glass and Ribbon, a common scene in 2010.**

Targa. *Pam Kudra* used her wizard hat and cape to set a spell on her car and take the Stock1 class; her smooth-aggressive driving helped as well. Her drive was one of

tires. To further emphasize that point, while *Joe Dupuis* was the fastest Other car in his highly modified STI, an amazing drive by *Tom Mak* in his

>>>continued on page 46



>>>Got rhythm? Newcomer Sue Alexopoulos (left) wins Novice first time out in her Porsche, as Instructor Pam Kudra shares the joy.

stock Prius was just a half second behind!

November 21st

What a gift to end the season! Cold morning temps gave way to very pleasant conditions by lunchtime and everyone savored the opportunity to drive hard one last time before winter. The course was set up with plenty of room for sliding around to account for the low grip day; what a blast to be able to practice steering

with the right foot more than the steering wheel! *Jim Matons* put an exclamation on his fantastic driving this season by taking another FTD, his smooth-aggressive driving balance was just right and he was visibly in another league in mastering the day. *Adam DeRezendes* took his ROY status seriously. He was the fastest of the six "Club 44" drivers that day, which included the author! However, *Sue*

Alexopoulos was the story of the event... trading in her new Miata for a Boxster, she is a very quick study and took home a win the Novice class! Talk about growing fangs... wow, she already shows a great balance of smoothness and aggression that should make for an exciting season next year! Besides, the rest of us got to boogie to the tunes blasting from her radio as she drove to the start line! *Aaron Diamond*

has been steadily improving his driving and used his growing skill to take the Stock4 win over the more experienced participants. Maybe his dad Jay should help him become a Club 44 member next season? It was great to see Driver Ed Instructor *John Schnabel* back participating in AutoX again. John knows that CVR AutoX events are the perfect place to feel out the set-up of a new car and he drove his new toy, a beautiful '74 track car, with the balance that only a seasoned instructor can, setting some quick times and putting a grin on his face in the process... he's still got it!

Nicola Corvaja showed what CVR is all about as a club. Helping newcomers feel really welcomed, and making every participant be a winner. Having learned what AutoX and Drivers Education events were just a few weeks prior at the annual CVR Award meeting; Track Registrar *Susan Viccaro* and myself explained how great these events are. We also both highly recommended that each DE participant first participate in a few AutoX events to get a feel for the car at the limit, in the safety of a parking lot. Well, Nicola took this to heart, showed up at this November AutoX event and took full advantage of the repeated offers for instructor

coaching. What a great attitude he has... always seeking and absorbing the feedback, getting better each time. The result was a fantastic first AutoX event for him, learning many new skills, finding a new level of enjoyment in his beautiful C4S, and making new friends in CVR. Frankly, Nicola's enthusiasm and joy made my day. What a nice end to a great season!

A growing trend this year has been the number of 944's participating in autox events. This "Club 44" has seen up to eight 944 drivers competing at the same event! Many drivers are young members, which feeds the fun vibe at CVR AutoX events.

>>>continued on page 48



>>>Adam DeRezendes, Rookie Of the Year and part of the growing Club 44.

This growing group recognizes that 944's are the best bargain out there now and that 944s are a great car to learn on. They thoroughly enjoy driving a nimble, great handling car that has been the benchmark for years. Timeless design, practicality, readily available spare and economical used parts, and plenty of free tech support through the club, all add to the experience and make for great daily cars. Just keep belts renewed every 30K miles and overfill the oil ½ quart for competition events (to avoid oil pick-up problems in right-handers) and it's common to see these cars running strong with over 200K miles on the odometer. I owned one for 13 years as a daily driver that did well at CVR's annual concours, and I've really enjoyed driving Randy's as it has evolved from a 230K mile first car into a taut track/street ride. Fun, fun cars that make for great competition!

I want to thank all CVR AutoX participants for making 2010 a great year. Your helpfulness, great attitudes, and friendship truly represent why "it's

not just the cars... it's the people"! This extends to the "Other" class participants as well, and like *Sue Alexopoulos*, we hope

Constant practice of driving skills directly apply to street driving and can only be done in such a parking lot... something I'm reminded of every trip home from an AutoX!

that CVR helps tip your car buying decision towards owning a Porsche in the near future to truly get the full experience (like driving in our DE events on famous race tracks). I'd especially like to acknowledge and thank CVR AutoX Co-Chair *Randy Kudra* for the wonderful job he did at organizing and running the autox events; keeping them running like clockwork while making them fun was handled beautifully! Both Randy and I have enjoyed being co-chairs and look

forward to even more improvements next season. We will have some challenges to overcome as well. Mainly, we might need a new parking lot next year to replace Bristol. We are working to resolve zoning complaints (apparently industrial parking lots are for direct support of the business and some neighbors that don't see the benefits of advanced driving training, and charity fund raising, have mentioned such to the town). In the meantime, please contact us if you have any ideas or leads on large parking lots so we can investigate their use. Constant practice of driving skills directly apply to street driving and can only be done in such a parking lot... something I'm reminded of every trip home from an AutoX!

See you next March/April... watch cvrpac.org for finalized dates! 😊



THE FINE PRINT

AM I COVERED WHILE DRIVING ON-TRACK?



Each year Porsche Club of America Regions organize many high-performance driver's education events.

Over the years PCA has earned a tremendous reputation for putting on educational, safe, and structured events. These events target what PCA members are most passionate about – appreciating the fine automobiles they own in a way that just can't be recognized in daily street driving.

For many years PCA driving enthusiasts had a sense of comfort knowing that their standard auto policies covered them while participating in PCA Driver's Education events. Most policies had language that only excluded coverage while participating in "timed or competition events." Since PCA DEs are educational in nature and untimed, most insurers would pay for damages incurred at these events. Incidents causing damage to vehicles at PCA DEs are rare, but when they do happen the damage can be significant.

Around the 2003-2004 timeframe, it seems that many insurance underwriters recognized the additional exposure presented by individuals involved in DEs and modified their exclusions section accordingly. At the beginning, a few companies implemented new language to exclude coverage "on a surface used for racing", "in a performance driving event", or even worse "at a racetrack facility." Since the initial rollout of the exclusions, it seems that the majority of auto insurers have followed suit with these restrictive exclusions for individuals involved in DEs.

Many PCA DE enthusiast members have researched this topic in the past, prior to 2003, and believe that they are still covered while driving in events. Enthusiasts must understand that insurers do have the ability to change policy terms at each policy renewal. The typical policy holder receives their renewal, looks at the bill, and sends a check to renew their policy. In the pages following that bill, insurers include a coverage update that details any policy

changes. Unfortunately these changes often go unnoticed by insurance consumers.

For individuals involved in DEs, it is very important to review your policy before you go to your next track event. Many insurance consumers don't file their current policies, but insurance agents will always send a copy of the current policy upon request. A quick review of the exclusions section of the policy typically reveals any language targeted at eliminating coverage while participating in events held at racetracks. Enthusiasts' vehicles are often the most treasured property they own, so it is important that they do their research and understand whether coverage is included under their standard policy while participating in DE events.

DE Participants that do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available. PCA has partnered with Lockton Affinity, the administrator of the HPDE Insurance Program. The PCA – HPDE Insurance Program offers single-event physical damage insurance at a very affordable rate. The premiums are based on value, and the average premium for our members is \$205 per event. When applying, PCA members can enter their member number to receive a 10% discount on their premium!

Do not assume that you still have coverage while participating in DEs based off of research or questions asked to your agent years ago. Before your next event, check your policy and go to that event knowing whether you will or will not be covered in the case of an unfortunate incident that causes damage to one of your most prized possessions. If your research shows that you do not have coverage, consider getting supplemental through the PCA – HPDE Insurance Program:

<http://cahpdeins.locktonaffinity.com>

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TECH TIPS



“WHAT'S THE BEST WAY TO STORE MY PORSCHE DURING THE WINTER MONTHS?”

WINTER STORAGE AND MAINTENANCE TIPS

Thank you Ken Koop—The Yellowstone Region (*Old Faithful* Newsletter)

- ✓ Everyone wants to keep their Porsches in the best possible shape they can. Living in this part of the country requires a little extra preparation before winter to have a car that will be ready for the road next spring. Even though you're not using it, storing your car for six months can still be hard on it. With some preparation, your Porsche will look beautiful in the spring and be ready for the road. Here are some suggestions before putting your cars away for the winter.
- ✓ Wash your vehicle. Be sure to thoroughly clean under the car as well as the wheel wells. After washing, don't forget to open and dry door sills, sun roof sill, engine and trunk compartment. Wax the car if needed.
- ✓ Clean interior and trunk. (Never use cleaners with ammonia in them for the windows). Treat the leather with a good leather conditioner every year.
- ✓ Apply a tire treatment and thoroughly clean the rims.
- ✓ Change the oil and brake fluid if needed. Check all fluids for proper levels (coolant, power steering fluid, oil and windshield washer fluid—fill with a good fluid that will not freeze).
- ✓ Check the battery fluid level. Using a flashlight look into each cell, if the water level is above the cells, the level is OK. If the cells are exposed then add distilled water to bring up to the top of the cell.
- ✓ Connect a battery maintainer. (Especially important for 1990 cars and newer).
- ✓ Top off the gas tank.
- ✓ Inflate tires to the maximum pressure the sidewall pressure permits. Don't forget to readjust to the pressure before driving next spring.
- ✓ For manual cars leave gear shift lever in neutral, for automatic cars leave in park.
- ✓ Block tires with 2 by 4's or wheel chocks.
- ✓ Do not set parking brake! (This stretches the cable over long periods of time).
- ✓ Cover your car.
- ✓ If at all possible leave in a heated garage around 62 degrees with low or no humidity.
- ✓ Place "Decon" in your garage to keep mice from dining on your rubber parts or nesting in unwanted areas. (If you have pets do not allow them into the area with Decon)
- ✓ It is also a good idea to start the car for 10-15 minutes every month to circulate fluids. As the car is running, turn the air conditioner and heater on to circulate their fluids as well. Pump the brake and clutch pedals 5-10 times to keeps those parts functioning.

>>> With this extra care, your Porsche should last longer and have fewer problems in the years to come.

Spend more time on the track, not in the pits!

- Maintain, repair and upgrade: Engine, transmission, driveline, brake system, and suspension.
- Full suspension setup including alignment and corner balancing on state of the art equipment.
- Project management and consulting services
- Tuning and engine performance service available.
- Expert installation of safety equipment.
- Design and fabrication of custom parts for unique applications.
- Enclosed Vehicle Transportation.
- Trackside support available upon request.
- Servicing: Audi, BMW, Mercedes-Benz, Porsche, Volvo, VW and NOW LEXUS.
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What a Year!

Eric Jan, Guest Editor



MY FIRST AUTOCROSS SEASON

What a year! As a true beginner to the sport of driving (before April of this year, I had never done any autocross nor DE), it has been a fun filled year with a lot of learning. Paul (Kudra) asked me to write a short article to share my experience and lessons learned this season from the perspective of someone who's completely new to the sport. Hopefully some of you will find it useful and decide to join us for the fun next season!

So where do I begin? I still remember quite vividly the first time I showed up to a CVR Autocross. I had read about autocross and known the basic idea (try to navigate around a course marked by cones in the fastest way possible) but that's about it. Fortunately, everyone (and I mean everyone, from organizers, instructors, to fellow participants!) was extremely nice and willing to help. It was a very

friendly environment and made even a rookie feel comfortable! After the brief driver's meeting and guided course walk, I was pumped and ready to go! Watched other cars going through the course for the first few minutes, I thought, hey, this isn't so bad, I can do it! Then it



Photo: Paul Kudra

>>>Eric Jan

was my turn to do my first run. Wait a minute, where do I go next? I was lost in the sea of cones. This was more difficult than I expected. The same thing happened again in the second run. I did not get a time until my third run, when I recorded a 44.591 second. Wow. Why am I so SLOW?! It was quite a humbling experience as

cars with much less horsepower than mine was going much faster than me. I stopped by and asked Master Yoda, I mean, Paul Kudra, to see what I was doing wrong. I explained to him that I was trying to go faster so I tried to use as much throttle as possible, but then I always ran wide when the car did not turn and had to correct. Paul told me that I need the weight on the front in order to turn, so next time out, try to use more brake to slow down for the turn then get on the throttle afterward. Hmm... slow down to go fast, eh?! By following the advice, the next time out I got a 43.442 second. More than 1 second improvement! While it was still a very slow time, I was really excited to see the improvement. Unfortunately, I ran off course again in the last run as I desperately tried to improve my time, so 43.442 seconds



>>>At the Start Line... Eric puts his freshly honed skills into action.

ended up to be my best time of the day.

To put the time in perspective, Paul had the fast time of the day with his 35.277 second run in his '78 911. If you divide the 34.277 by 43.442, you get 81.2%. 81.2 points was the score I received that day for the championship point. (While Paul received 100%, or 100 points) Just for fun, I had Paul take me out on a ride in my car at the end of

the day. I thought maybe my slow time was due to the car not setting up correctly for autocross? Within seconds of the run, I knew that it was not the car, it was the driver! It was quite an eye opening experience. Paul basically drove with one hand, while pointing out all the things that I should be paying attention to, and he still did a sub-38 second run.

Since my first ever autocross, I have felt

improvement with each outing. In my second event, my score went from 81.2 to 86.8. In the next two events, I was up to 89.1 and 89.2! Then a small set back in the fifth event with a score of 88.1 But persistence paid off when I scored 91.4 in the next event! (6th fastest time of the day!) I followed up with another 91.4 in the next event. Slowly but surely, I feel that my driving has improved, although I still have a long way to go! My goal next year is to finish Top 10 in the points and consistently score 92 or higher.

The 2010 season has been a great first year for me. I have learned a lot, had lots of fun, and made lots of new friends. I hope to continue the learning in 2011. I can't wait for next April! 🏁

Here are a few lessons that I have learned this season. If you are new to autocross, you might find them useful:

>>>**Seat time, seat time, seat time!**

>>>**Don't worry about upgrading the car.**

Upgrade the driver first!

>>>**Ask experienced drivers to critique your driving.** Instructors are available at all CVR Autocross events!

>>>**Know your course** and look far ahead!

>>>**It is okay to push over the limit.** It is okay to spin out and/or hit the cones!

>>>**Have fun!** Don't take it too seriously, we don't get paid to do this!

2010 Petit LeMans

Walt Hyjek, Contributing Editor

**On September 30th
Jean-Francois Bulycz
and I flew down to
Atlanta, Georgia for the
2010 Petit Lemans at
Road Atlanta, 10 hours
or 1,000 miles.**

After we presented our tickets we had a drive up a hill about twice the height of Lime Rock and turned left over a bridge over the track to the infield. Just over the bridge was Porsche Platz on the right looking at the downhill back stretch and the left, right turn to the bridge. Also that up hill entrance and straight goes thru a tunnel that takes you to the infield area of Road Atlanta.

This is a very interesting track, as you drive in you enter and turn left over the bridge which is between the back stretch down hill to turn 10a and 10b, a left and right turn, also known as the Turn 10

Complex, then under the bridge and downhill again to the front stretch or right into the pits just after going through the overpass.

If you ever want to go to Road Atlanta, I highly recommend it, as it was very easy to get to and the staff was very well organized and then there is the track with 12 turns, 2½ miles and multiple up hills, down hills and that

**...and then there is
the track with
12 turns, 2½ miles
and multiple up
hills, down hills and
that back stretch to
that downhill where
a LMP car was
clocked at 204 MPH,
THAT'S A FAST
STRETCH.**

back stretch to that downhill where a LMP car was clocked at 204 MPH, now THAT'S a FAST stretch!

At the Porsche Platz you always meet up with

friends as we did and found PCA President Kurt Gibson, Vice President Manny Alban, Treasurer Ruben Ledesma, Secretary Caren Cooper and Executive Director Vu Nguyen who helped with the Porsche Platz. Also there was Paul Gregor from Porsche, our great liaison between PCA and Porsche AG.

On Friday we went around to see the LMP Audi and Peugeot being prepared to compete against each other again as they last did at the 24 hours of LeMans where Peugeot blew their engines and did not finish but came back to give it a fight to the finish with Audi. Both showed up with big rigs, big setups and large teams ready to race right to the end.

P2 had the Muscle Milk, Greg Picketts RS Spyder who had started late this season competing and not only winning

Photo courtesy of Benjamin Boerum



>>>The 911GT3R hybrid of Timo Bernhard, Romain Dumas and Mike Rockenfeller at rest in the garage.

this year but becoming very competitive in P2. Drivers Klaus Graf, Sacha Maassen and Lucas Luhr were looking for a win.

In GT there was not only the Porsche GT3 RSR's but also Ferrari and BMW fighting for the GT and manufacturers Championship. Also there was the Porsche GT3 R-Hybrid driven by Timo Bernhard, Romain Dumas and Mike Rockenfeller for its first race in the US after a great race at the Nurburgring 24 hours where they started in last place because they were in an experimental class then raced up to lead, and with only 45 minutes to go had a rare engine part break and end their enthusiastic start to their race.

Both Patrick Long and Jorge Bergmeister were very relaxed on Friday and were looking to get racing. The had also help with a



Photo Jean-Francois Bulycz

>>>**Romain Dumas at the wheel of the 911GT3R.**

third driver, Marc Leib. The hybrid had its own pit area with many signs around explaining it's design. Here we met Andy Schupack, a Porsche PR person, who explained to the many by-passers about the NO BATTERIES technology that was in this Hybrid.

I had the opportunity to ride with an IMSA

official, George Schaaff from Chicago, during parade laps and had a great look at the track with it's 12 turns, climbs, and downhills. I was amazed at the elevation changes, from 1,015 feet above sea level to the lowest point at the famous Esses, the most photographed part of the track. Then the fast downhill back stretch of turn 10, under the bridge and downhill again to the front stretch and pit entrance or quick right.

In qualifying, the Porsche Flying Lizards #45 car was 8th behind Ferrari's top 4 places, followed by BMW and 2 Corvette ZR1's. But with this long race qualifying really does not matter.

>>>continued on page 56



Photo courtesy of Benjamin Boerum

On Saturday prior to the race at the Porsche Platz we had the Marc Leib and other co-drivers of the Lizard Team, Kevin Buckner the new CEO of PCNA and Dr. Daniel Ambruster, project leader of the Hybrid talk about this new technology. Also, as always happens at the beginning of ALMS races

with BMW, Ferrari and Porsche pushing each other for the Championship. The Flying Lizards #45 had only to finish this race in 10th place or better to win the Championship, but as always in 10 hours or 1,000 miles anything can happen and just finishing is the goal of all the racers.

BMW winning the Manufacturers Championship by just one point. In P2 the Muscle Milk, Porsche RS Spyder finished 2nd as they had some intermittent misfiring and basically came in 2nd place while racing on only 7 cylinders. I hope they race next year as I see this as the beginning of a great team rising to the top.

The hybrid finished 18th after some problems with front tires blistering from some quick lap times at the



>>>Patrick Long, Marc Leib, Jorge Bergmeister and Timo Bernhard (left to right) Q&A session at the Porscheplatz.

Photo Jean-Francois Bulycz

they had the cars displayed on the front stretch along with their respective teams.

Then at 11:20 the race started. The weather was great with temperatures in the mid 70's. The race in each class started and we had the LMP P1 Audi's and Peugeot's and P2's start with a very quick pace. The GT's followed

At the end Peugeot got the win with Audi 2nd in LMP, the GT Corvette pulled out the win and a Scott Sharp Ferrari with Dominick Farnbacher and Johannes van Overbeek come in 2nd followed by a Risi Ferrari in 3rd with the Flying Lizards Porsche placing high enough (in 5th) to take their 3rd GT Championship with

beginning of the race. This is the beginning of the future of hybrids in racing and quite possibly the future of racing in general.

In GTC we had our friends from TRG win in a 911 GT3 Cup Porsche with Andy Lally, Henri Richard and Duncan Ende driving and as of now entering the Daytona 24 Hours



Photos this page -Jean-Francois Bulycz

and next season ALMS with 2 cars.

We will have to wait until next year to see the return of the ALMS series with the Flying Lizards

and now TRG in the Rolex Grand Am series, the 24 Hours of Daytona, Sebring and all the other upcoming races.

As you read this article the new season will have started and I hope to bring you closer to these races in the future. 🌍

Many thanks to our friends Jean-Francois Bulycz and Benjamin Boerum for their great photos.

To see more photographs by Benjamin Boerum visit:

<http://aidstonavigation.blogspot.com/2010/10/little-le-mans-2010.html>



International Racing Elite to Compete in Porsche 911 GT3 Cup Race Car

*Stuttgart/Atlanta
November 16, 2010*

The Porsche 911 GT3 Cup is the most-produced race car in history. To date, over 2,000 vehicles have been delivered to customers around the world. And now, the 450 hp GT racer from Weissach belongs to the official competition cars at the Race of Champions, where a number of the world's most talented and famous racing celebrities from the most diverse disciplines come together in Dusseldorf, Germany on November 27 and 28.

Joining the ranks of the world class starter field is Porsche pilot Jeroen Bleekemolen. The 29-year-old driver from the Netherlands



>>> **Jeroen Bleekemolen**

Porsche Cars North America

won the GTC class of the American Le Mans Series with Tim Pappas this season at the wheel of a 911 GT3 Cup and knows the car from many years of racing. In 2008 and 2009 he won the Porsche Mobil1 Supercup, the fastest international brand trophy series. In 2008 he earned a victory in the LMP2 class at the LeMans 24 Hours with a Porsche RS Spyder.

In Dusseldorf, Bleekemolen will be up against the likes of Formula 1 pilots Michael Schumacher and Sebastian Vettel as well as World Rally Champion Sébastien Loeb and World Touring Car Champion Andy Priaulx. "I'm proud to be part of the Race of Champions for the first time," says Bleekemolen. "Obviously, I'm hoping to contest as many heats as possible with the Porsche 911 GT3 Cup - not one of the participating drivers knows the car like I do."

The Porsche 911 GT3 Cup, based on the

road-legal 911 GT3 RS sports car, is powered by a 3.8-liter, six-cylinder boxer engine delivering 450 hp. The spectacular-sounding race exhaust system features a fully controlled catalytic converter. The rear-engine concept and the wide track give the racing 911 excellent traction and razor-sharp handling. Pilots operate the sequential six-speed gearbox manually. Power from the high-revving engine (max. 8,500 rpm) is distributed to the wide rear wheels via a mechanical differential.

"I'm very pleased that the racing elite from all over the globe will be seen driving the world's most produced race car, the Porsche 911 GT3 Cup," says Hartmut Kristen, head of Motorsport at Porsche. "I'm sure that fans and drivers alike will have just as much pleasure in the spectacular sound and the superb handling of this vehicle."

This marks the return of the Race of Champions to Germany since its first meet here in 1989. The event will be broadcast by the German national TV, ZDF. "Aktuelle Sportstudio" provides coverage on Saturday, with "Sportreportage" broadcasting the spectacular action from Dusseldorf's Esprit Arena on Sunday. 🏁



Photos courtesy Porsche Cars North America

Get more information and follow the action on the event's official site www.raceofchampions.com.

GT3 Cup Specifications

Single-seat, near-standard race vehicle

3.8-litre six-cylinder horizontally-opposed power unit, 450 bhp (331 kW) at 7,500 rpm (max. rpm: 8,500)

Water cooled flat six-cylinder boxer engine with four valves per cylinder

3,797 cc; stroke 76.4 mm; bore 102.7 mm diameter
Dry-sump lubrication

Sequential six-speed manual gearbox

Weight 2,646 lb. (1,200 kg)

Brakes - front - Aluminium six-piston calipers, steel brake discs (compound molding) internally vented, 380 mm diameter

Brakes - rear - Aluminium four-piston calipers, steel brake discs (compound molding) internally vented, 355 mm diameter

Base price - Carrera White \$203,090.00 (149,850 euros)

2012 Porsche Cayman R Makes World Debut at LA Auto Show

New mid-engine coupe takes its purist cue from Boxster Spyder



Photos courtesy Porsche Cars North America

Atlanta, GA
November 17, 2010

Featuring 121 pounds less weight and the most horsepower available in a mid-engined Porsche, the 330-hp Cayman R has

been created for one reason: pure driving dynamics. With its highly-tuned sports suspension and vigilant attention to weight savings, the third Cayman model offers an even more precise driving experience than the

"standard" Cayman S. A direct descendant of the famous 1950's 550 and 1960's 904 mid-engined, high-performance Coupes, the 2012 Porsche Cayman R is celebrating its world premiere at the
>>>continued on page 60

Los Angeles Auto Show
November 17, 2010.

Light and Powerful

The newest member of the mid-engine family features the highly efficient 3.4-liter six-cylinder Direct Fuel Injection (DFI) boxer engine found in the Cayman S, but produces 10 more horsepower. With a six-speed manual transmission, the Cayman R sprints from a standstill to 60 mph in 4.7 seconds, two-tenths of a second faster than the Cayman S. With the optional seven-speed dual-clutch PDK (Doppelkupplungsgetriebe) transmission and the Sport Chrono package, the exercise is reduced to 4.4 seconds. Top track speed with the manual transmission is up by 3 to 175 mph (282 km/h), 174 mph (280 km/h) with the PDK.

The main objective in the concept and execution of the Cayman R was to improve the already energetic two-seater through a systematic reduction in weight, thereby increasing performance, driving dynamics and agility. With a DIN unladen weight of 2849 lbs. (1295 kg), Porsche engineers were able to achieve a power-to-weight ratio of 8.58 lbs. per hp (3.9 kilograms per hp) and with 8.8 lbs per hp (4 kilograms per hp) with the PDK.

More from Less

The greatest savings comes from the use of lightweight components and the omission of certain standard equipment not directly associated with driving performance.

In addition to the removal of the A/C and stereo, the driver-focused Cayman R utilizes a sports suspension system that



lowers the Cayman R by 20 mm, helping lower center of gravity. Optional on the Cayman S, the Cayman R comes with a standard limited slip differential, front and rear spoilers from the Cayman Aerokit and special lightweight 19" wheels also found on the Boxster Spyder.

Lightweight aluminum door skins, carbon-fiber backed sport bucket seats and interior door panels from the 911 GT3 RS also contribute to the weight reduction. Black-framed halogen headlights, contrasting side mirrors and decorative "PORSCHE" side-stripes add to the unique appearance.

The 2012 Cayman R goes on sale in February 2011 and U.S. base pricing is \$66,300. 🚗



Photos courtesy Porsche Cars North America

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I came across the following in the *Coastalair*, the newsletter of the California Central Coast Porsche Club Of America. Is it 100% Porsche-related? OK, probably not. But since our CVR PCA Membership clearly enjoys Power, Performance and Perfection (with three capital “P’s”)—and a number of our members are pilots—well—read on and see if you enjoy this story as much as I did.

>>>Thanks to Bob Mayberry of *Coastalair* and Major Brian Shul, USAF Retired.

“As a former SR-71 pilot, and a professional keynote speaker, the question I’m most often asked is “How fast would that SR-71 fly?” I can be assured of hearing that question several times at any event I attend. It’s an interesting question, given the aircraft’s proclivity for speed, but there really isn’t one number to give, as the jet would always give you a little more speed if you wanted it to. It was common to see 35 miles a minute. Because we flew a programmed Mach number on most missions, and never wanted to harm the

plane in any way, we never let it run out to any limits of temperature or speed. Thus, each SR-71 pilot had his own individual “high” speed that he saw at some point on some mission. I saw mine over Libya when Khadafy fired two missiles my way, and max power was in order. Let’s just say that the plane truly loved speed and effortlessly took us to Mach numbers we hadn’t previously seen. So it was with great surprise, when at the end of one of my presentations, someone asked, “what was the slowest you ever flew the

Blackbird?” This was a first. After giving it some thought, I was reminded of a story that I had never shared before, and relayed the following.

I was flying the SR-71 out of RAF Mildenhall, England, with my backseater, Walt Watson; we were returning from a mission over Europe and the Iron Curtain when we received a radio transmission from home base. As we scooted across Denmark in three minutes, we learned that a small RAF base in the English countryside had requested an SR-71 fly-past. The air cadet



commander there was a former Blackbird pilot, and thought it would be a motivating moment for the young lads to see the mighty SR-71 perform a low approach. No problem, we were happy to do it. After a quick aerial refueling over the North Sea, we proceeded to find the small airfield.

Walter had a myriad of sophisticated navigation equipment in the back seat, and began to vector me toward the field. Descending to subsonic speeds, we found ourselves over a densely wooded area in a slight haze. Like most former WWII British airfields, the one we were looking for had a small tower and little surrounding infrastructure. Walter told me we were close and that I should be able to see the

field, but I saw nothing. Nothing but trees as far as I could see in the haze. We got a little lower, and I pulled the throttles back from the 325 knots we were at. With the gear up,

As I noticed the airspeed indicator slide below 160 knots, my heart stopped and my adrenalin-filled left hand pushed two throttles full forward. At this point we weren't really flying, but were falling in a slight bank.

anything under 275 was just uncomfortable. Walt said we were practically over the field—yet; there was nothing in my windscreen. I banked the jet and started a gentle

circling maneuver in hopes of picking up anything that looked like a field. Meanwhile, below, the cadet commander had taken the cadets up on the catwalk of the tower in order to get a prime view of the fly-past. It was a quiet, still day with no wind and partial gray overcast.

Walter continued to give me indications that the field should be below us but in the overcast and haze, I couldn't see it. The longer we continued to peer out the window and circle, the slower we got. With our power back, the awaiting cadets heard nothing. I must have had good instructors in my flying career, as something told me I better cross-check the gauges. As I noticed the airspeed

>>>continued on page 64



MASA Image Exchange

indicator slide below 160 knots, my heart stopped and my adrenalin-filled left hand pushed two throttles full forward. At this point we weren't really flying, but were falling in a slight bank. Just at the moment that both afterburners lit with a thunderous roar of flame (and what a joyous feeling that was) the aircraft fell into full view of the shocked observers on the tower. Shattering the still quiet of that morning, they now had 107 feet of fire-breathing titanium in their face as the plane leveled and accelerated, in full burner, on the tower side of the infield, closer than expected, maintaining what could only be described as some sort of ultimate knife-edge pass. Quickly reaching the field boundary, we proceeded back to Mildenhall without incident. We didn't say a word for those next 14 minutes.

After landing, our commander greeted us, and we were both certain he was reaching for our wings. Instead, he heartily shook our hands and said the commander had told him it was the greatest SR-71 fly-past he had ever seen, especially how we had surprised them with such a precise maneuver that could only be described as breathtaking. He said that some of the cadet's hats were blown off and the sight of the plate form of the plane in full afterburner dropping right in front of them was unbelievable. Walt and I both understood the concept of "breathtaking" very well that morning, and sheepishly replied that they were just excited to see our low approach. As we retired to the equipment room to change from space suits to flight suits, we just sat there—we hadn't spoken a word since "the pass." Finally, Walter looked at me and said, "One hundred fifty-six knots. What did you see?" Trying to find my voice, I stammered, "One hundred fifty-two." We sat in silence for a moment. Then Walt said, "Don't ever do

that to me again!" And I never did. A year later, Walter and I were having lunch in the Mildenhall Officer's club, and overheard an officer talking to some cadets about an SR-71 fly-past that he had seen one day. Of course, by now the story included kids falling off the tower and screaming as the heat of the jet singed their eyebrows. Noticing our HABU patches, as we stood there



with lunch trays in our hands, he asked us to verify to the cadets that such a thing had occurred. Walt just shook his head and said, "It was probably just a routine low approach; they're pretty impressive in that plane". Impressive indeed. Little did I realize after relaying this experience to my audience that day that it would become one of the most popular and most requested stories. It's ironic that people are interested in how slow the world's fastest jet can fly. Regardless of your speed, however, it's always a good idea to keep that cross-check up... and keep your Mach up, too." 

Brian Shul, USAF Retired

NEW MEMBERS



WELCOME NEW MEMBERS AND TRANSFERS

We welcome the following new members, their affiliates, and transfers who joined the Connecticut Valley Region of PCA!

Childs, Scott E.
Eastford, CT
1979 911 S C

DiBella, Brian M.
Tolland, CT
Affiliate: Minna DiBella
2007 Cayman S Gray

Estep, Scott A.
New Hartford, CT
Affiliate: Kim Estep
2004 GT3 Red

Fontana, Paolo
Stamford, CT
2003 911 Gray

Fulford, Charles
Pomfret Center, CT
2005 Boxster S

Gordon, David L.
Cos Cob, CT
2009 911 Turbo

Hagge, Cherylee
Palmer, MA
Affiliate: Brian Hagge
1991 911 Purple

Hagmann, Daniel
Wilton, CT
Affiliate: Suzanne
Hagmann
2000 996 Carrera

Henderson, William F.
Niantic, CT
Affiliate: Brenda
Henderson
1982 911 Carrera

Neuscheler, Michael
Stamford, CT
Affiliate: Travis Neuscheler
1985 911

Radocy, William
Redding CT
1996 993

Stack, Kristoffer M.
Port Chester, NY
Affiliate: Samantha Daves
2007 Boxster S

Tessitore, Antonio
Orange, CT
2002 996 Blue

Tierney, Karen
Burlington, CT
2006 Boxster

Verrilli, Vincent
Ridgefield, CT
2010 Cayman

Wilkinson, Thomas
Northford, CT
2002 911

Transfers In:

Liese, Ryan A.
Richmond, RI
Transfer from:
Northeast (NE)
Affiliate: Bethany Liese
1996 911 C4S

Nerenstone, Stacy R.
Farmington, CT
Transfer from:
Northeast (NE)
Affiliate: Morton Weinstein
2010 911 S

Zbylut, Luke
Amherst, MA
Transfer from:
Northeast (NE)
2007 911





JANUARY 2011 PORSCHE CLUB MEMBER ANNIVERSARIES

Congratulations and thank you for your support. We hope to see your name here many more times in the future.

20 Years

McMahon, John
Branford, CT

Sharnoff, David
Shelton, CT

10 Years

Benson, Raymond
Somers, NY

Di Preta, Mario
Greenwich, CT

Farrell, William
Hopewell Junction, NY

Kennedy, Ken
Weston, CT

5 Years

Badioli, Carlo
Weston, CT

Bohan, Jack
Fairfield, CT

Devany, Paul
Levittown, NY

Gill, Rich
Enfield, CT

Leopold, Kurt
New York, NY

McCloskey, Glenn
Canton, CT

Miller, Richard
North Granby, CT

Omichinski, Paul
Burlington, CT

TECH TIPS



“WHEN IS THE BEST TIME TO CHECK THE OIL IN MY AIRCOOLED 911?”

Often done improperly, not just by owners.

It is best to check when your engine is running and fully warmed up.

- ✓ Your Porsche should be at operating temperature (running for 15 minutes or more – longer in cold weather).
- ✓ Let the hot engine idle for 60 seconds (this allows the oil to settle for a more accurate reading).
- ✓ Dashboard gauge should read between a third and two thirds.

- ✓ The dipstick should reflect the level on the gauge.
- ✓ Add oil as required. There is less than two quarts between the “full” and “empty” marks. Add no more than 1/2 qt. at a time.
- >>> That’s it – you’re done!
- >>> **Don’t panic and overfill – too much oil is not a good thing. After a drive is a good time to check.**



45 Years

Sangiovanni, Joseph
West Suffield, CT

40 Years

Henry, John
Old Saybrook, CT

Hostetler, Jeffrey
Deep River, CT

Miller, William
Bloomfield, CT

35 Years

Bess, David
West Hartford, CT

Bulycz, Jean-Francois
Old Greenwich, CT

30 Years

Hendrikson, Robert
Waterbury, CT

Lay, Brian
Richmond, VA

Romero, Pedro
South Glastonbury, CT

Torre, Charles
Stony Creek, CT

25 Years

Bullis, Robert
Avon, CT

Butler, Thomas
Portland, CT

Campbell, Thomas
Bonita Springs, FL

Champion, Robert
Essex, CT

Cirillo, Thomas
Greenwich, CT

Curran, James
Holyoke, MA

Foster, Craig
Danbury, CT

Larareo, William
Leeds, MA

Levethan, Lance
Stamford, CT

Litwinski, Michael
Milford, CT

Musante, Christopher
Coventry, CT

Scott, James
Woodbury, CT

Strahota, Richard
Darien, CT

Thompson, Barry
Bristol, CT

20 Years

Adelman, Jim
Westport, CT

Aiello, Paul
Fairfield, CT

Boccarossa, Pete
Redding, CT

Buchmiller, Jack
Stamford, CT

Cox, Spencer
New Milford, CT

Cummings, Jim
Trumbull, CT

Davies, Bryan
New Preston, CT

Desrosiers, Wayne
Washington, CT

Duffy, Patrick
Cheshire, CT

Gudinkas, Gary
West Suffield, CT

Hains, Mike
West Hartford, CT

Himmelwright, Richard
Wilbraham, MA

Jacques, Frantz
East Hartford, CT

Kelly, Pamela
Weston, CT

Krause, Peter
East Hartford, CT

Lebron, Luis
Naugatuck, CT

>>>continued on page 68

Lillo, Nicholas
Farmington, CT

Lohman, William
Marlborough, CT

Nazzaro, Anthony
Georgetown, CT

Oliveira, Antonio
South Windsor, CT

Richter, William
West Hartford, CT

Stephens, Robert
Orange, CT

Treu, Herb
Southbury, CT

Voegeli, Hank
Bethany, CT

Walther, Edward
Cheyenne, WY

Zitzmann, Oliver
Redding, CT

15 Years

Bakes, Lewis
New Canaan, CT

Bello, Richard
Wethersfield, CT

Bergeron, Daniel
Terryville, CT

Bloom, Scott
Kennebunkport, ME

Boll, Peter
Manchester Center, VT

Burrows, Adam
Canton, CT

Colom, William
Stonington, CT

Cronin, Edward
Manchester, VT

Engling, Robert
Canaan, CT

Evans, Kelly
Meriden, CT

Fellows, Donald
Torrington, CT

Finocchio, Bradley
Farmington, CT

Finocchio, Raymond
Avon, CT

Gibbons, Kevin
Torrington, CT

Holbrook, Allan
Bethany, CT

Kusovitsky, David
Easton, CT

Lewis, John
West Dennis, MA

Lombardi, Blaise
Cheshire, CT

Lovendale, Robert
New Hartford, CT

Lucido, Reynaldo
New London, CT

Mack, Stephen
Mill River, MA

Magliano, Rinaldo
Norwich, CT

Makin, John
Darien, CT

Mchale, Daniel
Avon, CT

Nahar, Michael
Madison, CT

Neugold, Ron
Redding, CT

Neury, Pierre
Westport, CT

Newberth, Frederick
West Hartford, CT

Offen, Dennis
Quaker Hill, CT

Pesce, Thomas
Ridgefield, CT

Pinkowish, Thomas
Essex, CT

Piper, Thomas
Rowayton, CT

Platt, Neil
Brewster, NY

Resnick, John
Westport, CT

Rigano, Frank
Cos Cob, CT

Ruggiero, Brian
East Granby, CT

Sauerbier, Klaus
Milford, CT

Smith, Mayo
Westport, CT

Souza, Michael
Seymour, CT

Stickles, Donald
New Preston/
Marble Dale, CT

Tetreault, Stewart
Hartford, CT

Vane, Juha
Vantaa, Finland

Vickers, Stanley
White Plains, NY

Wagner, Mark
Bethel, CT

Zadik, David
Greenwich, CT

10 Years

Albert, Andrew
Scarsdale, NY

Barbalunga, Ermino
Dalton, MA

Bassett, Dave
Milford, CT

Bear, Stuart
West Hartford, CT

Borner, Jason
Wilton, CT

Budney, Ted
Rocky Hill, CT

Cetorelli, Daniel
Shelton, CT

Chamberland, David
Billerica, MA

Cheplick, Peter
Emmaus, PA

Cleary, Donald
Ledyard, CT

Cognetta, James
Wallingford, CT

Cracco, Phil
Thomaston, CT

DeCosmo, Danny
Suffield, CT

Desiderio, John
Farmington, CT

Di Orio, Joseph
Griswold, CT

Donner, Fred
Chappaqua, NY

Eagen, Robert
Glastonbury, CT

Fine, Daniel
West Hartford, CT

Firnhaber, Michael
Vernon Rockville, CT

Fressola, Alfred
Monroe, CT

Fuller, Will
Clinton, CT

Gordon, Jon
Irvington, NY

Greenberg, Paul
Westport, CT

Guyer, Matthew
Avon, CT

Haley, Jason
Newington, CT

Hershaft, Andrew
Armonk, NY

Hickey, Darren
Trumbull, CT

Hoberman, Harvey
Essex, CT

Hodgson, Russell
Stamford, CT

Hogan, George
Westport, CT

Keller, Lance
Bloomfield, CT

Kokinis, John
Brooklyn, NY

Kruger, Andy
Orange, CT

Labier, Steve
Warren, MA

Levine, Jonathan
Guilford, CT

Losee, Herb
Simsbury, CT

Lyman, Scott
New Canaan, CT

Mahoney, Harriet
Ridgefield, CT

Matz, Jeff
Greenwich, CT

>>>continued on page 70

McCaughey, Thomas
New Canaan, CT

Michaud, Albert
Suffield, CT

Morris, Jeffrey
West Hartford, CT

Nance, Martin
West Cornwall, CT

Overacker, Brett
New Canaan, CT

Pappano, Pat
Shelton, CT

Parke, Hervey
Waccubac, NY

Pitts, John
Stratford, CT

Pond, George
Southbury, CT

Press, Stephen
Hamden, CT

Ray, Terry
Boston, MA

Rose, G
Bedford, MA

Saridakis, Peter
Stamford, CT

Schaefer, Eric
Wilton, CT

Selkin, Alan
Greenwich, CT

Sherlip, Bernard
Fairfield, CT

Shoor, Leslie
Avon, CT

Straus, John
New Canaan, CT

Struwas, David
Wallingford, CT

Swanberg, Peter
New Canaan, CT

Vaccaro, Nicholas
Stamford, CT

Vece, Robert
Hamden, CT

Virmani, Rohan
Greenwich, CT

Warner, Hans
Kennebunkport, ME

Washchilla, Ed
Easton, CT

Youngquist, Malcolm
Fort Myers, FL

Zabel, John
Rowayton, CT

5 Years

Abrams, Steven
New York, NY

Ackerman, Frank
Wilton, CT

Anderson, Peter
Brookfield, CT
Anthony, Paul
Stamford, CT

Arute, Frank
Wethersfield, CT

Ast, Steven
Stamford, CT

Bauer, Jay
Woodbury, CT

Bornn, George
Plantsville, CT

Brewster, Andrea
Woodbury, CT

Bronsdord, Kenneth
West Simsbury, CT

Byrnes, William
Woodbridge, CT

Cantrell, Frank
Brookfield, CT

Carr, Russell
New London, CT

Cloud, Rick
Barkhamsted, CT

Commodore, Norris
Ridgefield, CT

Cornwall, Don
Wallingford, CT

Craw, Kevin
Wilton, CT

DeBartolo, Robert
Ridgefield, CT

Delong, Mary
South Hadley, MA

Diamond, Seth
Glastonbury, CT

DiMartino, Robert
Canton, CT

Dunlap, Tom
Rowayton, CT

Fehlmann, John
Old Greenwich, CT

Fein, Kenneth
Monroe, CT

Foster, Sean
Chappaqua, NY

Fox, Patrick
Westbrook, CT

Fragoso, Christian
Cheshire, CT

Frank, John
New Rochelle, NY

Fraser, John
Darien, CT

Frohman, Gene
Woodbridge, CT

Galvin, Eric
Plantsville, CT

Garofalo, Anthony
Avon, CT

Garris, Mike
Litchfield, CT

Garthwait, Bob
Waterbury, CT

Gersh, Wayne
Pound Ridge, NY

Goldstein, Ross
Stamford, CT

Gorski, Ned
Rocky Hill, CT

Graves, Christopher
Southbury, CT

Griffith, Richard
Manchester, CT

Hlavacek, Dan
Toronto, ON

Jacobs, Robert
Longmeadow, MA

Jankov, Linda
Mont Saint Hilaire, QC

Jansen, Ronald
Springfield, MA

Javillonar, Kevin
Danbury, CT

Johnson, Daniel
Stonington, CT

Johnston, Carter
Santa Monica, CA

Jones, Tucker
West Simsbury, CT

Jordan, Richard
Vernon Rockville, CT

Kane, James
Darien, CT

Kelliher, Paul
Leeds, MA

Kovalesky, Robert
Danbury, CT

Krasney, Stephen
Naugatuck, CT

Kretz, Richard
Avon, CT

Krishnamachar, Arjun
Darien, CT

Landrigan, Jean
Meriden, CT

Laramée, William
South Windsor, CT

Leichter, Jordan
Stamford, CT

Logiudice, Michael
Manchester, CT

Lubowiecki, Edmund
Oxford, CT

Lukazik, Albert
Greenwich, CT

Marsilius, Newman
Newtown, CT

Martins, Marcelo
Naugatuck, CT

Maruyama, Karl
Wilton, CT

McGinn, Matthew
West Hartford, CT

Meany, John
Granby, CT

Menon, Ramesh
Stamford, CT

Mosher, Mark
Feura Bush, NY

Nanavaty, Charles
Newtown, CT

Narowski, Richard
North Canton, CT

>>>continued on page 72

Niaura, Matt
West Hartford, CT

Oppedisano, Randy
Milford, CT

Orkins, Jeff
Norwalk, CT

Palmer, Allen
Old Saybrook, CT

Pandolfe, Thomas
West Hartford, CT

Parker, Jonathan
Old Lyme, CT

Pascale, Blaise
Windsor Locks, CT

Peck, Stephen
Bernardston, MA

Pierides, Emile
Meriden, CT

Posner, Brian
Greenwich, CT

Purdy, Brian
Haddam, CT

Purdy, Jeffrey
Southington, CT

Ruocco, Vincent
Hamden, CT

Ruscitti, Kevin
Ridgefield, CT

Russell, Tom
Brookfield, CT

Sapp, David
Fairfield, CT

Schleif, Charles
Glastonbury, CT

Seymour, Patrick
Wilton, CT

Shaheen, Yasser
Hamden, CT

Shanholtz, Roy
Ridgefield, CT

Shellington, James
Glastonbury, CT

Spence, Marvin
Amherst, MA

Toland, John
New Canaan, CT

Truitt, Thomas
Westport, CT

Vincent, Kenneth
Farmington, CT

Viola, David
Madison, CT

Walker, James
Mashantucket, CT

Walker, Timothy
Weston, CT

Weber, Mark
Stamford, CT

Weeks, Douglas
Marlborough, CT

Wolfson, Michael
Greenwich, CT

Wonneberger, John
Cheshire, CT

Zumbach, Douglas
New Canaan, CT

For event updates
access our Website at:
www.cvrpca.org



DID YOU KNOW

The Connecticut Valley Region (CVR) of The Porsche Club of America (PCA) was founded in 1959 and consists of over 1,900 members in Connecticut and the nearby area. Our goal is to provide numerous opportunities for our members to enjoy driving their Porsches and socialize with each other. Remember to check out the Calendar of Events on our newly updated website, mark your calendars and sign up for the next activity that appeals to you. Then all you have to do is count the days until the time comes when you and other enthusiastic club members get together to have fun.



The Mart is a free service to PCA members. Submit non-commercial ads including PCA Membership # and region to: **CHALLENGE c/o Krohngold, 351 Pemberwick Rd, #827, Greenwich, CT 06831** or email to: cvreditor@cvrpga.org by the closing date published in challenge Monthly Calendar. Ads will run for two months (+) as space permits. All ads are subject to editing. For commercial or non-PCA member ads, include \$15 per insertion with ad. All insertions limited to 12 lines in The Mart format.

FOR SALE PORSCHE

1975 914 1.8L Bahia Red with Tan interior. 93,000 miles. Mostly original, no rust! Needs nothing! Very well maintained, all service records available. This is a nice car in very good condition. Full inspection report available. \$9,000 obo. chris.foley@tangerineracing.com 860-647-8719 Manchester, CT. *12-10*

1983 928S Guards Red/Blk leather, sunroof. Very good condition. Rare 5-speed trans upgraded to 1986 with Borg/Warner synchros, LSD, upgraded Eibach/Bilstein suspension, Devex radiator. New alternator, fuel pump and lower ball joints, A/C blows cold, K&N, upgraded blaupunkt CD/MP3 player. 155K miles. \$7,900. Mike 203-520-2001 michael.maurice@charter.net *1-11*

1987 944 Diamond Blue Metallic (silver with slight lavender tint), Auto, full burgundy leather interior, cruise control, cassette & 6 CD changer, sunroof. 51,900 miles. Runs great. Many extras including car cover and shop manual. All records since new. New Yokos at 45,500 miles. No smoke, snow, or rain. Second owner since January 1989. Car is stock with unused air compressor, tools, removable roof cover, and spare that has never been touched. A few outside scratches and dings, interior is beautiful, looks brand new. A great daily driver, turns heads in a parking lot, but not on the road. See to believe. \$7,995. Call Bob at 203-245-7553, or email pltrgn@comcast.net. *12-10*

1988 944 Turbo coupe, Guards Red/Black, 66,660 original miles, 2 owner, 17" Boxster "S" lightweight wheels, original phone dials,

paperwork since new including window sticker. Recent timing belt, water pump, slave/master, brakes, plugs, wires, etc. Never modified or tracked. Not driven in rain/snow. \$12,900. Bys 860-944-0197, Granby CT. email opecm49@gmail.com for photos/more info. *1-11*

1988 Porsche 944 Turbo S, Silver Rose/Burgundy Plaid. Restored to nearly perfect condition and insured as a collector car, but still driven. Stored in a climate controlled environment, under a cover. 99,300 miles. Upgrades include Autothority MAF and software, K27 turbo, B&B Stainless full exhaust. Factory Cup Sway bars, Kinesis Supercup 17"x8.5" and 17"x10" wheels with new Michelin Pilot Sports. Short Shift Kit, and New cup clutch along with many other parts "while in there", like lighter flywheel and sleeve. Lower Front Splitter, clear paint protection. New axles, control arms, brake pads, AC compressor. Belts and water pump have very low mileage. Also, H4 headlights, euro fog and driving lights. Original parts included are 16" Turbo S wheels with Dunlop tires, exhaust and catalytic converter, sway bars, airbox/AFM, etc. Also comes with extra burgundy plaid cloth for redoing any future damage to the interior, or in case you'd like it all refreshed someday in the future. Just about the nicest, freshest and most complete 944 Turbo S available right now. \$17,500. 908-303-9350 pskalc@hotmail.com *12-10*

1988 Porsche 924S It's a 2.5 litre (160 hp) 5 speed manual with 118,000 miles. Handles great! Mechanically excellent. Many performance upgrades such as 220 lb front

>>>continued on page 74

springs, Koni shocks, 944 turbo sway bar, Borla exhaust, Boxster 16" alloy wheels, throttle cam, Pioneer CD stereo system. Paint (Red) has some imperfections but still looks good. Black interior in great shape other than the normal cracks in the dashboard (which happens to all of these cars). I have loved this car. Must sell due to moving. \$3,950. Mark at markd@madscientist.com or 413-374-7671 **12-10**

1989 911 Turbo Cabriolet Guards Red/Black leather, 5-speed, electric top, windows, and seats, air; factory and Clifford alarms, Alpine am/fm/CD, 15,850 original miles, always garaged and covered, stored winters, senior owner. \$58,000. Contact Don at 203-272-4862 or drreut@cox.net **11-10**

1989 Porsche 944 Turbo S DE Track Car Turn Key Fresh Lindsey built 2.5ltr 8 valve 951 engine. Aprox. 350 RWHP. New 53# turbo, stage II intercooler, new injectors, adj. fuel reg., Billet blow off valve, extrude honed intake, ported and polished head, Lindsey MAF, 4" exhaust. Leda coil over shocks, camber plates, strut bar, new 6pt harness, Recaro race seats, Momo wheel and shifter, roll bar, 2 sets Fikse 17" wheels, 1 set 993 18" wheels with new Hoosier race rains. All original parts to go with car. COM car club class winner, consistent podium finisher for last 7 years. \$18,900 obo. Mario Bonacorsi, mariobonacorsi@yahoo.com or 802-461-6225 **12-10**

1990 Porsche 944S2 3L 4cyl, Guards Red w/Black interior. 2nd owner since 1999 originally female owned. Local PCA Concours Winner. Car has been babied since day one, no snow no smoke always garaged. Exterior body professionally restored and painted. Updates include Firehawk racing chip, Sparco EVO racing seats, Porsche short shift kit, M030 adjustable racing susp, bolt-in roll bar, B&B exhaust, aftmkt 18" wheels and tires (80% frt 100% rr), stock wheels and tires included, GT-Racing front splitter, aero mirror and door handle kit (handle not in pics). No dash cracks, scratches or door dings. Oil and filter

personally changed every 3K miles, new clutch, all maintenance and service records and receipts, serviced at Automobile Associates in CT and R&D automotive in NY. Garage stored in Winter with carpet, car cover, and trickle charger. No expense spared, everything needed has been done. 182,400 miles, runs perfect, great summer car and great track car. \$10,500. Contact justin (518) 428-3887 or email vfrd1@aol.com for pictures or any questions. **1-11**

2000 Boxster Metallic Black w/Boxster Red special full leather interior. Other factory options include the sport package, heated seats, traction control, 17" Turbo Twist Wheels, CD shelf center console, colored wheel caps, dark burr maple steering wheel and shifter, Boxter Red floor mats, Boxster insignia on door sills. Never tracked, always garaged, maintance records, excellent condition. 61k. \$14,850. 860-404-7482 Garoan@att.net **10-10**

2000 Boxster Winter price reduction, Metallic Black w/Boxter Red special full leather interior. Other factory options include the sport package, heated seats, traction control, 17" Turbo Twist wheels, CD shelf center console, colored wheel caps, burr maple steering wheel and shifter, Boxster floor mats, Boxter insignia on door sills. Never tracked, always garaged, maintance records, excellent condition. 61,000+ miles. \$14,350. 860-404-7482 Garoan@att.net **1-11**

2004 996 GT3 Seal Grey, This is a pristine condition 2004 996 GT3. The car is perfect. Recent oil and filter change and brake fluid flush. It has new rear tires and a new rear main seal. Everything is 100% Factory Original. Maintenance on car was performed at local Porsche Dealership. Options include: Xenon, Crest on wheels, Stainless Steel door sills, Sport Steering wheel, There is also a custom installed K-40 radar system, with front and rear detection. I have all three original keys: Two primary and one valet. Includes all factory manuals and the Car & Driver issue from 2004 with the car featured.

The car has never been tracked... ever.
 (Porsche will not CPO a car if it has been tracked) CPO expired Aug 2009. Thanks for your interest. 14,900 miles \$57,900.
 Call Adam 203-685-2287 **12-10**

FOR SALE PARTS & OTHER

GT3 OEM Wheels and Tires From 2004 GT3. Excellent condition. Tires are Kumho Ecsta OR Sumitomo HRTZ with 1000 highway miles. Fronts are 8.5 x 18; 40mm; 235/40, rears are 11 x 18; 63mm, 295/35. Photos are available. \$2,800. obo. Steve Bader 617-512-0547 aredc4s@aol.com **11-10**

Haulmark 2006 2-Place Trailer, 32' Floor space - holds 2 cars. Two 6,000# axles, 8 D-Rings, Flushlock and lever lock on side door, Aluminum wheels, Interior 12v lighting package - includes 6 dome lights and 6 lower loading lights, under the floor storage, 110v electric package, 16' Awning, 2 Roof vents, Bogey wheels on the back (so that it doesn't drag), tire rack up front and electric tongue jack. \$12,000. email dave993@usa.com **1-11**

Hoosier Rain Tires, two 245/40-17 and two 225/45-17. Purchased and never used; they still have the stickers on the tread. Stored in plastics bags since new. Make offer. Contact Chuck Veth at cwv@cvm.com **11-10**

Porsche Parts, Four 17" 996 wheels - like new with Michelin McAlpins - 20% worn, 4-P7 Pirellis like new - for 16x7 & 16x8, Boxster/996 hdtop hoist, new early 911 (non S/R) off white headliner, lower front 911 Valence for '66 - '73, early 996 Boxster bra (w/mirror bars). Days 212-812-0568 or email s.meszkat@gmail.com Steve Meszkat **11-10**

RS America Seats, black cloth, power sport seats from 964 RS America. One small tear in the vinyl back of driver's seat otherwise great condition. \$1400. Greg Salmini, Orange CT, 203-627-3452, gms964@gmail.com **11-10**

>>>continued on page 76

CHALLENGE ADVERTISING RATES

No. of Insertions	Full Page	Half Page	Quarter Page
12 Issues	\$ 1,200.	\$ 680.	\$ 385.
6 Issues	\$ 630.	\$ 360.	\$ 205.
3 Issues	\$ 340.	\$ 190.	\$ 115.
1 Issue	\$ 130.	\$ 75.	\$ 45.

Cover ads are 12 month commitments only.

Inside Front	\$ 2,300.
Inside Back	\$ 2,300.
Outside Back	\$ 825.

The above rates are for computer readable or camera ready artwork submitted in PC or Mac format and editable in Adobe CS or Quark. Cover ads must be 4-color (CMYK), text ads are Greyscale.

All ads are payable in advance. There is a 20% surcharge for ads submitted as non camera-ready artwork. Please contact cvreditor@cvrpca.org for more details and specifications.

Display Ad Dimensions (H x W in inches)

Full Page	7 1/2" x 4 1/2"	7.25" x 4.5"
Half Page	3 3/4" x 4 1/2"	3.625" x 4.5"
Quarter Page	1 7/8" x 4 1/2"	1.875" x 4.5"
Inside Front/Back Cover	8 1/2" x 5 1/2"	8.5" x 5.5" (Full Bleed)
Outside Back Cover	4 1/4" x 5 1/2"	4.25" x 5.5" (Bleed left, right and bottom)

Boxster Car Cover, Porsche factory car cover including storage bag with no tears, rips or marks and in absolute perfect condition. Original cost \$349, yours for \$150. Steve @ 860-712-1029 or Sweber@prioritygrouppllc.com 1-11

Used Clutch Kit for a 1986, 944 Asking \$235.00 Tony, 203-467-1787 or Cell 203-675-5486, email: tguer1@yahoo.com 1-11



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 Fathers & Sons23
 Fairfield County Motorsports51
 Hoffman Porsche17
 International Motor Sport, LLC61
 Kostin & Ruffkess11
 Musante Motorsports.....28

Porsche of Fairfield Storage5
 Pepe Porsche9
 Scott Pools7
 Sloan Cars.....27
 Softronic, CorpBC
 SpeedSport Tuning21
 Stable Energies13
 Tire Rack/CVR Affiliation30
 Trailer Depot37

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