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Connecticut Valley Region/Porsche Club of America

October 2010

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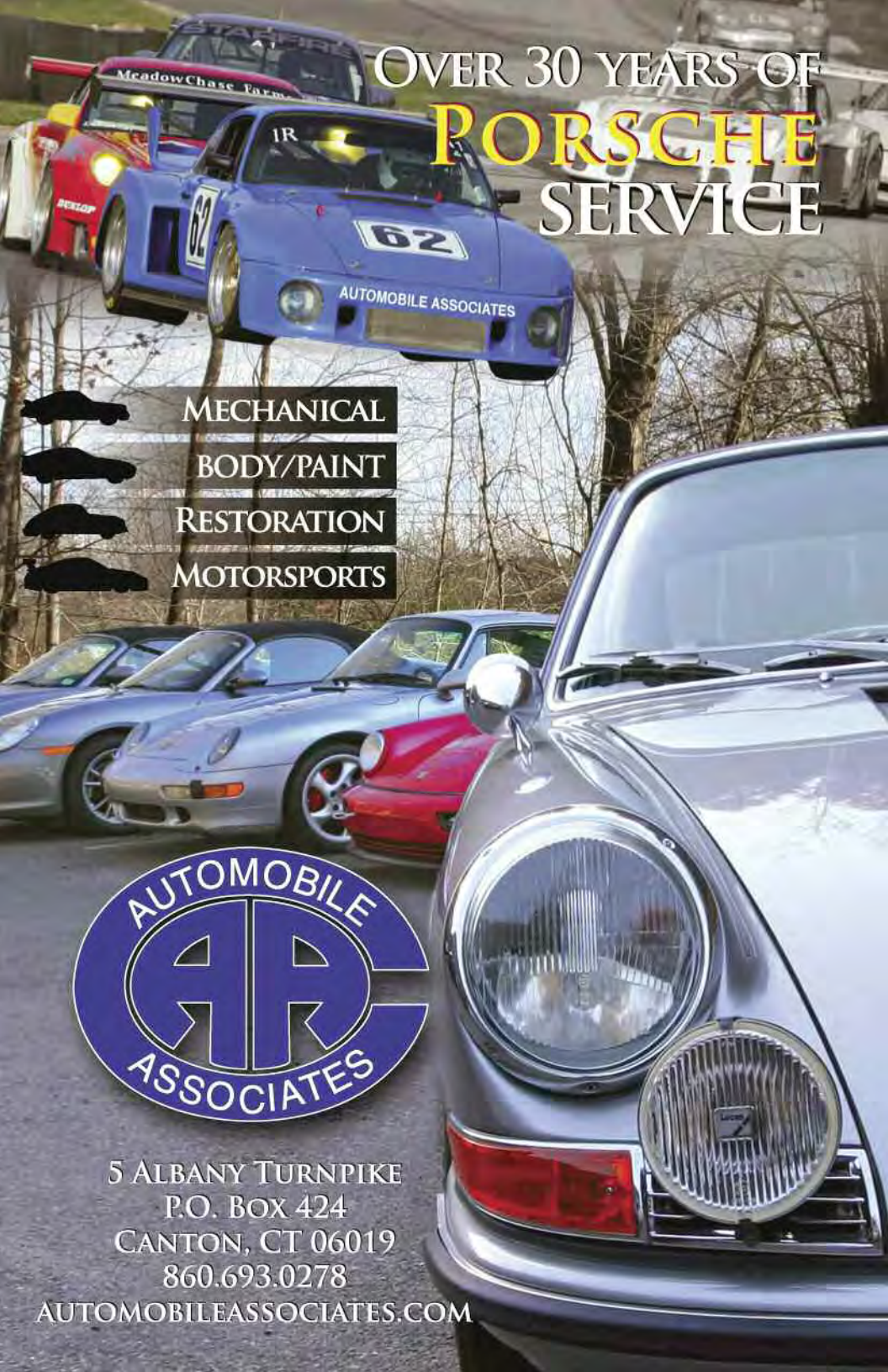


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CHALLENGE

Newsletter of the
Connecticut Valley Region

Porsche Club of America

October 2010 Volume XXXIII No. 10

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“Happy Halloween Porsche” photo was taken by the owner Mike Odierna at the Sam Bridge Nursery in Greenwich with pumpkin decorations in the background. It was submitted at Photofest 2009. The Porsche is 1992 911.

Start getting ready your photos for Photofest 2010! It will be held again at Trailer Depot, Saturday AM, 6 November. Check cvrpca.org and/or Challenge calendar for further details. Mike

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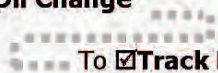
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Monthly Meetings

Mike Odierna & Mark Richard - VP Program

October Monthly Meeting

Tuesday, October 12, 2010

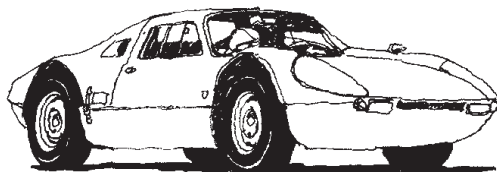
Fairfield County Motor Sport.
190 Carter Henry Drive
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www.Fairfieldcountymotorsport.com

Your CVR Program Team is very pleased to announce our speaker for our October Monthly meeting will be Murray Smith. Murray is respected world-wide for his contributions to Motorsports and all facets of Automobile enthusiasm; from writing books, competing, managing teams, developing race cars, collecting and creating events (like the Lime Rock's Historic's this September) Murray owns and has owned a wide variety of Porsche's, including a 956. This meeting promises to be another memorable CVR monthly meeting. Please RSVP as soon as possible.

Meeting Agenda:

- | | |
|--------------|---|
| 6:30- 7:15pm | Socializing and buffet dinner compliments of Fairfield County Motor Sport. Tour the facilities and get to meet Don Vidoli and Jim Reilly along with the rest of the team from Fairfield County Motor Sport. |
| 7:30- 8:00pm | CVR Programs, Welcome new members, upcoming events and activities: |
| 8:00- 8:45pm | Speaker Murray Smith will capture our attention with the world of Porsche as he knows it. |

Please RSVP to cvrprogramvp@cvrpca.org for your seating and food pre-ordering. This will be a very popular event.



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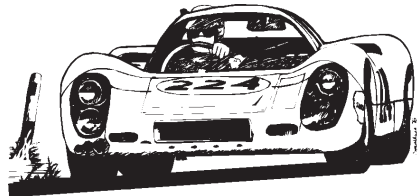
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Quarterly Events Calendar

Website Updates ... www.cvrpca.org
Answers to Tech Questions ... www.pca.org/tech/

OCTOBER 2010

- 3 CVR Autocross, LAZ Lot Hartford, CT
- 4 Board Meeting, Hawthorne Inn, Berlin, CT
- 12 Monthly Meeting, Fairfield County Motorsport
- 15, 16, 17 CVR Fall Tour 2010, Shawnee, PA
- 18, 19 CVR DE at Watkins Glen, NY
- 20 Close for **ALL** December 2010 CHALLENGE business
- 31 CVR Autocross, LAZ Lot Hartford, CT

NOVEMBER 2010

- 1 Board Meeting, Gusto's, Milford, CT
- 6 Photofest and Annual Meeting, Trailer Depot, 9:00 AM
- 12 CVR Advanced DE at Lime Rock Park (White, Black, Red)
- 13 CVR Beginner DE at Lime Rock Park (Green, Yellow)
- 20 Close for **ALL** January 2011 CHALLENGE business
- 21 CVR Autocross, Rowley Lot, Bristol, CT

DECEMBER 2010

- 20 Close for **ALL** February 2011 CHALLENGE business

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



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View From the Cockpit

Jeff Jones, CVR President

“It’s the People”

A couple of Saturdays ago (as of this writing) found Roger Funk, Prescott Kelly, Francis Floridio and me at Bo Parker’s dining table, angled to see the Apple laptop screen clearly, which displayed page after page of the proposed sections of the CVR 50th Anniversary Yearbook. Bo had called us to do a near-final review of his superb work so he could get others’ opinions of the layout and fresh eyes searching for errors and omissions. You liberal arts majors surely recall how that paper you’d worked on for so long had made an imprint in your mind that made it so difficult to spot errors when you reviewed it. It also occurred to me that this effort would not only be a yearbook, but will be a YEAR book, taking a year to complete.

...Bo had found or received old photos and stories from long-time CVR members which show how much fun they had...

Going through it page by page made Bo’s diligence so apparent; he had uncovered a treasure-trove of CVR history. We did think of a few people who were missed and deserved to be credited, and, of course, Bo recruited us to track them down (do the president, past president and past president of PCA do this gofer stuff?

Yeah). In addition, Bo had found or received old photos and stories from long-time CVR members which show how much fun they had when the region was younger. I recall two that caught the spirit well. The first is of Dave Clark and his daughter Alison in a 2001 Black Tie rally. Dave has the black tie and Alison sports a top hat and tux jacket. I guess they kept the sunroof of the Carrera open for her stovepipe. It must have been a gas to see all the participants lined up at the pit stops. The other is of several Drivers Education participants, each in a seated position on the track surface of the front straight of Lime Rock Park lined up like cars, side by side, with each driver holding a steering wheel. I think Peg and Charlie Mayer were among them. It makes for a whimsical shot. These say “we’re having fun” to me, something we need to be sure we don’t lose as we plan future events.

The sum of this column is that the last part of the PCA phrase “It’s not just the cars, it’s the people” is key. You can all see the historical evidence soon when your yearbooks arrive. Keep havin’ fun.



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We're now three quarters of the way through an exciting DE season. I am not an instructor (nor do I play one on television) but I can crib text from them, and this article does just that. (By the way, I'll repeat myself. CVR has some of the best instructors you'll find anywhere. If you are signed off solo and can't manage to ask someone to ride in your car for a session at least once a year, you are wasting a terrific free opportunity. So next time out, remember to do just that, OK?)

There are certain habits which we all acquired driving on the streets that are not conducive to smooth and proper driving on the track. It is good to talk about some of these habits, how we got them, and why you might work to "un-learn" them. Also, the new habits we try to learn for the track actually can

help you become a better, safer driver back on CT freeways and streets.

There are certain habits which we all acquired driving on the streets that are not conducive to smooth and proper driving on the track.

HABIT 1 – VISION FOCUS

Especially those of us who are stuck on freeways during rush hour focus our driving vision on the car in front of us. When the car in front



of us goes, we go. When the car stops, we stop. Is it any wonder that when drivers show up at the track, they gaze about 75 feet down the road straight ahead?

Driving on the track is greatly benefited by un-learning this habit. You will drive your car to where you focus your vision. When you approach a corner on the track, you should not focus on the track directly in front of it, and not on the track at a point further in front, but way around the corner to the point where you want to be when the turn finishes. This way your brain receives the whole "big picture" of what you want to do in time to tell your arms and legs to move in such a way to put the car where you want it. If you look way ahead to where you wish to be, your driving will be smoother and more accurate, and you will be more confident (and will soon be quicker).

A sure test of this concept is to see what happens when you lose your focus. It is very common that drivers who all of a sudden become un-smooth and start to miss their lines are looking in their mirror.

Here's another reason to look further down the track while you drive. You probably have 30 – 50 mph "vision" — your

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body computer only works so fast. If your brain tries to process information but cannot keep up, it's overwhelmed. If you try to drive 100 mph, but are only looking 75 feet down the road, your brain cannot react quickly enough to execute any desired action it deems necessary. You have to look far enough ahead to see what you need to see, so you can think about what you need to do, so you can drive where you planned to go.

This takes practice. It is hard to practice 100mph vision on a 30 mph freeway commute and it is dangerous to drive 100 mph with 30 mph vision skills. If you double your speed, you probably need to at least quadruple the distance you are looking and thinking ahead. A few days at the track give a driver a great appreciation for this, and make him or her a much safer driver on the roadways. Just ask yourself, "Am I looking ahead far enough?" The answer is probably "no." Learn to quit focusing on the car in front of you on the freeway – try for 10 (not three or five) cars instead. Then, once you are comfortable with that, try for 15 or 20. Look way ahead. Think ahead. Give yourself time to compute and act.

HABIT 2 - POOR BRAKING

Most of us learn to brake like we have groceries in the back seat that we don't want to spill. We tend to apply the minimum amount of brake pressure we think we will need to stop. We

curse when we have to stop unexpectedly and tip all the groceries onto the floor (or spill the cup of coffee). Normally, we apply a little brake. If we see we are not slowing enough, we apply more. And if it looks like we aren't going to make it we apply more still, so the lightest braking is at the beginning of our "slowdown" and the heaviest braking is at the end

This makes no sense. On the track, it is usually best to do your hardest braking early in the brake zone, then taper off the brakes near the end of your slowdown area. Why? There are several reasons and safety is one. If you planned to have room to ease off the brakes, merely braking heavily a bit longer can compensate for miss-judging the braking distance available. Smoothness is another reason. After you brake, the next thing you do is usually step on the gas. So if you brake hardest at the end of your braking zone, the transition to acceleration is rough i.e. to go from max "stop" to max "go" is a bigger change. This is especially true when you turn after braking, which is almost always the case on a racetrack. A rough brake-gas-turn transition kills smoothness and really upsets your car's handling as you approach closer and closer to the "edge" of your car's capabilities.

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HABIT 3 - YOUR TUCHAS

Habit 3 is learning to feel when your car is near or at its limits. And you can only learn this through seat time on the track. We spend so much time driving our cars at 10 - 30% of their capability that it is not surprising we have little concept of what they can do, or what is about to happen, when we are pushing them toward 80-100%.

Even just a couple of weekends at LRP or WGI will start to get your own senses calibrated. When you are near the limits, the other senses come into play also. You can hear the engine strain, the tires squeal, and sometimes your instructor whimpering. You can

smell the brake pads, tires, and engine, when things get toasty-warm from hard use. You can feel the steering system in your fingertips telling you about slip angles and road imperfections.

There is really no way to safely achieve this "calibration" on the street. But ask any person who has attended a Drivers Education event with CVR and I bet all will tell you that they left a much better and safer driver than when they came. So we urge you to get your posterior better calibrated soon.

Look, the season is going to end before you know it. If I haven't seen you out there yet, what are you waiting for? Let's go practice.



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Experience 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) to share his steak with you [reference picture]. 



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. The Taste of the Track has nothing to do with food!



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CVR 2010 Fall Tour

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Shawnee Inn and Golf Resort Shawnee on the Delaware, Pennsylvania October 15-17, 2010

The 2010 Fall Tour will be based at the Shawnee Inn and Golf Resort in Shawnee on Delaware, Pennsylvania. The Shawnee Inn and Golf Resort (www.shawneeinn.com) has a rich and interesting history. In the 1950s, the owner, Fred Waring, created, rehearsed and broadcasted his famous radio programs from the stage of Worthington Hall throughout the 1950s. Fred Waring and his Pennsylvanians became household words throughout the country. Mr. Waring was an enthusiastic golfer. Shawnee was the best of both worlds for him as he could enjoy his favorite game, golf,

In the 1950s, the owner, Fred Waring, created, rehearsed and broadcasted his famous radio programs from the stage of Worthington

and continue to be active in the entertainment world. Fred Waring had many celebrity friends who 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 Gleason shot an amazing 75. It was during the time of Fred Waring's ownership, that Bill Diddle, golf architect, helped turn Shawnee's 18 holes into 27 (24 of the 27 holes are on a private island in the Delaware River). On our tour we will explore great Porsche roads in Pennsylvania and



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New York. A great opportunity to meet and socialize with your fellow CVR members, we hope you can join us.

Overview

For loyal touring participants, you know what to expect in terms of our format, so you can quickly scan this part. The format for the Fall Tour weekend remains the same as in the past. You'll travel to the Shawnee Inn on October 15 (Friday) on your own schedule. Dinner will be on your own Friday evening.

Saturday (October 16th) is "tour day". Following breakfast Saturday morning, we'll have our orientation meeting with drivers and navigators, after which we'll start the driving part of our tour weekend. Our lunch stop will be at the Woodloch Inn (www.woodloch.com) in Hawley, PA.

Lodging/Breakfasts/Dinner Package

All packages include 2 nights lodging, buffet breakfast Saturday and Sunday, and buffet dinner Saturday night. Price includes all taxes, fees and gratuities. The hotel will set aside a parking area for the club and washing station. You are responsible for making reservations by calling (1-800-742-9633) and identifying yourself as part of the "Connecticut Valley Porsche Club". The hotel will hold rooms for us up until September 14th, after that there is no guarantee that rooms will be available. Please note check-in time is 4:00 pm and check-out is 11:00 am.

The packages are:

Single Occupancy

- \$442.50

Double Occupancy

- \$501.90

Youth Weekend Two Night Package Rates: (Sharing same room with an adult) Ages 4 & under there is no charge; Ages 5-11 yrs. = \$30.00 inclusive per child; Ages 12-17 yrs. = \$68.00 inclusive per youth.

Note: If you choose to arrive early or stay longer, the hotel has given us the following rates:

Sunday Through Thursday Nights Bed & Breakfast Package Includes: One night's lodging, one breakfast:

Single Occupancy = \$157.75 inclusive

Double = \$87.90 inclusive per person

Youth Mid-Week B&B Package Rates: (Sharing same room with an adult) Ages 4 & under there is no charge; Ages 5-11 yrs, = \$10.00 inclusive per child; Ages 12-17 yrs. = \$19.00 inclusive per youth.

Payment of Individual Accounts

All individual accounts must be paid upon check out. A credit card will be required upon check in. Final payments can be made by credit card, check or cash.



If you thought Kostin, Ruffkess & Company only prepared audits and completed tax returns, then
you don't know Dick.

Dick Kretz, CPA is Kostin's managing partner and avid Porsche enthusiast. When he's not driving, he leads a regional team of 140 accountants, management consultants and wealth management professionals. He speaks your language. So, the next time you catch him around the track, ask him to tell you more about Kostin. Heck, you may even get a few tax tips on the house.

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Lunch and Registration Fee

The cost of the luncheon at the Woodloch Inn and Fall Tour registration fee is \$64 per couple (\$32 per person). Please make your checks out to CVR/PCA and send them to us at the following address by September 24th:

Phil Capella
2380 Mountain Rd
West Suffield, CT 06093

Luncheon and registration fees will be non-refundable after October 1, 2009, two weeks before the start of our touring event.

Participant Information

We will continue the past practice of listing participant information in the handout package, unless you tell us

otherwise. However, we will still need either your email address (preferably) or telephone number so that we can contact you in case the need arises. Invariably new friends are made during our touring events and this information helps folks stay in touch with one another.

Directions to the Shawnee Inn:

From Hartford, New York and Points South

- Take Interstate 84-West to PA Exit 53, Matamoras/Milford
- Follow Route 6 West onto US 209 South
- After approximately 20 miles, make a LEFT turn (off 209-S) to Shawnee Mountain Ski Area onto Hollow Road
- Proceed 2.5 miles past Shawnee Mountain until Hollow Road dead-ends into River Road

Please provide the information below when you mail your check made out to CVR/PCA to us:

Names: _____

Address:

Street _____ City _____

State _____ Zip _____

Email: _____

Phone No.: _____

Car: Model _____ Year _____ Color _____

Mail to:
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(directly in front of you will be the Shawnee Playhouse)

• Turn RIGHT onto River Road and the entrance to the Shawnee Inn and Golf Resort is 1/4 mile on LEFT

Check-in:

You will receive a package of information from us when you check in at the hotel. Contained in this package will be a complete agenda for the weekend and detailed driving directions for Saturday's tour. It will also tell you the exact time and location of the orientation meeting to be held Saturday morning. As in the recent past (to save time) we will also have CVR's "Release and

Waiver of Liability and Indemnity Agreement" forms at the front desk for you to sign when you check in; all participants must sign this form.

If you have any questions please email us at tourmeister@cvrpca.org. We are looking forward to seeing you.

Maria and Phil Capella



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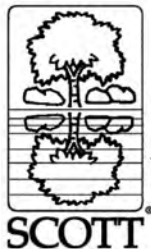


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Monthly Meeting Stratford

**Automotive Restorations, Inc.
Mike Odierna - VP Programs Central CT**

The August Monthly Meeting was filled with so many goodies, the great late summer weather, the great people, the venue, a special guest speaker and all the beautiful and very rare collection of cars housed at Automotive Restorations active

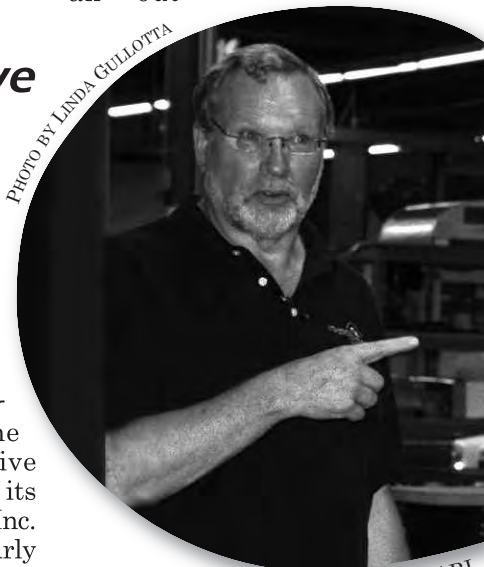
. . . featured the restoration projects of many collectable Porsches that included Steve McQueen's 908 race car. . .

shop. If you missed this monthly meeting, frankly, you missed a lot, including the delicious Italian buffet from Gaetano's in Stratford, CT. All the food and refreshments were graciously the complements of Automotive Restoration Inc (ARI) and its subsidiary Vintage Racing, Inc.

ARI was established nearly 35 years ago from a small garage to now a 40,000 square foot facility, serving automotive collectors and enthusiasts of widely varied interests. They exist to help clients experience many flavors of enjoyment which classic or collectable automobile ownership can provide.

As shown in the accompanying photos, touring ARI facility was a real treat which included the classics that just returned from the Pebble Beach Concours to vintage classics that recently ran the Italian Mille Miglia, 1,000 mile open-road endurance race to rare Ferrari's, Astons, Cobra's, and of course, Porsches!

Our agenda started with, Kent Bain, Owner of ARI with an out-



standing Kent Bain, Owner of ARI slide presentation, titled, "Porsches We Have Known". It featured the restoration projects of many collectable Porsches that included Steve McQueen's 908 race car that is now housed in the Peterson Museum.

Our special guest speaker was Michael Quincy, Automotive Specialist from Consumer Reports Auto Test Center. Some said to me at the meeting, "he looks familiar". Indeed, you must have seen Mike appearing on TV such as CNN, CBS Evening News, MSNBC, as he is actively interviewed by the media including print publications, Forbes, Wall Street Journal, Washington Post, and Bloomberg news, just to name a few.

As you may all know, Consumers Union is a powerful consumer's organization and social change agent for consumers. As a not-for-profit organization, they do not advertise nor do they receive products from manufacturers. Since they purchase all their products for testing themselves, the supplier views them as an average consumer.



LINDA GULLOTTA

Michael Quincy, Consumer Reports

Mike's presentation was fascinating, informative and fun. He answered many questions from our overfilled and enthusiastic members attending. Consumer Reports (CR) began its automotive testing program in 1936. At that time, CR borrowed new cars from friends. The test operation was based in a service garage, and CR rented nearby racetracks for testing. Today CR



LINDA GULLOTTA

Sheila and Dan Porada enjoy the good food and company.

operates a 327 Auto Test Center in East Haddam, CT. As mentioned earlier, CR maintains its impartiality by buying all vehicles (and anything they test) from retail stores/dealerships.

The auto testing facility is staffed by



Paula and Tom listen intently to the speakers.

22

employees, including seven engineers who oversee over 50 individual vehicle tests – from emergency handling to noise level measurements over their own custom built bumpy road. This past year, they spent over 2.3 million buying 80 test cars that included Porsches. All cars are broken in by employees for about 2,000 miles before they begin the testing that can be up to six months. Once the testing is finished, all the cars are gone over by their mechanics, then, either sold internally, or sold in open market.

Very special thanks to Mike who actually created his educational slide presentation specifically for the

CVR's August meeting. Surely Mike is a great car guy and very approachable.

CVR also sends sincere gratitude to Kent and his special team at ARI and Vintage Racing, Inc. For any of our CVR venues, it is a tremendous amount of work and expenses to host a monthly meeting. None is subsidized by CVR. We as CVR members are so grateful for people like Kent and his team that enjoys our hobby and willingness to share his expertise.

As a regular feature of monthly meetings, CVR President, Jeff Jones presented our monthly \$50 dollar birthday award to Tony Guerina. Jeff also warmly welcomed 7 new CVR members! It is



Helene and Don show us their mint 356 Porsche.

always great to meet and greet new members. For us “old timers” try to meet two or three new people at our events. It keeps our passion alive and enjoys to meet, greet and share our mutual hobbies.

This is a reminder to all members, we want to keep the drumbeat going, so please continue to approach Porsche owners in your daily travels and ask if they if they want to join our fun club. It is easy to register for only \$40 a year at cvrpca.org. What a great deal if you think of all the benefits the club offers such as the monthly meetings with free buffet monthly meeting dinners, and deep discounted tickets and so much more. Last by not least, the great people in the club. So spread the Porsche hobby. Carry CVR/PCA applications with you and visit our outstanding website, cvrpca.org for latest news and calendar for events. You can even follow us on Facebook, register for RSS feeds, and sign up for our CVR email blasts.

The evening could not end without many raffle prizes, from Consumer Reports books, to shirts, sweaters, and hats as well as magazines for all. I want to thank my partners, Nick Esposito and Mark Richard for all the work they did to make this meeting so much fun for everyone.

If you love cars and people who love cars, CVR is the best place to be. Don't miss our many

upcoming events. Feel free to contact any of the Chairs, or Board Members with any questions, or input. Lastly, if you are not already, volunteer in the club; show your enthusiasm and skill. I guarantee it is a blast to volunteer!

Very best,
Mike



LINDA GULLOTTA

Isabella
Shafer
counts out
change for a
customer.

Annual Photofest and Meeting

Dennis Primavera, Special Events Chair

Saturday morning, November 6

Annual Photofest & Awards Breakfast Meeting

Time	:9:00am – 9:30am	Photofest Registration
	9:45am – 10:00am	Photofest Judging
	9:30am – 12:00pm	Breakfast and Program

Location: The Trailer Depot
 1037 Middletown Avenue
 Northford, CT 06472
 203-234-7788
 www.thetrailerdepot.com.

**...the morning will include
our annual Photofest
contest and annual
awards presentations.**

Mark your calendars for this date. Notice, this year for the first time, we are daring to be different and the event is scheduled for a Saturday from about 9:00am to 12:00 noon. The date has been selected in the hope that more members will be able to join in on the

festivities. This will be a fun morning for all CVR members and their families.

We are honored this year to have the meeting at The Trailer Depot. Hear from the experts about the latest trailers, parts, accessories, and service for your current or future trailer. In addition to the trailers, the morning will include our annual Photofest contest and annual awards presentations. Don't miss out and be sure to bring a good appetite.

- Complimentary continental breakfast begins at 9:30am.
- Check www.cvrpca.org website for any potential weather or unexpected changes.
- For seating and breakfast estimates, please email your planned attendance to cvrprogramvp@cvrpca.org.

Please read the following information regarding instructions on how to participate in the Photofest (for those who choose to).

Photo entries will be accepted from 9:00am –to 9:30am ONLY. Judging will begin at 9:45 pm. If you plan to submit photos for

the contest, please plan to arrive early or make arrangements to have your photos to the Trailer Depot by 9:30am. Just think, your snapshot could be on the cover of *CHALLENGE* in 2011. Bring one photo or bring a few to be entered in our annual contest.

The photos can be any size format (although bigger tend to fare better in the voting). Pictures do need to be prints for display purposes. Computer generated prints are fine as long as they do a good job of displaying the contents of the photograph.

The categories for the contest as well as forms for the Photofest are in *CHALLENGE*, as well as on the Website. If you want your photos considered for future *CHALLENGE* covers, plan on leaving

them for the editors to take.

What more could anybody want, beautiful trailers and lots of info, a delicious breakfast, room full of Porsche enthusiasts, and beautiful photos to look at. What a way to spend a Saturday morning in the fall! Hope to see you there.

For more information about this event, or if you would like to help with the Photofest registration, please contact me via email specialevents@cvrpca.org. Remember, it's not the cars, it's the people like you that make CVR successful.



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Photofest Entry Form

Name _____

Telephone # _____

E-mail address _____

Contest Photos:

<u>Description or Photo Title</u>	<u>Category for judging</u>
1. _____	Category _____
2. _____	Category _____
3. _____	Category _____
4. _____	Category _____
5. _____	Category _____

Category Choices:

- Action
- Photographic Excellence
- Seasonal
- Artistic
- “Other”

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Going to a PCA Event?
A Car Show or Swap Meet?
A Race or DE?
Don't forget your camera!

CVR PhotoFest and Annual Meeting

Saturday, November 6, 2010



Trailer Depot

Food...Fun...Prizes

Prizes will be given for Five Categories:

- Action
- Artistic
- Seasonal
- Photographic Excellence
- Other

Submissions must include Your Name, Category and Description (or Tag Line) on the back of the Photo
Please arrive early to submit your artwork.



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Hand Auto Wash
Window Tinting
Protective Clear Bras
Car Audio-Video
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60 Years of Porsche

Scott Slason with courtesy of Porsche Cars North America

This year marks the 60th anniversary of one of the most fateful and successful decisions in the annals of automotive history – Porsche’s decision to market cars in the United States. But the story of Porsche in America is really the story of the common vision of three men – Ferry Porsche, Max Hoffman and Johnny von Neumann.

From the beginning, Dr. Ferry Porsche saw the limitations of selling his 356 sports car in the Western European markets. He knew in order to sustain and grow his dream, Porsche would have to export its products to larger, more affluent markets like the United States, which had been virtually untouched by World War II.

This grand show opens in New York City

Enter Austrian ex-patriot and adoptive New Yorker Max Hoffman. Hoffman had already made a name for himself introducing exciting European cars to eager Americans. With the demand for cars running at a fever pitch after the sparse war years’ production, Hoffman scoured the continent for marketable products. He knew many returning G.I.s had developed a taste and a romantic fondness for the nimble, fun-to-drive cars they had been introduced to while stationed in Europe.

Hoffman, at the urging of Swiss journalist Max Troesch, accepted the Porsche franchise in the early autumn of 1950. Max caught the Porsche bug, declaring, “I was very excited. This was something completely new, out of this world. I was not 100 percent for Porsches. I was 1,000 percent for Porsches.” When Ferry Porsche said he hoped Max could find five American buyers a year, he responded, “If I can’t sell five a week, I’m not interested.”

In the fall of 1950, Hoffman took delivery of two 1.1-liter coupes and put them on display at his 430 Park Avenue showroom in New York City. While the 356 had only 44 horsepower and cost as much as a Cadillac convertible, he thought this little Porsche deserved a chance.

His faith in Porsche was justified. He imported 32 cars in 1951, and by 1954 he was marketing 11 Porsches a week, or 30 percent of Porsche's production. At its peak, the United States would absorb up to 70 percent of Porsche's yearly production.

Hoffman was also an astute marketer. In 1952 while dining in a New York restaurant, Max told Dr. Ferry Porsche all cars of some standing in the world have a crest. "Why not Porsche, too?" he asked. "If all you need is a badge, we can give you one, too!"

Ferry then grabbed a napkin and began to draw the crest for the state of Baden-Württemberg with its curved stag horns. He added a black prancing horse from Stuttgart's coat of arms and the word PORSCHE across the top and handed it back to Max asking, "How about something like that?" With a bit of refinement and color, the famed Porsche Crest was born and today remains true to Ferry's original sketch more than half a century ago.

Porsche and the Hollywood connection

While New York would prove to be central to Porsche's U.S. success, California, even in the early 1950s, was considered the 'Car Mecca of the New World'. The Porsche foothold on the West Coast was established by another Austrian expat named Johnny von Neumann. Von Neumann was the scion of a well-known Viennese doctor and had emigrated to the United States in 1947 and had begun selling cars in the Los Angeles area.

In 1948, he opened up his own shop, Competition Motors in North Hollywood. The name was reflective of von Neumann's primary interest, racing. While most of his business was focused on the repair and maintenance of sports cars, he eventually sold cars, as well.

On a 1951 vacation to New York, von Neumann decided to see his fellow Viennese Hoffman, whom he knew from before the war. “I stopped to say hello and being a ‘salesman’s salesman’, he asked me to take the car for a ride,” von Neumann recalled to a journalist. “I thought the car was way ahead of its time, so I bought one and drove it back to California.” It was the first Porsche ever West of the Mississippi.

After selling that first Porsche, von Neumann bought several more, firmly established Porsche’s West Coast beachhead, and continued to cater to the famous, the rich and the infamous. It was from von Neumann’s Competition Motors shop that James Dean purchased his first Porsche, a 356 Speedster with which he won his first serious amateur race. He then traded that Speedster for the Porsche 550 Spyder in which he famously lost his life while en-route to his first race in the car in Salinas, Calif.

California would become Porsche’s single largest market and, if broken out separately from all other U.S. sales territories, would rank as one of the largest markets for Porsche worldwide.

Porsche of America Corp. is born

By 1956, it became increasingly evident Max Hoffman’s focus on Porsche had shifted. In addition to Porsche, Hoffman was now importing a sizable portfolio of brands under the Hoffman Motor Cars umbrella. Because of this diversification, it was difficult for Porsche to maintain the support and distribution standards Porsche felt were critical for the growth of the Porsche brand in the United States. This was to be a recurring concern during the history of Porsche in America.

In response to this need, Porsche of America Corporation (PoAC) was established. With headquarters in Teaneck, N.J., PoAC took over and improved and expanded Porsche’s distribution network.

The Volkswagen years

For many years Dr. Ferry Porsche felt the only way to sustain the company in the long run and for it to remain an independent entity was for Porsche to develop a lower cost, higher volume model. While Porsche toyed with the idea of a less expensive 911 – the 912 was one such short-lived attempt – Dr. Ferry Porsche saw this could diminish the stature of the flagship 911.

In partnership with Volkswagen AG, Porsche developed the 914, a mid-engined, two-seat Targa-type sports car available in two configurations – the Porsche powered six-cylinder 914/6 and the less expensive and higher volume VW powered 914/4.

But the increased volume these two new cars were intended to generate could not be handled through the existing PoAC channel. And, as the volume 914/4 was to be powered by the flat four from the Volkswagen 411 and utilized many shared components, it made perfect sense to team up with Volkswagen of America (VoA). In addition, the Porsche family had long and close ties with Volkswagen, and in fact had used VoA's distribution chain elsewhere for many years.

During the partnership, VoA and Porsche sold more than 250,000 Porsches in the United States.

The birth of PCNA

In January 1984, the 323 U.S. Porsche-Audi dealers were notified after August 31 they would no longer be receiving Porsche cars, parts or support from Volkswagen of America, but from a new entity, Porsche Cars North America (PCNA).

With the establishment of its plant in New Stanton, Pa., Porsche felt VoA, as a U.S. auto manufacturer, would be more focused on increasing volume of the VW model line-up. The new Porsche sales chief, M. J. Nedelcu stated, “the quality of the marketing organization could no longer develop in sufficient measure to suit our exclusive automobiles.”

With the termination of the distribution agreement, PCNA set up its operation in Reno, Nev. in September of 1984 to oversee all of the importation and distribution tasks formerly handled by Volkswagen of America. PCNA remained in Reno until March 10, 1998 when it relocated to its current home in Atlanta.

Today, PCNA is the exclusive importer of Porsche vehicles for the United States. It is a wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG. PCNA employs approximately 180 people who provide Porsche vehicles, parts, service, marketing and training for its 200 dealers. The dealers, in turn, provide Porsche owners with best-in-class service.

PCNA, which imports the iconic 911 series, the highly acclaimed Boxster and Cayman mid-engine sports cars, high-end Cayenne sport utility vehicles and the four-passenger Panamera Gran Turismos, strives to maintain a standard of excellence, commitment and distinction synonymous with its brand.

Note: Current and historic photos are available to accredited journalists on the Porsche Press Database at <http://press.porsche.com>

PCNA



356 A Speedster MY. 1955



550 Spyder with the transport ca. 1955_56



1951 Max Hoffman in a Glöckler Porsche



Motor Show New York 3-11 April 1971



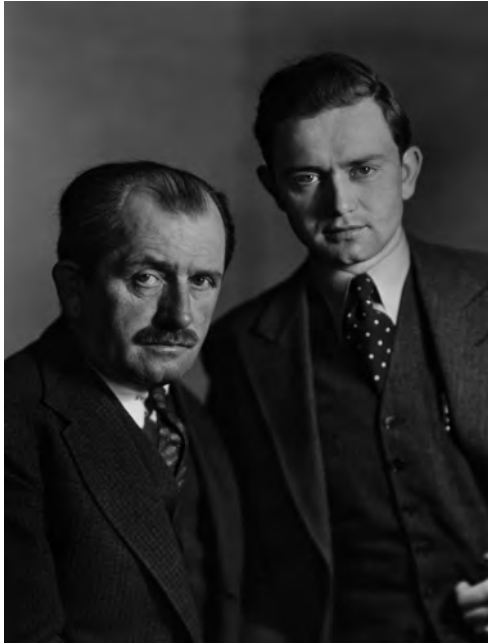
Motor Show 1



Motor Show 2



Dr Ferry Porsche trip to US 1937



Ferdinand and Ferry Porsche



Ferry Porsche flies to US with Walter Glöckler 1954 356 Coupé



Herbert Linge 550 no 44



Hoffman Motor Car Co 1954 55



Porsche Lime Rock 1973



Porsche sons



Porsche Typ 356 Coupe 1953



Sebring 1970 Kurt Mayer, Steve McQueen, Gerd Schmid, Dieter Wurster



The Paint Yard 550- 1957



Porsche Type 550 A Spyder 1957



Daytona 1967 Porsche Type 906 KH



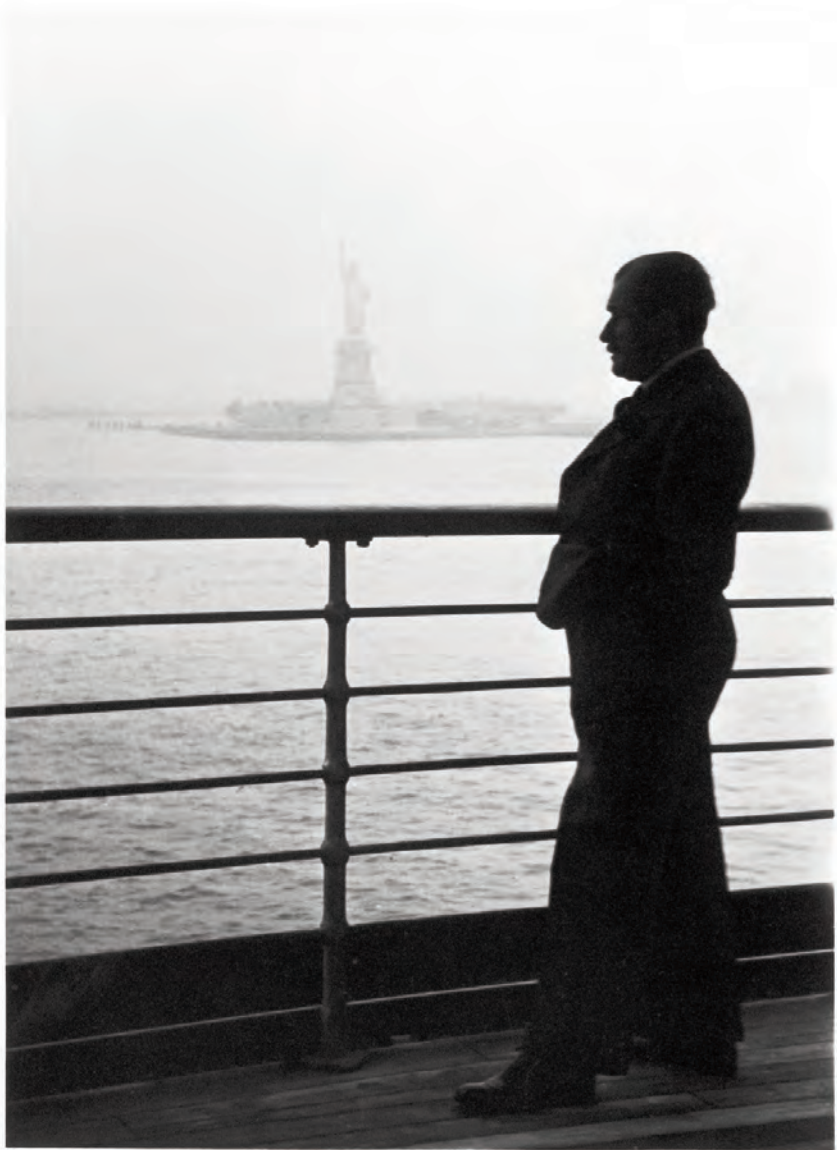
Race USA 1957 Porsche Type 356 A 1500 GS Carrera Coupe Type 356 A Speedster



NYC Skyline Old



NYC Skyline Modern with Boxster Spyder



Prof Ferdinand Porsche NY Nov 1936

USPS Statement of Ownership

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**Questions: Larry Perry
cvrdevp@cvrpca.org**

PCA Anniversaries

Congratulations to the following CVR members who are marking an anniversary with PCA during January and February 2010. Congratulations are also extended to the family and affiliate members. Send vehicle updates to Chris and Lisa Musante, Membership Co-Chairs at membership@cvrpca.org.

40 Years

John Henry
Old Saybrook, CT
1964 356C

William Miller
Bloomfield, CT
1970 911T

25 Years

Robert Champion
Essex, CT
1985 911

Thomas Cirillo
Greenwich, CT
2001 911

Michael Litwinski
Milford, CT
Elizabeth Duckrow
New Haven, CT
1980 911

Connie Nickson
Trumbull, CT

Barry Thompson
Bristol, CT
1982 911SC

15 Years

Neil Platt
Brewster, NY
Maribeth Hayes
Milford, CT
1994 911 Turbo

Frank Tropea
Milford, CT
1983 944

Juha Vane
Vantaa, Finland
1985 911

David Zadik
Greenwich, CT
1986 911

10 Years

James Cognetta
Wallingford, CT
Cheryl Chase
West Hartford, CT
1987 944

Andrea Di Orio
Griswold, CT

Matthew Guyer
Avon, CT
Ryan Gallogly
Englewood, NJ
1996 911 C4S

Andrew Hershaft
Armonk, NY
1990 911

Russell Hodgson
Stamford, CT
2001 Boxster

Albert Michaud
Suffield, CT
Katherine Knox
West Chester, PA
1989 964

Hans Warner
Kennebunk, ME
1967 911

5 Years

Rick Cloud
Deborah Cloud
Barkhamsted, CT
1988 911

Robert DeBartolo
Ridgefield, CT
Andrea Feghali
Larchmont, NY
1996 911

Richard Jordan
Sharon Jordan
Vernon-Rockville, CT
1983 911SC

Arjun Krishnamachar
Darien, CT
2004 911

Mark Mosher
Julie Mosher
Feura Bush, NY
1979 928

Jeff Orkins
Nancy Orkins
Norwalk, CT
1988 911

Thomas Pandolfe
Lorraine Pandolfe
West Hartford, CT
1973 911

Curtis Rand
Susan Rand
Salisbury, CT
1960 356

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Welcome New Members!

Welcome 29 New Members and Transfers!

We welcome the following new members, their affiliates, and transfers who joined the Connecticut Valley Region of PCA during August 2010!

Richard A. Albano
Bristol, CT
2007 Carrera S

Christopher J. Halloran
Kaitlin Halloran
Thomaston, CT
1999 911

Eric M. Neubert
Penelope Humphries
Stamford, CT
2008 Cayman S

Kenneth E. Baker
Madison, CT
2007 Boxster S

Joseph G. Halloran
Thomaston, CT
1999 911

Daniel F. O'Connell
Old Lyme, CT
1957 356B

Jeffrey K. Barker
Marina Barker
Weston, CT
1982 911 SC

Denny Havran
Torrington, CT
2010 911

Rick C. Peck
Madison, CT
1995 993

Shane P. Berry
Westport, CT
2006 Carrera S

James C. Jannette
Jeanne Jannette
West Hartford, CT
2000 Boxster

James T. Powell
Katie Powell
Sturbridge, MA
2006 Carrera

Henry J. Chmielewski
Milford, CT
2005 Boxster

Nelson O. Johnson
Bridgeport, CT
2002 911

Joe Quartararo
Croton On Hudson, NY
1987 911

Richard DeLeo
Barbara DeLeo
Somers, CT
1977 911

Allen R. Levy
Westport, CT
2008 Cayenne GTS

Paul C. Roth
Eric Roth
Bethany, CT
1980 911

Gabriel Falcon
Old Greenwich, CT
2006 Carrera

Ian Q. McLeran
Susan McLeran
Danbury, CT
1985 944

James H. Walsh
New Canaan, CT
2001 911

Matthew J. Farrell
Joan Farrell
New Canaan, CT
2007 Cayenne

Tracy Montanari
Lee Montanari
Southbury, CT

Roland Westerdal
Kerstin Westerdal
Brookfield, CT
2007 911 Targa

David L. Friedman
Mike Pitta
Madison, CT
2005 Boxster S

Ralph E. Nelson
Ridgefield, CT
1982 911SC

Eric C. White
Milford, CT 06460
1999 911

Suzanne Wirtz
New Haven, CT
1996 911

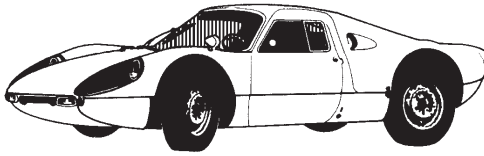
Eric M. Neubert
Penelope Humphries
Stamford, CT
2008 Cayman S
*Transfer from: Central
New York (CNY)*

Stuart H. Watson
Karen B. Watson
Niantic, CT
1996 993 Blue
*Transfer from:
Northeast (NE)*

Transfers In

Vincent Coppola
Stratford, CT
2007 Boxster
*Transfer from: Golden
Gate (GG)*

Harry C. Thompson
Weston, CT
2005 911 Carrera
*Transfer from:
Northeast (NE)*



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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.

The Mart

The Mart is a free service to PCA members. Submit non-commercial ads including PCA membership # and region to: **CHALLENGE, 100 Donovan Road, Naugatuck, CT 06770** or email to: **cvreditor@cvrpca.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. 93000mi. 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. \$9000 obo. chris.foley@tangerineracing.com 860-647-8719 Manchester, CT. 09-10

1976 Porsche Turbo Carrera (9306800116) 50189 mi. 3rd owner, since 1996. K-27,1bar wastegate. Lowered & aligned. Short shift, short gears, H-1 headlights. Complete upper end, hydraulic tensioners, race ware hardware, strut tower brace, brake & suspension upgrade. Have original parts & receipts. \$30,500.00 George Englert 203-743-1006 10-10

1976 911S Silver - 78K original miles, 1 owner, garaged, low mileage on new continental tires, interior in excellent condition, leather sport seats, asking 16K, call Jim Howard. Evening at 860-643-4343 - E-mail Eramah@aol.com 09-10

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, Devak 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 10-10

1986 944 Turbo, Outstanding survivor with only 29,838 miles. I purchased the car in 88. It is Graphite Metallic over Grey Beige Full Leather Seats Front and Rear, Heated Seats, Limited Slip, Central Locking, Sport Seats, 16 Fachs, Rear Wiper, Cruise, Sport Shock, Alarm, Sunroof. Asking \$15,800.00 OBO Barry, 401.465.1900/ brbixby@cox.net 09-10

1987 944T Race Car, 265 rwhp, stage 2 intercooler, fuel rail, adjustable regulator, honed manifold, LINK ems, 044 fuel pump, ETC K26C-27-7200 turbo, manual boost control, cage, oil cooler, ABS, K&N filter, turbo S brakes, Fabcar control arms,

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Questions: Larry Perry

cvrdevp@cvrpca.org

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adjustable camber plates, splitter, spoiler, Bilstein coil-overs, carbon dash, Lexan rear window and more, \$13,500. Hank at 203-393-1148 or hvoegeli2@sbcglobal.net 09-10

1988 Porsche 944, Charcoal metallic exterior with gray interior, 5 speed, 167,900 miles. Well maintained, no winters, non smoker. Runs like a champ, Hankook K106 16" 225/50 rears and 205/55 fronts with 7k miles on them. Pioneer MOSFET 50 x 4 CD radio , performance chip, quick response throttle cam, K & H air cleaner, aftermarket fog lamps, originals included. Mobil 1 oil, no leaks. Belts replaced at 137,000 miles – balance belt, both belt tensioners, cam and all housing seals and trans. oil. Oil & filter at 167,037 miles, replaced sunroof gears July 09, water pump replaced 115,000 miles.

Head gasket seal not replaced but does not leak. Cclutch and transmission are original and still solid. Brakes are great, master cylinder solid, steering rack is excellent but the reservoir leaks a bit. Rear wiper does not work. Asking \$4500, Call Dave at 203-415-4634 or email dbasset2@gmail.com. 10-10

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 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

CHALLENGE Advertising Rates

<u>No. of Insertions</u>	<u>Full Page</u>	<u>Half Page</u>	<u>Quarter Page</u>
12 Issues	\$1200	\$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	\$2300	
Inside Back	\$2300	
Outside Back		\$ 825

The above rates are for computer readable or camera ready artwork submitted in PC format on CD or Zipdrive created in Photoshop or Quark. **All ads are payable in advance. There is a 20% surcharge for ads submitted as non camera-ready artwork.**

Display Ad Dimensions (H x W in inches)

Full Page	7-1/2 x 4-1/2
Half Page	3-5/8 x 4-1/2
Quarter Page	1-7/8 x 4-1/2
Inside Front/Back Cover	8-1/2 x 5-1/2
Outside Back Cover	4-1/4 x 5-1/2

have loved this car. Must sell due to moving. \$4,500 Mark (413) 374-7671 09-10

2000 Boxster-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, dark burr maple steering wheel and shifter, Boxter Red floor mats, Boxter insignia on door sills. Never tracked, always garaged, maintenance records, excellent condition. 61k. \$14,850 860-404-7482 Garoan@att.net 10-10

2004 996 GT3 Seal Grey - Pristine condition. Car is perfect. Recent oil/filter change and brake fluid flush. New rear tires and new rear main seal. Everything is 100% Factory Original. Maintenance performed at local Porsche Dealership. Options incl.: Xenon, wheel crest, Stainless door sills, Sport Steering wheel. Custom installed K-40 radar

system, front and rear detection. All original keys: Two primary and one valet All factory manuals. Car & Driver issue from 2004 with car featured. 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. 13,900 miles \$62,500 Call Adam 203-685-2287 09-10

2004 911 Cabriolet. 18,000 miles. Atlas Gray Metallic w/ black, supple full-leather interior. 6-spd manual, 18" turbo look wheels with new Michelin Pilot Sport tires, wind deflector, aluminum-leather shifter and brake handle, Bose high end sound, heated seats, enamel crested wheel and valve stem caps, sport exhaust system w/SS pipes, custom cover. A pampered car! \$45500. Roy Van Steinburgh, Redding, CT. 203/948-2622. _royjohn1@aol.com 09-10

2004 GT3--Blk w/blk full leather including leather rear center

Special Interest Groups

356 Special Interest Group
Cayman S Special Interest Group
Jerry Charlup (203) 322-8262
concours@cvrpca.org

928 Special Interest Group
David Lloyd (860) 280-4865
david@928central.com

930 Special Interest Group
Vic Caruso (203) 661-1599
vgcaruso@optonline.net

993 Special Interest Group
Mike Odierna (203) 653-4173
mikeo993@yahoo.com

Cayman Registry Advocate
Michael Souza (203) 278-3547
Cayman.Register@comcast.net

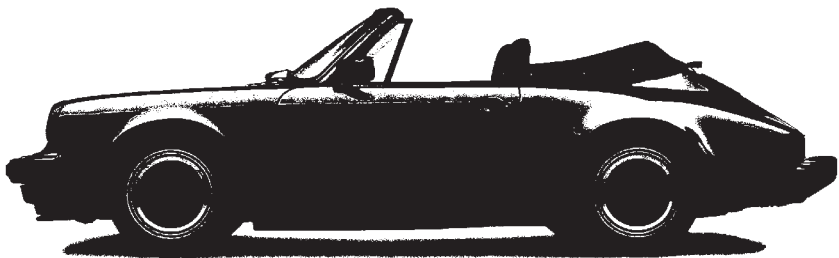
console. Deviating yellow stitching throughout, yellow dials, xenon, ceramic brakes, thicker steering wheel, carbon door sil, carbon/alum brake/shifter. All stock. 41k miles, used for 10 PCA DE days and as a daily driver. No stories. One owner, all books, keys, dealer maintained by Porscheophile. Best and beautiful. \$57.5k. Cliff (203)629-6170 ext. 223 cjingber@ingberlaw.com. 09-10

2006 997 cabrio, 20k miles, lapis blue, blue top, gray leather interior (heated seats), white instrument panel. Sport package, new tires and spring service. Asking \$57,950. Fairfield County. [Survey1@ BrautigamLand.com](mailto:Survey1@BrautigamLand.com) or call Paul 203-733-6714. 09-10

2007 GT3 Blk/Blk Beauty w/ full Lea, Spt Chrono, Bi Xenon, Sound pKG+, Adp Sprt seats-Htd, Fab Speed Exht(+Original) Cup Frt Screens, Ipod adptr, 4800Mi, As New, NO Track(a shame) Smoke, Rain or abuse. Full Frt clear3M. Covered & Garaged. \$87,500-Newtown, CT. Bill Buckens 203-520-8435, Bill@american-machinery.com 09-10

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