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PORSCHE CLUB OF AMERICA

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## CHALLENGE

Newsletter of the  
**Connecticut Valley Region**  
Porsche Club of America





## Cover Story

This month's cover "Beautiful at Any Age" was sent in by Len Copertino. Taken by his son, Lenny M. Copertino, MD, at the Porsche Tour near Brimfield, MA several years ago.

Lenny used his Canon EOS digital camera with an L Series lens to capture this terrific close-up of a vintage Porsche 356.

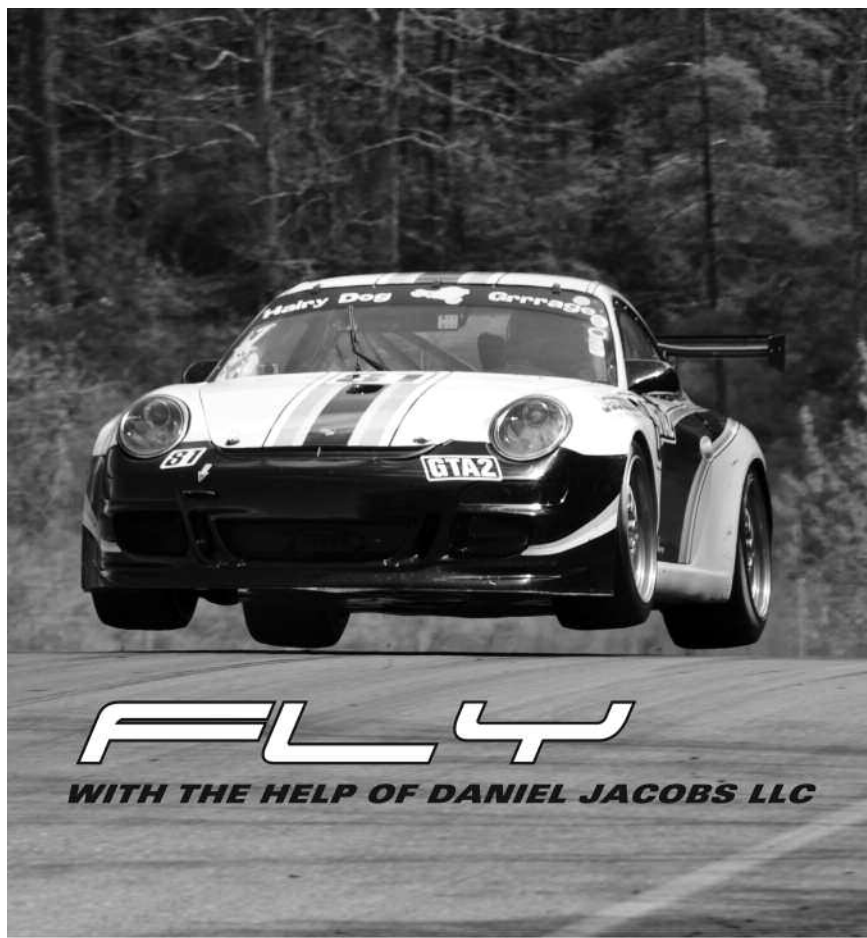
Len says he is very excited to see his photo on the front cover of the *CHALLENGE*. When he finishes his surgical training he hopes to own a Porsche.

## Upcoming Events

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## CONTRIBUTING WRITERS AND PHOTOGRAPHERS IN THIS MONTHS ISSUE OF *CHALLENGE*

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Paul Kudra  
Allison Nagler  
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Beth Taylor

Dave Vaccaro  
Jay Vaitkus  
Uncredited photos/text  
and illustrations: Editor



>>> The 918 Spyder's global debut — with a Nürburgring record — lapping the Nordschleife in 6.57 minutes. Story on page 66.

Image courtesy Porsche Cars, NA.

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# MONTHLY MEETINGS

Todd Drury, Programs Coordinator



## OCTOBER MONTHLY MEETING

**Date:** Tuesday, October 15, 2013

**Location:** New Country Porsche  
241 W Putnam Avenue  
Greenwich, CT 06830  
203.869.8900  
www.new-country.porschedealer.com  
Directions available on the website

Join General Manager, Todd Bullock, and the Staff of New Country Porsche in Greenwich, CT as they host our October Monthly Meeting.

Traditionally, one of the most popular meetings on the CVR calendar, this year New Country Porsche moves into our October meeting slot, the weather will be a bit cooler than usual, but the cars are just as hot. *We are hoping New Country Porsche will have taken delivery of the new Panamera E Hybrid so we can see it in person and learn a bit about some of the new technology taken from the development of the 918.*

Check the CVR website ([www.cvrpca.org](http://www.cvrpca.org)) for future updates regarding this meeting and others.

### Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner, compliments of New Country Porsche!
- 7:30 – 8:00 pm Todd Bullock, New Country Porsche General Manager, will give us an overview of some of the improvements recently completed at their facility. CVR Programs, Welcome new members, upcoming events and activities.
- 8:00 – 9:00 pm Speaker: Our presenter will be someone from Porsche Cars North America; stay tuned for more details.

New Country of Greenwich has in their possession an Atlas Grey Cabriolet Hardtop for a 997 911.

They will be giving it away at the meeting so if you need a top for your cab, be sure to attend.



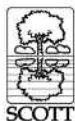
Please RSVP by October 10th to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org) with the number of people attending in your party (it helps with our planning for seating and food).

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# MEMBERSHIP SERVICES



## CLUB MEMBERSHIP UPDATES & RENEWALS MADE EASY

Is it time to renew your membership? Do you have a change/update to your address or phone number? Have you recently purchased another Porsche that you would like to register on your PCA profile? Do you need a replacement PCA membership card? You can do all of this online as easy as 1-2-3!

Just log into [www.pca.org](http://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 to 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](http://www.pca.org/Membership/PCAQuest.aspx)

## NOT RECEIVING IMPORTANT CVR EMAILS?

- ✓ It's easy: just go to the [cvrpca.org](http://cvrpca.org) website — click on **Email Blasts** and enter your email address
- ✓ Learn instantly of last minute changes to event dates, times or venues
- ✓ The CVR membership list is **NEVER** shared or sold to outside organizations
- ✓ The [cvrpca.org](http://cvrpca.org) website is **secure**
- ✓ **Emails will NOT be sent on a daily or weekly basis**
- ✓ You can opt out at any time





## NOVEMBER MONTHLY MEETING

### 2013 ANNUAL MEETING AND PHOTOFEST

**Date:** Saturday, November 2, 2013

**Location:** Crowne Plaza Hotel - Southbury  
1284 Strongtown Road  
Southbury, CT 06488 (Exit 16 on Interstate 84)  
203-598-7600

**Meeting Agenda:** 6:00 pm – 6:30 pm Photofest Registration  
6:45 pm Photofest Judging  
7:00 pm Dinner, Annual Meeting and Awards

**Please mark November 2nd on your calendars.** This year's Annual Meeting and Photofest will once again take place on a Saturday evening. The date has been selected in the hope that more members will be able to join in the festivities. This will be a fun evening for all CVR members and their guests.

The evening will include our annual Photofest contest, election of officers, annual awards presentations and great prizes. Please read the following information regarding the purchase of tickets and the instructions for participation in the Photofest.

Reservations for dinner must be made in advance; forms are available on the CVR website and on the adjacent page. Seating is limited and it is anticipated that this event will be sold out, so please be sure to make your reservations early. **Reservations are nonrefundable after October 31, 2013.**

Photo entries will be accepted from 6:00 pm to 6:30 pm. Judging will begin at 6:45 pm. If you plan to submit photos for the contest, please plan to arrive early or make arrangements to have your photos at the Crowne Plaza by 6:30 pm. Just think, your snapshot could be on the cover of *Challenge* in 2014. Bring one photo or bring a few to be entered in our annual contest.

Photos may be any size; however, 8" x 10" is preferred. Photos need to be unframed prints for display purposes.

**Important: Please do not bring framed photos, they are difficult for us to display properly. Only current CVR Members may enter their images in our annual Photofest contest.**

Categories for the Photofest, as well as related forms, are published on the CVR website. If you want your photos to be considered for publication in *Challenge*, they must be left with the editor of the magazine; they will be returned.

For more information, please contact me at [primo527@verizon.net](mailto:primo527@verizon.net). I look forward to seeing you there.

# Annual Meeting & PHOTOFEST



Jay Vaitkus

## 2013 Annual Meeting and Photofest

Saturday, November 2, 2013

Crowne Plaza Hotel – Southbury  
1284 Strongton Road  
Southbury, CT 06488 (Exit 16 on Interstate 84)

**\$35.00 per person** - Hors d'Oeuvres, Dinner (includes salad, entrée, dessert and soft drinks). Cash bar.

Advance reservations are required. **Tickets will not be sold at the door.**

Please mail your Annual Meeting and Photofest Registration with a check made out to **CVR-PCA** to: Dennis Primavera  
4 Cobblestone  
Plymouth, MA 02360  
primo527@verizon.net

Name(s): \_\_\_\_\_

Number attending: \_\_\_\_\_ @ \$35.00 pp. Total enclosed: \$ \_\_\_\_\_

Email/Phone: \_\_\_\_\_

Please provide an Email address and telephone number for reservation confirmation.  
All accepted reservations will be confirmed.

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# CVR EVENTS CALENDAR



## OCTOBER 2013

- 1 Close for ALL November 2013 *Challenge* business
- 5 Coffee Run – Stamford, CT to Bear Mountain, NY, 8:30 am
- 6 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 7 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 14-15 Drivers' Education, Watkins Glen, Watkins Glen, NY (All Run Groups)
- 15 October Monthly Meeting, New Country Porsche, Greenwich, CT, 6:30 pm
- 24-27 PCA Escape, Los Angeles, CA
- 26 AutoX Championship Celebration, Hoffman Porsche, W. Hartford, CT
- 27 CVR Rally #2, Splash American Grill, Guilford, CT, 8:00 am

## NOVEMBER 2013

- 2 Annual Meeting & Photofest, 6:00 pm, Southbury, CT
- 4 Close for ALL December 2013 *Challenge* business
- 8 Drivers' Education, Lime Rock Park, CT (Advanced)
- 9 Drivers' Education, Lime Rock Park, CT (Beginners and Instructors)

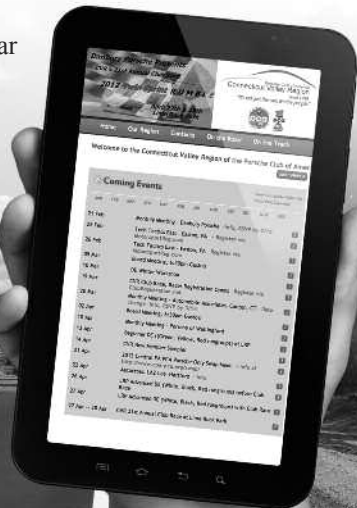
All dates and information on this Calendar are accurate at the time of printing.

Please remember to check the CVR Website for the most up-to-date information.

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](http://www.cvrpca.org)

Answers to Tech Questions:  
[www.pca.org/tech/](http://www.pca.org/tech/)



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# THE SHORE LINE

Gary Hansen, CVR President

**Recently, I saw an Austin-Healey Sprite identical to the one I owned in the late 1960s/early 70s.** Looking at it now, 40+ years later and, after having owned a few 911s, it reinforced for me just how well-designed and solidly built Porsche 911's really are. The 911 is a car I thoroughly trusted on the road, and trusted to carry me safely around many race tracks at very high speeds. Sure, I'll confess that I had a lot of fun with my Sprite back then, but it was definitely one very tiny, tinny, drafty, and very cold ride! It was my year-round, daily driver, so in the late fall when Jack Frost came-a-calling, out would come the wool blanket and 12v powered handheld defroster! And in the winter? Well, forecasts of snow accumulations of three inches or more, sent me into a tailspin lining up alternate transportation!

Being a young engineer fresh out of college, my choice to own a British Leyland Motors "sports car" over a Porsche was a decision driven purely by economics. In fact, I recall back then that the Healey cost about 70%

less than a 911s. My desire to own a European sports car was sparked in 1967 by the incredible opportunity I had to drive an amazing new 911s through Pray VW-Porsche – would you believe I drove it solo on a delivery

**My desire to own a European sports car was sparked in 1967 by the incredible opportunity I had to drive an amazing new 911s through Pray VW-Porsche – would you believe I drove it solo on a delivery run from New Jersey to Greenwich!**


run from New Jersey to Greenwich! I dreamed about owning that 911s for many years, but the purchase always came up short on the priority list, slotting in behind a house, or the need for a four-door family sedan, etc., etc., etc.



I will always regret not finding a way to acquire and preserve that sweet 911s of my dreams. Beyond the pure joy of owning such a classic 911, the current market value of a 1967 911s says it would have been a great investment. But then again, I know I would have driven the wheels off the car ☺.

In keeping with thoughts of the historic 911, please mark your calendars and sign up for our Annual Meeting which is coming up on Saturday, November 2nd. To commemorate the 911's 50th anniversary, our guest speaker is CVR's own Prescott Kelly. Prescott is past CVR President, past PCA President, and author of over 200

articles on Porsche history, and is a renowned Porsche Historian. Prescott was recognized at this year's Amelia Island Concours, along with a distinguished group of internationally famous racing and car enthusiasts who have made significant contributions to developing and preserving the Porsche marque. Please join us for an informative evening with good food and good friends!

In closing, be sure to check the dates and details for our remaining events; do your best to take advantage of one or more club activities! – I look forward to seeing you at our meetings and events. Happy motoring! 



October 1, 2013

### **Announcement of the Members of the Nominating Committee**

CVR's Nominating Committee respectfully nominates the following slate of officers for a two year term, 2014-2015:

**Treasurer**

Dick Kretz

**VP Drivers' Education**

Dave Vaccaro

**VP Programs**

Frank Sena

**Vice Treasurer / DE Registrar**

Susan Vaccaro

**Vice Treasurer / Club Race Registrar**

Jennifer Hansen

Respectfully submitted,

Roger Funk, Jeff Jones, Mike Odierna, Dick Strahota

The following current officers will be competing their second year in 2014:

**President**

Gary Hansen

**Executive VP**

Steve Cloud

**Secretary**

Allen Fossbender

# BETWEEN THE LINES

Shelley Krohnengold, *Challenge* Editor

## PORSCHE NUMBER ONE

**Well, I've just finished reading Gary Hansen's monthly column (yes, one of the advantages of being the Editor is that I get to read everything first) and it started me thinking back about my first "sports car" experience as it parallels his in some respects.**

My interest in sports cars began long before the purchase though, after I read Don Stanford's book *The Red Car*\*. As a 14 year old—certified car-nut I was captivated by the story of Colorado farm boy Hap Adams and his experiences repairing and racing his 1948 MG TC.

My first sports car purchase was not an MG, though; in the summer of 1971 I became the proud "curator" of a 1958 Austin Healy 100-6. It was a great car... when it was running. I believe that I paid about \$300. for it (yes, I said three-hundred), it was, of course, British Racing Green, and had the usual rust and electrical problems associated with British Sports Cars.

I loved driving it, even though it was a pain (mostly in the wallet) to keep running. The summer love affair

ended when I was driving through the Bronx on the way out to Long Island, I heard a loud bang, looked in my rearview mirror, and there was my driveshaft, laying in the street, about 150 feet behind me.

I won't bore you with the rest of the details, but suffice to say the big Healy was sold several months later and replaced with a 1967 Volkswagen.

Then in 1973 the disease struck again, when I became the "curator" of yet another "sports car". This time I had done my homework, though, and purchased a "pre-enjoyed" 1968 Porsche 912 Coupe from the local Porsche dealership. From that time on I was hooked. It was absolutely reliable and handled great, even in the snow, though the heating system did leave something to be desired. As an added benefit, during the OPEC Oil Embargo it averaged about 30 MPG!

Looking back, it's hard to believe that was forty years ago. Times change, the 912 was sold long ago, and the recent "minor" service that I had done on my 996 C4S cost more than the 912. And... that little Colorado mountain (Ajax) that Hap Adams grew up near is now known as "Aspen Mountain", right in the heart of one of the most expensive resort towns in the United States.

What's your Porsche story? We'd love to feature it in *Challenge*.

— [cvreditor@cvrpga.org](mailto:cvreditor@cvrpga.org)



# In 2013, our clients took home more than great memories.

## MIKE DEROSE:

WATKINS GLEN: 2nd and a 3rd  
VIR: 2-2nds  
NJMP: 1st

## ANTHONY GERACI:

LIME ROCK PARK: 1st  
NJMP: 2-1sts  
MONTICELLO MOTOR CLUB Championship  
current leader

## CHUCK GOOGE:

SEBRING: 1st and 2nd in sprints

## KIM GUTOWSKI:

LIME ROCK PARK: 3rd  
COTA: 2-3rds  
WATKINS GLEN: 2-2nds

## PAUL GUTOWSKI:

SEBRING: 2-1sts  
LIME ROCK PARK: 1st and a 2nd  
COTA: 1st and a 2nd  
WATKINS GLEN: 2-1sts

## MIKE PIERA:

LIME ROCK PARK: 1-1st, 2-2nds  
COTA: 3rd in Sprint and 3rd in Enduro  
NJMP: 1st and 3rd

## GLENN SCHATTMAN:

SEBRING: 2nd in Enduro  
LIME ROCK PARK: 2nd  
WATKINS GLEN: 3-1sts  
Currently leads PCA GTB1 Championship

## ARI STRAUS:

SEBRING: 2-1sts in class, 3rd overall  
LIME ROCK: 1st and 2nd  
WATKINS GLEN: 2-1sts in class, overall winner

## JOHN UGLUM:

ROAD AMERICA: 1st in Enduro

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Want to see some of your pictures in Challenge?

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For more information contact John Karam at:  
[Yearbook@cvrpca.org](mailto:Yearbook@cvrpca.org). Send your ideas too!



John Karam

# 2013 ACTIVITY CHAIRS



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Donn Castonguay

## **DE Chief Instructor**

Spencer Cox

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# ON TRACK

Dave Vaccaro, VP Driver's Education



**You have come to the Monthly Meetings, participated in a rally, gone to or displayed at a Concours, done a tour, volunteered at the Club Race, or maybe you have even run Auto Cross.** There are multiple types of events that CVR holds each year for their members. The events are all well planned out in advance and are always a lot of fun no matter which event you may decide to choose to participate in. But really, what are you waiting for? Sign up for a CVR Drivers' Education event at Lime Rock Park or Watkins Glen and come have some new fun.

I really want to see every CVR member just come out and try a Drivers' Education day, at least once, to see and feel how much fun it is to drive your Porsche the way it was designed to be driven and to really get a true

feeling of what your masterfully \$\$\$ engineered automobile is capable of. We hope that those of you who are apprehensive, for one reason or another, will talk to us about any and all questions or concerns you may have about participating in a DE. I'm one for keeping my street cars all clean and shiny but what a great appreciation you will have for your automobile with just one outing at the track. And all it takes is a car wash after the event and your car is back to the way it was before the visit to the track. If it wasn't clean before you came to the track, no problem. You will barely notice the dirt/rubber that you picked up.

The days remaining on our track schedule for 2013 are running out, but there is always next year to think about if you can't make our October WGI



Keith Sanderson

# 2013 DRIVERS' EDUCATION SCHEDULE

Dates Remaining	Run Group(s)	Track
<b>Monday, October 14, 2013</b>	All Run Groups	WGI
<b>Tuesday, October 15, 2013</b>	All Run Groups	WGI
<b>Friday, November 8, 2013</b>	Advanced	LRP
<b>Saturday, November 9, 2013</b>	Beginners and Instructors	LRP

\* Minimum experience 5 days in White | LRP - Lime Rock Park | WGI - Watkins Glen International  
All information on this Schedule is accurate at the time of printing. Please remember to check the CVR Website for the most up-to-date information.



>>> Tech guys finishing up on Tom Butler's 1973 RSR

Keith Sanderson

event or our November LRP DEs. So, maybe next year, after you finish the Father's Day Concours, you can hop back in your car and head on up to WGI for our annual Monday/Tuesday DE event. Something to think about, planning way ahead.

DE is a great tool for learning what your car can do in a very controlled environment, under the instruction of our really great CVR instructors. If you haven't done a Drivers Ed event yet, I really hope that we'll see you out at the track in the near future. Remember that

DE is just that - it is not racing, we don't win anything, you cannot pass

**DE is a great tool for learning what your car can do in a very controlled environment, under the instruction of our really great CVR instructors.**

another car unless you get a pass signal from the other driver and they can't

Keith Sanderson



Keith Sanderson



>>> A bunch of instructors gathered around Dick Strahota's #050

>>> Instructor Ric Hosley's daughters hanging out in the paddock, sitting on a couch that they found on the side of the road when coming up to LRP that morning. Ric's oldest daughter Cecelia was there to drive her 944 in the Green rungroup.



**Clockwise from the top**

**>>>CVR VP Drivers' Education, Dave Vaccarro leading the drivers meeting**

**>>>Don Schneider and Spencer Cox**

**>>>Will Waldron, Track Steward**

**>>>Brian Fournier in his Silver Cayman, talking to Bill Verburg at Tech Line. This was Brian's 2nd DE day with us**



Photos on this page Keith Sanderson

pass you unless you give them a pass signal. You are grouped in a rungroup according to your ability, so everyone in your group is pretty much equal to you in experience. All beginners are in the same group and all have instructors, for the whole day. We have loaner hel-

metts for those who do not own their own helmet. You don't need anything else except fuel, which is available on site, if you run low.

If you have looked into doing a DE and are still a little bit hesitant, you should come by the track when we are



## LIME ROCK PARK

>>>Light fog on Monday, September 9th at Lime Rock Park before the event started. By the time cars were on track the fog had lifted and it was gorgeous. (top)

>>>Dana Parker, John Schnabel and Francis Florido hanging around Peter Clark's 911 (middle)

>>>Magnus Evertson making the pass on the Straight (bottom)



having a DE event at Lime Rock Park (November 8 & 9), and just hang out and talk to others, from the first timers to the advanced drivers, so as to get a better understanding of what DE is all about. If you sign up next year for our new venue at Thompson Speedway (registration will not open up for 2014 events until the end of winter), you not only will have done your first DE but also be one of the first people to have gotten to drive the brand new road course that they are reviving from many years of dormancy.

DE offers you the opportunity to get a little of all CVR events in one. Come to Watkins Glen via a beautiful ride up Rt 17 (Tour), stop at Dunkin Donuts on the way up (Coffee Run), park your polished car next to 80 or so other participants in the paddock (Concours), drive at speed around the track while trying to hit all the apexes from pit out to Start/Finish (Rally), come to LRP, go through Big Bend and exit properly so you are set up for the next set of turns at the esses (Auto Cross), hang out and meet some new people through-

### >>> The Paddock at Lime Rock Park





Allison Nagler

>>> The Red rungroup comes down the short chute



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As an avid member of the PCA CVR, I would welcome the chance to discuss a financial planning tune up with my fellow Porsche enthusiasts. We can road test your current plan or design one for you. Investmark has a financial pit crew that's second to none and I invite you to find out more about what we can do for you. After all, you've got the right car . . . let's make sure you're on the The Right Road.



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out the day and then at days end, socialize when we all get to together for snacks and drinks (Monthly Meetings). You get it, it's the best of all events in one so why not come out and have some fun?

Remember, DE is all about safety and FUN! Register for a DE event and we'll see you at the track. 😊

Dave



>>> Jason Otis with Instructor Bill Clayton

Keith Sanderson



>>> Chris Klapper, Will Waldron, Craig Martens at the Pit Wall

Keith Sanderson



>>> Instructor Paolo Incampo and Aaron Diamond (Aaron's dad Jay, is also a CVR member and advertiser)

Keith Sanderson



>>> Tom Masino working on his Cup Car to quiet it down for LRP noise restrictions

Keith Sanderson

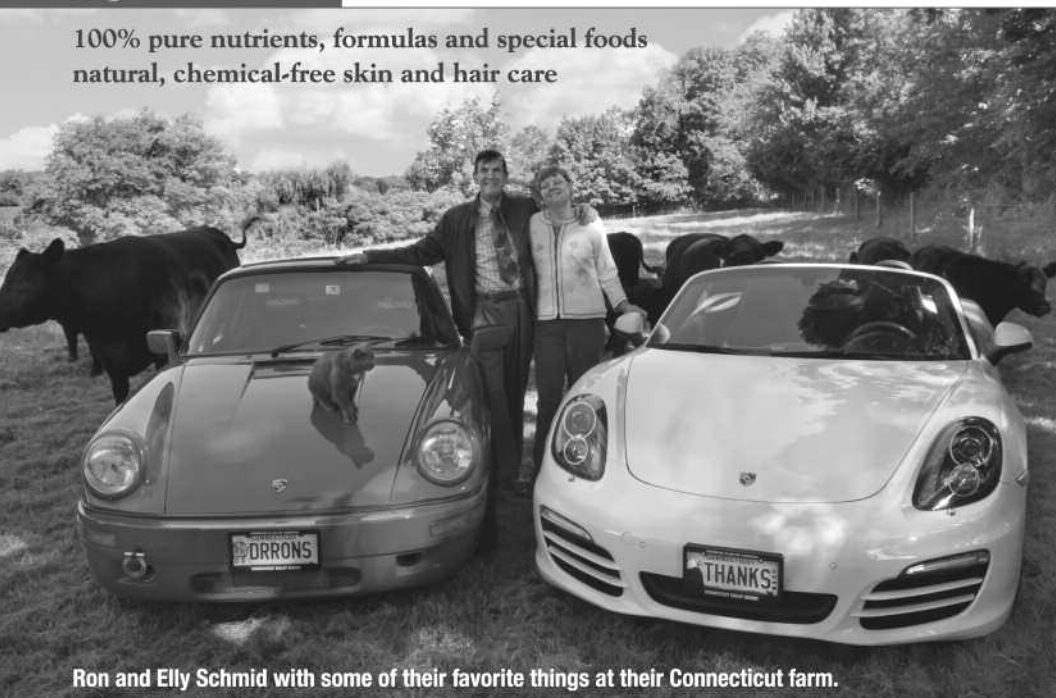




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Ron and Elly Schmid with some of their favorite things at their Connecticut farm.



**THANKS, CVR members,** for the warm welcome you've given us since we joined last spring. My wife and I drive Porsches because Porsche makes some of the finest cars in the world. For over fifteen years, we've made some of the finest food supplements and body care products in the world. We use no additives whatsoever in our supplements, and no chemicals in our body care products – only the purest, most potent natural ingredients.



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# AutoX Pylon Place

Paul Kudra, Autocross Co-Chair



## PERFECT!

**AutoX #6 was held on August 11th, one of those perfect summer days.**

The good turnout and great camaraderie, combined with another fast and challenging course, made it a fun and memorable day, indeed.

The new course for this event was designed specifically to help everyone further refine their **Steering Work** and **Car Placement** skills. For example, one featured corner had the pylons placed a scant 30 inches wider than a 911 Turbo. Could you thread your car through this needle at highway speed? After just a few runs to build their confidence, people were soon at the point where they were actually taking it at full chat. On top of that, they were actually squeezing as much of an

angle through this pinch-point as they could in order to optimize their car placement for the next section... “The Wall”!

“The Wall” was one of those deceptively simple-looking corners that could easily add one to two seconds to your time, if taken in a “normal” fashion. Combine this with the ever popular “optional direction” entrance and “too much room” to allow for a wide variety of lines, and it makes for some lively and fun debates about the best way to approach such a corner. Luckily, CVR is known for our “tell it all” **AutoX-University** sessions and soon there was little doubt as to how to best coax those precious seconds out of the timing system for this corner.

**>>> Where will you apex this sweeping corner? Great Car Placement starts with walking the course to get a solid image of the ideal spot.**



Paul Kudra



Paul Kudra

**>>> Now that's Car Placement! Joe Toper places his beautiful '69 E inch perfect on this optional direction entrance to "The Wall".**

**>>> Cone barber! Eric Frohman shaved them whisker close run after run!**



Paul Kudra



>>> **Electron assassin, Jim Matons takes a well-earned FTD with another beautiful display of “Driving to the Edge”.**

One thing quickly became clear. Jim Matons, much like Porsche in 1969, wasn't going to settle for just a class win any longer. Right from the morning, he assassinated the electrons at every opportunity around the 16-turn course and sliced toward each important pylon with an assertiveness that left the rest of us in awe. It is a treat to watch such great driving. Congratulations, Jim, on a well-earned Fastest Time of Day!

Other notable drives were put on by Claude Matons, a mere 1/10th of a second adrift from his FTD dad, and Eric

Frohman who also dazzled us with ridiculously close pylon shaving and his aggressive smoothness. But the real winners were all of the participants who can look back on this fine summer day and smile, remembering the fun and improvement that each one of them drove away with.

Come take the **AutoX-U** Final Exam, or just get a jump on next year's season, by joining us on October 6th in Hartford for the last AutoX of 2013. The course will be designed to use all of the driving skills taught this season. Being a non-points event, you can really have fun “Driving to the Edge!”



Who knows, maybe we'll have a perfect fall day then to end the season? Even if there is some rain, we will make the course something to remember all winter long. Perfect...see you there! 📌

## 2013 AutoX Schedule

Events Remaining	Date
#8	AutoX #8 – Sunday, October 6, 2013 This is a non-points event
#9	Friday, October 25, 2013 — <b>Championship Celebration Powered by Hoffman</b> (points determined from your best 4 of the 7 first events)



# AutoX-U

# GO



## STEERING WORK & PLACEMENT SKILLS

This month's **AutoX-U 2 Go** focuses on the two AutoX-University Driving Skills that were the theme for the August 11th event; Steering Work and Car Placement. How often do you get to repeatedly practice “threading the needle” at highway speed? Squeezing through an opening in a pylon wall barely wider than your car definitely helped refine everyone’s car placement skills, as evidenced by how much faster people took the corner after a few runs. This car placement required delicate steering wheel work due to the fact that it was placed in the middle of a sweeping and fast corner. Too harsh on the steering wheel... you spin. Too aggressive... you hit the cones, or torture the tires with the resultant loss of time.



## Car Placement

There were lots of lessons to be learned at AutoX #6 about how to pick a line that optimized cutting distance and time verses carrying speed and momentum. Indeed, each of the 16 turns had its own

balance of these opposing demands. But let's just look at one of the featured **AutoX-U** corners that this course was designed around, the "Squeeze Play". The next three photos tell the story:



Paul Kudra

>>> Eddie Wong showing nice car placement, smoothness, and no drama. Note that the cone on the right side of his car is so close that it's out of view. Hmm...since there was no real drama could he now take this corner a little faster? He did just that on his last run and shaved off more than a full second for the lap!



>>> Randy Kudra attacks the same corner with good car placement but a little too aggressively and watches time go up in smoke. On his next run he smoothed out the steering input and used a little less brake, resulting in about a half-second quicker time through just this corner!



Paul Kudrta

>>> Jim Matons slicing through the same corner (viewed from a different angle) with surgical car placement that maximized momentum, had just the right amount of drama, and had such steering smoothness that he could get away with it. Result...FTD!

## Steering Work

Some of the sweeping turns (like in our action photos) require a slower and more delicate movement of the steering wheel so as to not upset the weight distribution on the tires, since you

**Some of the sweeping turns (like in our action photos) require a slower and more delicate movement of the steering wheel so as to not upset the weight distribution on the tires, since you should already be at their cornering limit when you had to modify your arc at the squeeze-point in mid-corner.**

should already be at their cornering limit when you had to modify your arc at the squeeze-point in mid-corner. Too abrupt and the car will give you feedback by locking up a tire or two and under-steering wider than you intended (both adding many tenths of a second),

spinning, or generally not allowing you to place your car where you intended.

Conversely, at “The Wall” (a slower speed turn around a 40 foot long row of pylons) you needed a much more aggressive steering wheel turn-in rate to slice within inches of the entrance cone and initiate an aggressive rotation of the car. Too gentle on the steering wheel input meant that you would make too wide of an arc, resulting in too much distance to be quick. I counted more than two seconds difference just around “The Wall” between those that aggressively sliced within inches of each end cone and those that took it as a “normal” corner and added distance in the name of smoothness and momentum.

Refining these skills throughout the day definitely enhanced all of our car control and recalibrated our enjoyment and amazement of our cars amazing handling. Porsches will do exactly as they are told; you just have to know how to ask!

Better Driving...Faster! 🙌





# 28 TWENTY EIGHTH ANNUAL ZONE autocross



Jim Jannette

## Zone 1 Autocross... OUTSTANDING!

Wide open runways turned into an “endless” sequence of fast and violent turns, perfect weather and unbeatable CVR camaraderie. That about sums up the Zone 1 Autocross event that nine of the heartier CVR AutoX regulars took on in late August at Fort Devens in Ayer,

Massachusetts. The annual event always stretches our car control skills and boasts runs that are one mile long, kind of like a bridge between our usual AutoX and Drivers’ Ed events. There was truly a deep demonstration of outstanding driving from all over New England that was

**>>> Team CVR, always out standing in the field! Scottie Taylor, Jon Montelius, Eddie Wong, Scott Taylor, Randy Kudra, Mark Rolsma, Jim Matons, Steve Dudzic, Paul Kudra.**





>>> **Scottie Taylor not only beat his dad, but he also impressed one of the longtime Zone 1 regulars (Tom Tate in white shirt in background) so much with his great drive for only two months behind the wheel, that Tom awarded Scottie his personal vintage PCA car badge! A very special and sincere gesture. Nice work Scottie!**

a privilege to witness and be part of. CVR held its own, coming in third in the Region Challenge and bringing home a fair number of trophies. If you have done several CVR AutoX events, I would strongly encourage you to put this on your list of must-do events next year. It really expands

your skills and provides some amazing driving experience.

Click on the Zone1 icon (upper right on the CVR web page) to get all of the details, but suffice it to say, we all vowed to return again next year! 🇺🇸



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2. Gently rub Freedom Waterless Car Wash onto the surface with that first towel. You want to always use the “wet on wet” method. Wet towel with a wet surface. This way there is nothing dry touching anything else dry.
3. After initially spraying on and gently rubbing in Freedom Waterless Car Wash, you will see a light haze appear. Quickly, before it dries, switch to a another clean micro-fiber towel and buff off the haze into a brilliant shine. That's it. It is really that easy. Continue on around the car until the entire vehicle is clean.

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**WE NOW ACCEPT:** 

# FALL RALLY



**Sunday, October 27, 2013**

**A “Course Following” (non TSD) Rally. PCA members only.**

18yrs minimum age for drivers (no age requirement for navigators/passengers). Drivers must be licensed and all participants must sign a waiver.

**Starting Location:** Splash American Grille, 535 Boston Post Road, Guilford, CT 06437

**Finishing Location:** Splash American Grille

Splash opens to rally participants at 8AM for registration and breakfast.

Drivers Meeting/Route instructions given at 9:00 AM. 1st car off at 9:30 AM, rain or shine.

**Registration Fee: \$30 per car.** Includes dash plaque, prizes and parking, but NOT food. Breakfast and lunch will be dutch treat at the restaurant – the food is great!

**Registration Deadline: October 18, 2013.**

*Preregistration is required.*



Welcome CVR



# RALLY

Lon Hultgren, Rally Chair



## RALLY — IT'S NOT JUST THE CARS, IT'S THE INSTRUCTIONS!

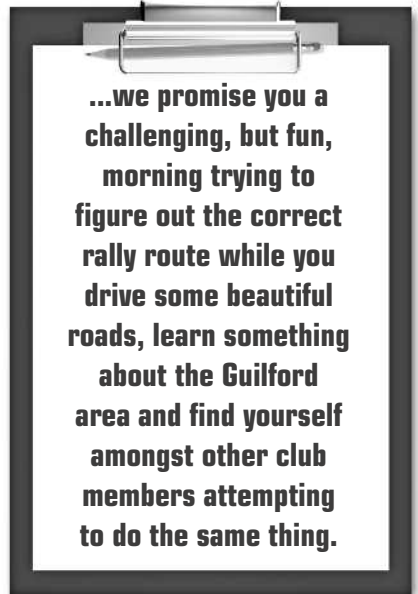
**Clint Goss, one of the most informed rallyists in the U.S. lives in Westport, CT** and published the Road Rally Handbook, which was in its 3rd printing in the 1990's. In this compendium of rally information, Mr. Goss opines that the great popularity of rallying in the 6s, 70s and 80s declined as rallies got more and more difficult such that only expert rallyists could do well enough to enjoy them. I believe his definitive book on rallying's last printing was in 1993, some 20 years ago! While its main focus is on Time-Speed-Distance (TSD) rallying, it has a couple of chapters on rally traps and course-following gimmicks that are part of most rallies. We use many of them in our club "course-following" rallies.

As your rally chair, I have vowed not to fall into that trap that makes rallies more difficult than fun. In fact, I have been wracking my brain to come up with ideas to make our rallies challenging and fun at the same time.

One of the problems with rallying, as opposed to our other club activities, is that each driver and navigator team tend to be somewhat isolated during the rally (not so before and after the rally, of course). You've probably heard many jokes about how this isolation affects the relationship of the driver and navigator. In this fall's October 27th rally, we will attempt to socialize the rally by introducing some concepts

that bring rallyists in contact with other rally teams while they are participating in the rally.

In this rally, rather than just driving the specified roads in sequence from start to finish, the rally route will be looped so that you will encounter other



rally teams on the course, perhaps even going the other direction, depending on how far along on the rally you have progressed. The route is designed to put you on the same roads as other CVR Porsches coming at you or crossing your route or even going the same direction for short stretches! Seeing other Porsches

on the course, perhaps not doing the same things as you are, should be pretty interesting, if not entertaining.

Another idea to socialize our rallies came from our critique sheets from the June rally. We may attempt to have some type of stop or “out of the car” activity during the rally. Yes — we will have checkpoints, but perhaps there will be something interesting to do at our checkpoints...you’ll have to participate to see what!

In any event, we promise you a challenging, but fun, morning trying to figure out the correct rally route while you drive some beautiful roads, learn something about the Guilford area and find yourself amongst other club members attempting to do the same thing.

Please sign up using the registration form on the next page.

In order to put on the rally, score it and staff the checkpoints, we need a few volunteers to help us the morning of the rally and possibly to “proof” the rally route the weekend before. Please email rally@cvrpca.org with questions and/or your availability to help as part of the rally team.

Hope to see a bunch of you on the 27th!

Lon Hultgren  
Rally Chair



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## Registration Form



### **CVR Fall 2013 Rally – Sunday October 27, 2013**

This Rally will be “Course Following” (non TSD). PCA members only. 18yrs minimum age for drivers (no age requirement for navigators/passengers). Drivers must be licensed and all participants must sign a waiver.

**Starting Location:** Splash American Grille, 535 Boston Post Road, Guilford, CT 06437

**Finishing Location:** Splash American Grille

Splash opens to rally participants at 8AM for registration and breakfast.

Drivers Meeting/Route instructions given at 9:00 AM. 1st car off at 9:30 AM, rain or shine.

**Registration Fee: \$30 per car.** Includes dash plaque, prizes and parking, but not food. Breakfast and lunch will be dutch treat at the restaurant – the food is great!

**Registration Deadline: October 18, 2013.** *Preregistration is required.*

Participants: Driver: \_\_\_\_\_

Navigator: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone(s): \_\_\_\_\_

Email: \_\_\_\_\_

PCA Membership #: \_\_\_\_\_ (only one required)

Porsche to be driven in the rally: Model: \_\_\_\_\_ Color: \_\_\_\_\_ Year: \_\_\_\_\_

Rally experience:  Yes  No Number of rallies run: \_\_\_\_\_ Number of podiums: \_\_\_\_\_

Mail/Email General Instructions? (check please):  Yes  No  via Email  U.S. Mail

**Please mail this registration form with a check for \$30 (per car) made out to “CVR-PCA” by October 18th to:**

**Lon Hultgren, PO Box 207, Storrs Mansfield, CT 06268.**

**Entries received will be confirmed by email.**

**Email contact: Rally@CVRPCA.org**



**To a Porsche,  
it's the Mayo clinic.**



# MONTHLY MEETING

## July Monthly Meeting @ PORSCHE OF FAIRFIELD

Story **Frank Sena**

Photos **John Karam**

**Pleasant New England summer weather drew 112 members and guests to Porsche of Fairfield for an evening of socializing, viewing the latest Porsches (especially that stunning Amaranth Red Metallic Boxster!), an outstanding buffet and guest speaker, Stephanie Economu.**

During the business meeting, Dave Vaccaro encouraged members to take advantage of the DE experience at Lime Rock Park or Watkins Glen International. A \$50 gift certificate towards a DE event was raffled off to encourage first timers to give DE a try.

Susan Young spoke about CVR's next major fund raiser, Manes & Motion, a not-for-profit organization dedicated to improving the well-being of children and adults living with physical, cognitive and/or emotional disabilities through the benefits of equine-assisted

activities. The Western-themed event will be held in the Fall of 2014. Go to [www.hfsc.org/manes-motion](http://www.hfsc.org/manes-motion) for more information.

John Karam announced that the CVR Photo Club is now an official CVR Activity. John and his fellow photogs will be hosting Photo Club instructional meetings for members who are interested in learning more about capturing the images of our Porsche passion.

Featured speaker Stephanie Economu, founder of Gearhead Girls Racing



**Gary Hansen,  
CVR President**

(GHG), entertained members with a slide presentation and narrative of her recent trip of the 24 Hours of LeMans. As a guest of Aston Martin Racing, Stephanie experienced firsthand what the Spectacle of LeMans is all about: 39 straight hours without sleep; awake for 117 of 144 hours;



**Dave Vaccarro,  
VP Drivers' Education**

riding in an Aston Martin Rapide S around the Circuit de la Sarthe; haute camping

**>>> The meeting was held right in Porsche of Fairfield's enormous showroom. While there, members were able to get up close to many different Porsche models.**



**Susan Young, Community  
Service Co-Chair**

among the rabid fans of the LeMans-winning marques of Jaguar, Bentley and Aston Martin; Porsche's victorious return; and the tragic passing of Aston Martin driver, Allan Simonsen.

Stephanie's passion for driving, for racing, and for supporting women in racing





**Mark Richard, VP Programs**

began with her first racing event at Watkins Glen. The driving skills that she learned that day led to a lifelong journey in refining her own life skills and in mentoring the women of GHG Racing. "Passion," said Stephanie, "has no gender barriers." Helping women



**Frank Sena, Programs Coordinator**

understand and learn the skills to become competitive drivers also means helping them generate the same

**>>> This spectacular Sapphire Blue Metallic 911 Carrera Cabriolet is just a sample of the eye candy that awaited CVR Members**



**Dick Strahota, Concours Co-Chair**

level of passion that drives Stephanie in her personal life and racing career. Summing up her passion, Stephanie quoted Steve McQueen: "Racing is life.. Anything before or after is just waiting."

A terrific hot and cold buffet fed hungry members



>>> Porsche of Fairfield,  
GM, John Resnick (right)

>>> Stephanie Economu  
(far right and center)

>>> Stephanie and some  
future Porsche owners.  
Unfortunately, the only  
one your editor recognizes  
is Isabella Shafer, second  
from the left (bottom photo)



and a Mr. Softee ice cream truck in their lot provided real summertime treats.

We offer our genuine thanks to GM, John Resnick and Sales & Business Manager, Bob Zaleski for once again hosting a truly memorable evening. 🍷

Porsche of Fairfield  
475 Commerce Drive  
Fairfield, CT 06825  
877.469.0294  
fairfield.porschedealer.com



# MONTHLY MEETING

## August Monthly Meeting @ PORSCHE OF WALLINGFORD



Story **Frank Sena**

Photos **John Karam**

**A much needed day of perfect summer weather beckoned 113 members and guests to Porsche of Wallingford on August 13.**

General Manager, Steve Gilligan and General Sales Manager, Keith Neeland and their attentive staff, greeted members with a dazzling display of new 911, Panamera, Cayenne, Cayman and Boxster models (including yours truly's *must have now*, Amaranth Metallic Red Boxster). Our always hungry members were treated to a delicious buffet of BBQ chicken, hot dogs and hamburgers and lots of tasty salads, courtesy of

Porsche of Wallingford.

During the business meeting, we listened to Ryan McIntosh of Lime Rock Park talk about the 31st Historic Festival over Labor Day weekend. What promises to be a singular milestone in

Porsche history, a display of 911 Models from every year of manufacture will be featured at the Sunday in the Park show.

And once again, to promote the opportunity to test your driving skills,



Dave Vaccaro raffled a \$50 gift certificate to a member who had not yet experienced a DE event. Several members who had just completed their first DE event spoke out about what an absolute blast it was to finally get on the racetrack for some instruc-

tional and spirited driving.

Adding an element of fun, CVR members were invited to drive their personalized license plate Porsches to the gathering. The thirty-eight Porsches with unique license plates were voted on by the

attendees. The winning tag? OBIWAN, on David Mancini's 2003 Turbo. May the Force be with you, Dave.

The real highlight of the evening was the raffle. In addition to a score of really nice Porsche items such as key fobs, hats, polo shirts

**>>> Porsche of Wallingford Sales Manager, Keith Neelan and General Manager, Steve Gilligan accept the CVR Appreciation award from CVR Vice President Steve Cloud (right)**



**Steve Gilligan, General Manager**



**Keith Neelan, Sales Manager**



**Steve Cloud, CVR Vice President**



**Mark Richard, CVR VP Programs**

and lanyards, Porsche of Wallingford offered three very special items: a comprehensive detailing of your Porsche; a Porsche-branded leather golf bag; and, to the amazement of all, a *three-day weekend in a Boxster or Cayman*,

**>>> CVR VP Programs, Mark Richard and CVR Programs Coordinator Frank Sena raffled off some fantastic items: polo shirts, hats, key fobs, and the pièce de résistance, a three-day weekend in the winners choice of a brand new Boxster or Cayman!**

won by CVR member Jeff Woodford.

We extend our much appreciated thanks to Steve and Keith of Porsche of Wallingford for a superlative evening of socializing, outstanding raffle prizes and great food! 🍷

Porsche of Wallingford  
800 South Colony Road  
Wallingford, CT 06492  
203.294.9000  
[wallingford.porschedealer.com](http://wallingford.porschedealer.com)



**Lon Hultgren, CVR Rallymeister**



**Dave Vaccarro, CVR VP Drivers' Education**



**Ryan McIntosh, from Lime Rock Park**



**Fred Jackson talked about the upcoming Fall Historic Festival at Lime Rock Park.**

# COFFEE RUN

James Ball, Coffee "Runmeister"

## FINALLY... THE FIRST COFFEE RUN OF THE SEASON — TO KENT FALLS STATE PARK

**On a beautiful summer morning, just a bit cool — but the day warmed quickly,** the Porsches started to show up at Burger King. There were a total of 15 cars, one AMG Benz (not my best showing) and 27 Enthusiasts. After a brief drivers, meeting, we headed out for our drive down into Westchester at about 9:01. We lost a few on the way to

the first stop, so only 11 made it this far, including the AMG Benz (a few told me they would "peel off"). After a 40 minute stop, it was back out on the road again to our lunch stop, passing the Kensico Dam in North White Plains, NY, back through Westchester into CT and reaching our lunch stop, Orem's Diner, RT7 in Wilton, CT where 8 cars made it

(and the Benz). To be fair, the AMG driver does have a 944 and GT3, both where down, so he came in the AMG (nice stable). 14 of us sat for lunch for about an hour, so for #2 Coffee Run of the year, not a bad day. By 1:00 pm we were all heading home. Thanks to everyone who made it. **Only one more Coffee Run** left this season, see page 57 for details. ☺



>>>The Burger King parking lot at 8:30 am

All photos James Ball



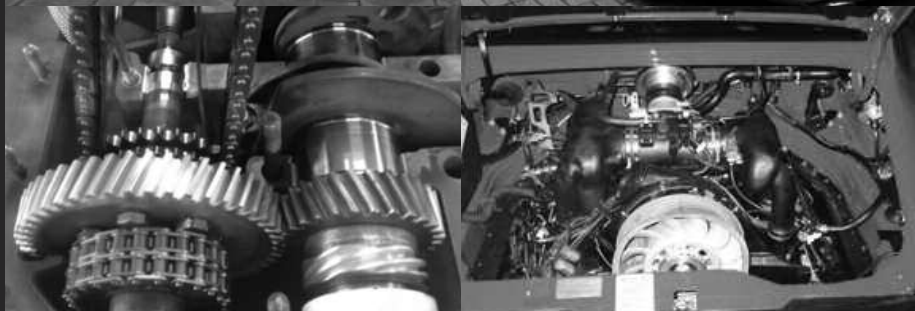


>>>The Burger King parking lot at 8:30 am



>>>>Our lunch stop, Orem's Diner  
on Route 7 in Wilton, CT

# MORTON



# COMPETITION

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# COFFEE RUN

James Ball, Coffee "Runmeister"



## SECOND ANNUAL COFFEE RUN TO BEAR MOUNTAIN OUR LAST COFFEE RUN OF THE SEASON!

**We had such a great time last year, with thirty-three cars showing up, that we are doing it again — Coffee Run to Bear Mountain, New York.**

The route will take us 70 miles to Bear Mountain and 52 Miles back to the starting point. The Bear Mountain Bridge toll is \$1.50 on the way back. Bring a GPS if you don't know the area, and a camera for the beautiful views.

There will be a planned rest stop at a McDonald's 45 minutes into the drive. At Bear Mountain, there is a parking

area for us to hang out and enjoy the great views. After 30-60 minutes we will head back to Stamford. For those who would like to join us, we are working on a lunch spot and will let you know the day of the run.

Look forward to seeing you there.

For any questions, please contact James Ball at:

**[jamesballchimney@aol.com](mailto:jamesballchimney@aol.com)**

### THE DETAILS

**Date:** Saturday, October 5, 2013

Drivers' Meeting 8:30 am

Departure will be at 9:00 am

*Directions will be handed out at the drivers' meeting.*

**Starting Point:**

Starbucks

1089 High Ridge Road (Address for GPS)

Stamford, CT 06905

(203) 461-9049

Directions: Merritt Parkway North or South to Exit 35 (High Ridge Road)

Coffee, bathrooms, gas within a half mile.

From Merritt Southbound: right off Exit, two traffic lights and left to High Ridge Shopping Center.

From Merritt Northbound: right at light, go 1 light, left to High Ridge Shopping Center.

**Route of Travel:**

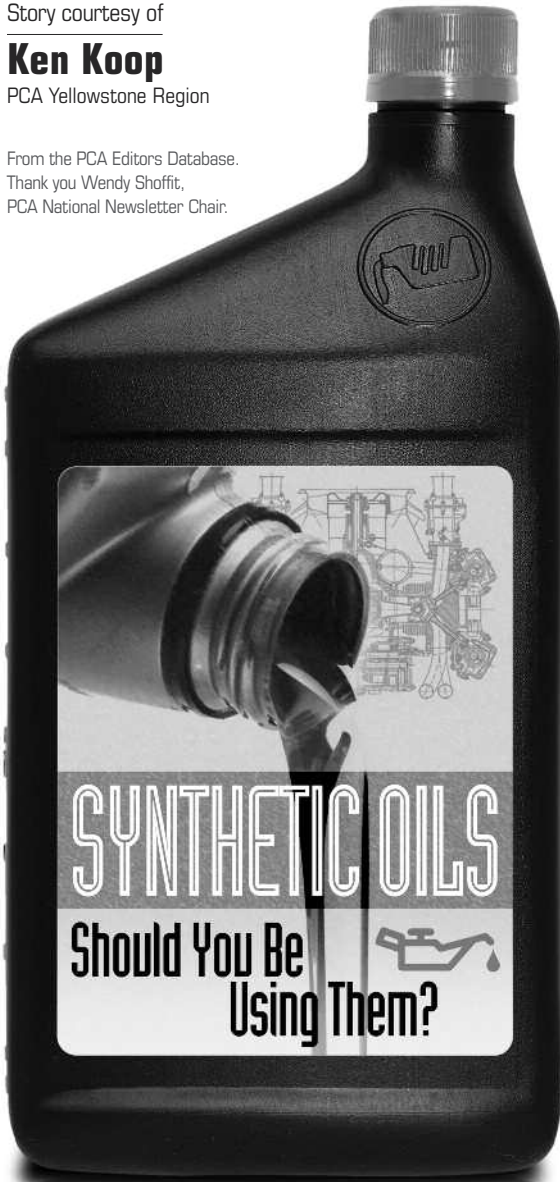
Northwest thru Fairfield County, across the border into New York State and back

Story courtesy of

## Ken Koop

PCA Yellowstone Region

From the PCA Editors Database.  
Thank you Wendy Shoffit,  
PCA National Newsletter Chair.



**Do synthetics work better in some cars than others? Can you change the oil less frequently by using them? Do they make your engine last longer? Should you be**

**using them in your car? Are they cost effective? Will they make the engine seals leak? Most people do not really understand how synthetic oils work or how**

**they benefit an engine. Let's examine some of these questions to get a better understanding of synthetic oils.**

The precursors to synthetic oil actually began during World War II and then became even more important for the aviation industry with the development of jet engines. Synthetic oils are unique in their ability to function very dependably during extreme hot and cold operating temperatures. They also can withstand the rigorous and lengthy high temperature engine operation (without chemical breakdown) that a jet engine places on their lubricating fluids. Because of their extraordinary capacity to reduce friction and wear on jet engine parts, other applications to utilize synthetic oils were quickly looked at. Since these same advantages would obviously be a benefit to the automobile industry, the oil companies began working to bring synthetics to the automotive market. Early synthetic oil applications for road use were developed as problem solvers. Engine oil products from Conoco and Mobil were developed for use in equipment on the Alaskan North Slope due to the extreme cold weather operating conditions. In 1972, Amsoil introduced

their synthetic motor oil for automotive applications and shortly thereafter, Mobil SHC was launched for cars in Europe. Mobil SHC went through further development and in 1974 it became the product we know today as Mobil 1. By the 1990's, many other oil companies brought their synthetic oils to the marketplace and sold them along with their conventional petroleum-based products. Mobil 1 is by far, the largest selling brand of synthetic motor oil on the market today.

Conventional oils come from crude oil that is pumped out of the ground. In an oil refinery, crude oil is separated into various "fractions". These fractions become the bases for lubricating oils and fuels. The part of crude oil that form the thick tangled masses of carbon chains are used in roofing tars and blacktop for roads. The very short-chain and ring compounds of carbon are volatile and can be refined to produce gasoline, diesel, lubricating oil and other products.

All motor oils are composed of (1) base oils and (2) additives (e.g. detergents). In general, fully synthetic motor oils contain 100% non-conventional, high-performance fluids. Whereas, synthetic blends typically use some non-conventional high-performance fluids, in combination with conventional oil for their bases. It is the unique chemical formulation of synthetic oil that allows them to be highly resistant to viscosity breakdown caused by high temperatures, friction and chemical contaminants. The chemical contaminants that affect a motor oil's life are controlled by the detergents that are added to all oils (both synthetic and conventional). These detergents suspend, absorb or breakdown the contaminants in the oil and are one of the main reasons that oil needs to be changed on a regular basis.

Conventional oils lack the performance of synthetic oils in the areas of both low-temperature flow rates (pour

points) and high-temperature oxidation stability (flash points). Conventional motor oil is made up of an inconsistent mixture of long and short chains of carbon and hydrogen atoms. In the extreme heat of an engine, the short-chain molecules can evaporate and unstable long-chain molecules can oxidize and break down. Conventional oils also contain greater amounts of impurities such as sulfur, reactive and unstable hydrocarbons as well as other undesirable contaminants that cannot be completely removed by the conventional refining process. Mobil 1 uses high-performance fluids including polyalphaolefins, along with a proprietary system of additives, which turn the finished oil into a much purer and homogeneous lubricant.

### **Should you be using synthetic oils in your car?**

Well that depends on the vehicle's age, mileage and recommendation from the manufacturer. Older vehicles with high mileage tend to

## **SYNTHETIC VS. CONVENTIONAL MOTOR OILS**

**INCONSISTENT MOLECULE SIZE = MORE FRICTION**



**CONVENTIONAL MOTOR OIL**

**MORE UNIFORM MOLECULE SIZE = LESS FRICTION**



**SYNTHETIC MOTOR OIL**

have excessive mechanical wear in the engine, allowing for unwanted internal oil by-pass (burned in the combustion chamber by passing through the piston rings). For vehicles with high mileage, it may not be ideal to use conventional or synthetic oils with lower viscosity ratings such as 0W-20/30 or 5W-20/30 because they are very thin and free flowing. The use of these lower viscosity oils could potentially result in higher internal oil consumption in older engines. However, the use of synthetic oils in older vehicles without excessive wear is permissible. One concern that owners of air cooled engines have is the reduction of Zinc (Z) and Phosphate (P) in the newer (actually all) oil formulations. This reduction in Z & P helps to prolong the catalytic converter's service life. However, these same compounds have been

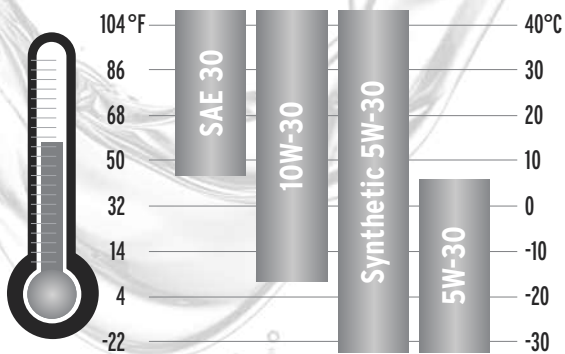
instrumental in reducing wear on valve train components such as cam lobes and valve lifters in older engines. Using higher viscosity synthetic oils such as 15W-50 still retain higher levels of Z & P and are probably still permissible to be used for air cooled engines. The formulations are continually changing, so it is wise to monitor the oil that you use for both Z & P levels.

Many automobile manufacturers use full synthetic and semi-synthetic oils in their engines today. Porsche adds Mobil 1 at the factory to all of their new cars and only recommends Mobil 1 to be used in their cars since it is one of the few synthetic oils that are actually fully synthetic (not just a semi-synthetic blends). Porsche has used Mobil 1 exclusively since the early 90's, in all of their production and racing cars. In general, you will find that synthetic lubricants are used when

there is a high-performance engine with tight tolerances; high compression ratios; turbo-chargers; or high operating temperatures involved. For those of you that track your cars, especially on hot days, synthetic oils are much more predictable than conventional oils and are able to prevent the viscosity of the oil from breaking down (making synthetics more stable). It is also important to follow the owner's manual for the correct motor oil recommendations regarding viscosity grades (0W-40, 15W-50 etc) to provide proper lubrication and cooling of the engine parts at all operating temperatures. If you want to use a synthetic oil and your car is still under warranty, check with your local dealer before switching to a synthetic oil to make sure you are able to do so under the warranty specifications (the last sentence pertains to your non-Porsche automobiles).

Porsche uses fairly low viscosity ratings for their newer cars (generally 0W-40 and 5W-40 weight oils). There are a number of reasons for this; the first is that the car will get better fuel mileage with lighter weight oils since heavier oils generate more resistance. Another is that with the use of newer and lighter weight materials inside the engine,

## TEMPERATURE FLOW RATES



tolerances are tighter and lighter oils will flow better between the two materials. With the development of the Vario-Cam Plus system in the mid 90's (which helps to develop more power and better fuel mileage), it requires the use of lower viscosity oils to work properly. Sludge and varnish build-up inside the engine are all but eliminated with the use of these light weight synthetics. So there is good reason for Porsche to be using them.


**Another commonly asked question is; will synthetic oil leak out of my older car's gaskets or seals?** The answer is, (according to the Exxon Mobil Corp.) "Mobil 1 does not cause leaks. Mobil 1 was tested in dozens of industry standard and original equipment manufacturers tests to prove its seal performance. It is fully compatible with the elastomeric materials from which all automotive seals and gaskets are made. If an older engine is in good condition and does not currently have oil leaks, then Mobil 1 will provide the same advantages as when used in a new engine"

The auto manufacturers use synthetic oils for a number of reasons: (1) They provide better lubrication allowing the engine to last longer. Synthetics are able

to do this because the molecules reduce friction so much better than conventional oils. They produce less engine wear and provide for greater engine longevity. (2) Synthetic oils give better fuel economy because there is less friction developed between moving engine parts. (3) Engine start-up wear is also greatly reduced with 0W-xx or 5W-xx viscosities, because the fluids can be pumped through the oil system easily and get to the parts requiring lubrication quickly (especially beneficial in cold climates). (4) Synthetics are highly resistant to viscosity breakdown (the ability of an oil to flow during all ranges of operating temperatures) from heat, friction and chemical contaminants. (5) They provide for longer service intervals (5,000-7,000 miles compared to 3,000 miles for conventional oils). For instance, my Porsche Cayenne has a recommended oil change interval of 20,000 miles with the use of Mobil 1. (6) Because of their longer service life, they are also better for the environment since there is less dirty oil that has to be recycled. (7) Synthetics have proven themselves in the most difficult of all automotive applications—racing. Almost every Porsche and professional racing team now use synthetic oils

exclusively in their race cars.

One of the only arguments for not using synthetic oils is the cost. They are about two to three times the price of conventional oils. However, because of their superior lubricating properties, the increase in cost is more than offset by improving the engine's performance, lowering the maintenance costs (extending the oil change interval), being friendlier to the environment, reducing fuel consumption and increasing the longevity of the engine itself.

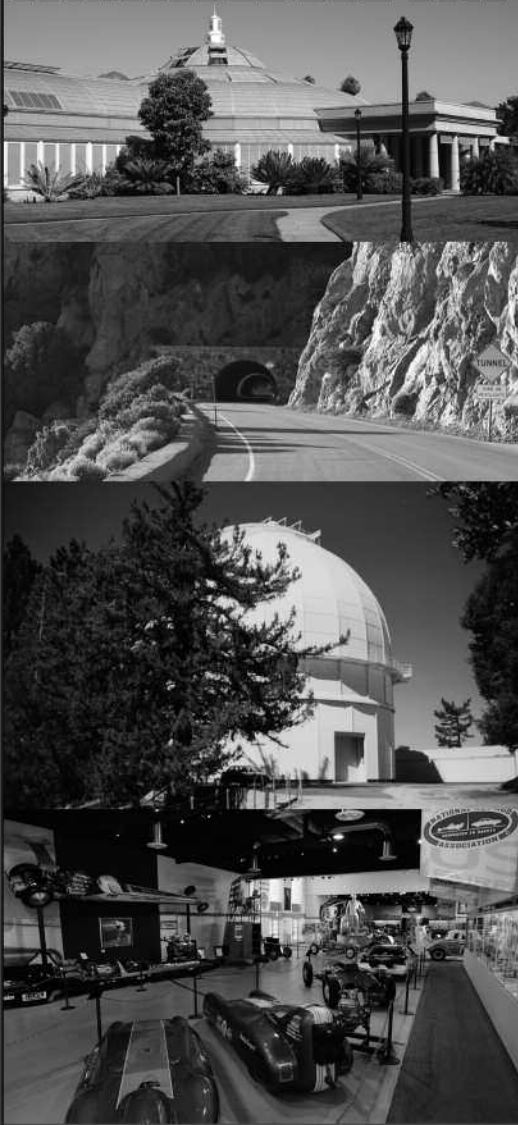
Exxon Mobil Corp. currently makes two different types of synthetic oils; Mobil 1 and Mobil 1 Extended Performance (good for 15,000 miles between oil change intervals). Both offer superior lubricating properties for all of our high-performance engines. Another thing you may wish to consider is the lubrication of the car's non-engine parts (ball joints for steering, wheel bearings and transmissions). Mobil 1 also offers a full range of synthetic gear lubricants and synthetic grease that will out-perform conventional lubricants. With the use of these products, you should be able to keep your Porsche running at its best for a long time. 

# PORSCHE CLUB OF AMERICA ESCAPE 2013

October 24-27, 2013



REGISTRATION NOW OPEN



## Escape to L.A.

The fall is a great time to visit Southern California, the weather can't get any better for driving your Porsche. If you so desire, it is possible to drive from mountains with over eight thousand feet of elevation to sandy beaches, all in the same day! The deserts are beautiful, with crisp comfortable days, and bright clear blue skies. This is the perfect time of the year for our apple orchards. The apples are ripening on the trees, and are sweet and juicy. Great fun to go picking your favorite variety. Take a drive along the Southern California beaches, and of course Mulholland Drive.

There are numerous world-class attractions within an hour's drive of Pomona.

The host hotel is within ten short miles of Ontario International Airport. The local mountain resorts are just one hour away, and the deserts of Joshua Tree a short distance further. Any number of beaches are accessible from our host location, again all within an hour's driving time.

The people who run the Fairplex in Pomona are eagerly looking forward to helping us host a first class event, including access to the National Hot Rod Association Museum in Pomona, where we will be having our escape dinner.

The San Gabriel Valley and Grand Prix Regions are looking forward to hosting the 2013 Escape!



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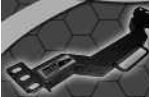
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TECH SESSION

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# CVR TECH SESSION!

**Topic:** Alignment and Suspension  
**Date:** Saturday November 16th 9:00 AM to 12:00  
**Objective:** Learn about Porsche Suspension systems and Alignment

**Hands on Demonstrations:**

- Alignment
- Display of Porsche Suspension System components 1965 to 2013
- Shock absorbers, how they work and actual testing using in-house shock dynamometer

**Personnel:**

- Brian Hise JRZ Technical Representative
- Musante Motorsports Technicians

**Where:** **Musante Motorsports**  
1257 John Fitch Boulevard  
South Windsor, CT 06074  
[www.musantemotorsports.com](http://www.musantemotorsports.com)  
860.291.9415  
Directions available on the website  
Please RSVP by October 27 to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org)  
Attendance is limited.



## 918 Spyder tops global debut with a Nürburgring lap record

*Equipped with a hybrid drive, takes the Nürburgring Nordschleife in 6.57 minutes*

*Stuttgart – 11/September 2013*

**As the first vehicle to boast global road homologation, the Porsche 918 Spyder\* has conquered the 20.6-kilometre lap around the Nürburgring Nordschleife in less than seven minutes.** Achieving a time of exactly six minutes and 57 seconds, the super sports car equipped with a hybrid drive shaved 14 seconds off the previous record. Wolfgang Hatz, member

of the Porsche AG Board of Management in charge of Research and Development, had the following to say:

“We promised a great deal with the 918 Spyder, namely to redefine driving pleasure, efficiency and performance. We have kept our word.”

As is always the case with Porsche, the 918 Spyder is also leading the way for future generations as the latest in the line of super sports cars. It is currently making its global debut at the International

Motor Show (IAA). With its unique spread, the model blends maximum driving dynamics with minimal fuel consumption. By taking the Nürburgring record, the sports car is demonstrating the enormous potential that lies in Porsche’s pioneering plug-in hybrid concept, and is underpinning the leading role the company enjoys when it comes to developing

sporty hybrid vehicles. “The radical hybridisation of the 918 Spyder from the very outset is what made this lap record possible” says Dr. Frank Walliser, head of the 918 Spyder project. “The lap time on the Nordschleife is and remains the toughest measure of a super sports car. Posting a time of 6.57 minutes, we achieved a result of which

**“The lap time on the Nordschleife is and remains the toughest measure of a super sports car. Posting a time of 6.57 minutes, we achieved a result of which everyone in the development team and at Porsche as a whole is rightly proud.”**



\* 918 Spyder: combined fuel consumption: 3.3–3.0 l/100 km; combined energy consumption: 12.5–13.0 kWh/100 km; CO2 emissions: 79–70 g/km

everyone in the development team and at Porsche as a whole is rightly proud.”

The record, which was previously held for four years, was even broken during the first attempt in the test drive on the morning of September 4. All three drivers – Former European Rally Champion Walter Röhrl, Porsche test driver Timo Kluck and Porsche factory driver Marc Lieb – were quicker than the existing record with each lap driving the two 918 Spyder models used, and posted lap times of less than seven minutes on numerous occasions. Ultimately, it was Marc Lieb who posted the absolute best time of 6.57 minutes, driving at an average speed of 179.5 km/h, as measured by Wige Solutions. Marcus Schurig, editor-in-chief of sportscar magazine *Sport Auto*, was on hand as an objective observer of the record-breaking runs. The

two sportscars, which deliver an output of 887 bhp (652 kW), were equipped with the optional “Weissach package” to increase the driving dynamics, and lead out on the standard Michelin tyres developed specifically for the 918 Spyder. 🏆

>>> **Dr. Frank Walliser, Overall 918 Spyder Project Manager (top photo)**

>>> **Wolfgang Hatz (left), Board Member of the Executive for Research and Development, Walter Röhrl, twice holder of the rally world championship**



# 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!

Baken, Glenn  
Chappaqua, NY  
1983 911SC

Baldi, Alessandro  
Stamford, CT  
Affiliate:

Francesca Perucci  
2006 Cayman S

Bogan, David W.  
Longmeadow, MA  
2007 911

Carpentier, Lee M.  
Kent, CT  
2009 GT3

Chickering, Philip  
Cos Cob, CT  
Affiliate: Chris Southern  
2005 911

Desrosiers, George W.  
Fairfield, CT  
2002 Boxster

Digiacoimo, Dean  
Lakeville, Ct  
2008 911

Durocher, Scott  
Granby, CT  
2010 911

Goldberg, Richard P.  
60 North Farms Road  
Affiliate: Ben Goldberg  
2013 911

Hankard, Paulette L.  
South Windsor, CT  
Affiliate: Patrick Hankard  
2014 Cayenne

Holman, William W.  
East Longmeadow, MA  
Affiliate: Patricia Holman  
1974 911

Howell, Derek  
West Hartford, CT  
2000 Carrera

Knortz, Dave  
East Granby, CT  
Affiliate: Noreen Knortz  
1976 914

Kosh, Dean  
Guilford, CT  
2001 Boxster

LoRocco, Paul  
Farmington, CT  
2010 Boxster

Pizzoferrato, Emmett J.  
Moosup, CT  
Affiliate:

Deirdre Pizzoferrato  
2005 911

Russman, Eliot D.  
New York, NY  
2005 911

Tunucci, Bryan P.  
Ledyard, CT  
Affiliate: Karen Tunucci  
2007 Cayman S

Wagner, Karl F.  
Brookfield, CT  
2006 911

### Transfers In

Gulliksen, Thomas E.  
Lebanon, CT  
*Transfer from:*  
*Northeast (NE )*  
1973 911

Mirkhani, Paul A.  
Norwalk, CT  
*Transfer from:*  
*Metropolitan New York*  
*(MNY)*  
Affiliate: Michael Mordoff  
2012 Cayman R





## OCTOBER 2013 PORSCHE CLUB MEMBER ANNIVERSARIES

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

### 40 Years

Dumraese, Paul  
Milford, CT

### 30 Years

Davenport, Wesley  
Westfield, MA

### 25 Years

Black, Leslie  
Watertown, CT

Bradley, Paul  
Beacon Falls, CT

### 20 Years

Fossbender, Allen  
New Preston, CT

Drobnyk, John  
Mystic, CT

Esposito, Alan  
Hamden, CT

### 15 Years

Britton, Robert  
Ocean Ridge, FL

Lasberg, Lee  
Ridgefield, CT

Reinsborough, Chris  
Norwalk, CT

Gesick, Douglas  
Killingworth, CT

MacDonald, William  
Lebanon, NH

Wikstrom, Andrew  
Milford, CT

### 10 Years

Murphy, Brett

Whitehouse Station, NJ

Hallgren, Sigvard  
Branford, CT

Healey, Gregg  
Wilton, CT

Wright, William  
Lexington, MA

### 5 Years

Cohen, Gerald  
Greenwich, CT

Lang, Robert  
Old Greenwich, CT

Procyk, Anne  
Franklin, CT

Zawacki, Frank  
Newington, CT

Pueschel, Jason  
Hebron, CT

Sampl, Tim  
Avon, CT

Woodford, Jeff  
Southbury, CT

For event updates  
access our Website at:  
[www.cvrpca.org](http://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 surrounding 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 the Connecticut Valley Region website [cvrpca.org](http://cvrpca.org), 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.



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## PORSCHE CARS FOR SALE

**1978 911SC** Guards Red, Black leather interior. Good condition, runs great, interior near perfect, some exterior paint chips and rub spots, but generally nice. Sport seats. BBS Wheels with 4k mileage on Michelin Pilots. California car on its third owner for 17 years. New top end 20,000 miles ago. Bilstens. Always stored inside, never driven in snow. 127,000 miles. Moving soon. \$13,000. Stamford, CT 949-675-4257 **10-13**

**1985 Carrera Coupe.** Grand Prix White/Full Brown Leather. 3.2 Motor- no leaks, 78,000 miles. All records available. New clutch, windshield, tires. Work done the past 14 years by Musante Motorsports and is solid. 16" matching Fuchs/painted centers. Custom Recaros. No smoke, rain or winters. Price \$29,300. Call or Email Frederick Cell 860-205-2756, [rickdotn41@comcast.net](mailto:rickdotn41@comcast.net) **10-13**

**1987 911 Coupe** Red/Black 144K Miles, total 3.2L engine rebuild at 100K, new clutch and clutch slave cyl at 138K, G50 Trans, Recaro Sport Seats, 6pt harness w/stock seat belts (both installed), Suspension upgrades, Eclipse Stereo with Amp, Excellent condition in and out, 17" Rims w Michelin Pilot Sport tires with lots a tread, Turbo tail, front air dam w/oil cooler, Das Sport removable roll bar, Momo Steering wheel, MSD Ignition System, Stainless Steel SSI Heat Exchangers, Cross-Drilled brake rotors, new battery, A/C works, Sunroof track upgrade, I've owned for the last 10 years, always garaged and only driven in nice weather. Asking \$25k. Contact Craig Hunsicker at [JCH6004@hotmail.com](mailto:JCH6004@hotmail.com) or 609-577-5420 **8-13**

**1987 911 Porsche Carrera – Track Ready**  
Full Cage. Bright Race Red. Serviced by Hairy

Dog Garage. Owner passed away. Great, solid car. 99K miles. \$25,000. Contact Henry Fischer 845-235-2564. Pictures available, email [henryjfisher@gmail.com](mailto:henryjfisher@gmail.com) **6-13**

**1987 Porsche 944 Turbo** 133K - \$9,000. Maraschino Red/Tan. 11 years of records, including 1.5K mi on rebuilt head/clutch/FW/ slave/HG/TB/WP/PS/crank & cam & cam tower seals/motor mounts/hoses/t-stats/plugs/wires/cap/rotor. Guru Chip, MBC, cat bypass (cat incl), 17" ATP Rivas, Alpine stereo. Pics <http://tinyurl.com/cfegvww>. Clean, strong, zero leaks, fully sorted. S8editor@s-cars.org, 860-490-9808 **5-12**

**1988 944 (#85) SP2 Race Car**, current log book, many spare parts, April 13 race at LRP best lap 01:03.572. Ready to race or DE. Asking \$8K for car, spares negotiable. Contact Jim 203-887-2708 or email: [jcognetta87@gmail.com](mailto:jcognetta87@gmail.com) Car can be seen in Wallingford, CT. **10-13**

**2000 Boxster S** Optional Porsche dark blue (non-metallic) paint. Optional Natural Brown full leather. 19" Sport Design wheels. Color crest. 29,000 miles. Original owner. No winters. Absolutely flawless. Porsche club concours winner 2012. MSRP \$68K. Asking \$22,000. Dan Lorenz, Avon, CT 860-559-2363 or [daniellorenz1@yahoo.com](mailto:daniellorenz1@yahoo.com) **4-13**

**2001 Porsche GT3 Cup Car** Raced by the factory as the VIP car in the super cup series by many famous drivers and is on the cover of Porsche Sport 2001. Approx. 70 hrs. on motor and transmission, updated brakes, wing, air box, new axles, rebuilt shocks, new spindles, air jacks, well maintained, some minor

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**2003 Porsche GT3 Cup Car** Carrera white 996, race-ready, excellent condition, professionally maintained, freshly rebuilt transmission and engine with Porsche MotorSports seal, very low hours, AIM dash, BBS wheels, rains, etc. rare find at \$79,900 call Paul 973-839-5353. **6-13**

## OTHER CARS FOR SALE

**1974 Triumph TR-6** Full frame-off restoration (photo album documented). Mint, 4-speed, unique french blue exterior/Black interior and top. Driven only 3,500 miles since 2009 restoration. Completely taken apart including engine, brought to new condition. Undercarriage fully detailed. All maintenance up-to-date with documentation. "British Motor Industry Heritage Trust" certified. This car draws a lot of attention, ready for fun driving and showing. Have lots of pictures. \$28,500. Contact: Rich Savino, 914-329-2064 or richjs43@hotmail.com **3-13**

**2001 VW Golf 1.8T** Indigo Blue with Black, custom built 1.8 engine, adj. coilover suspension, Recaro front seats, OZ Racing 8x18 wheels, 6-speed GTI trans with limited slip, 425 whp. A really fun car that also is docile around town and has passed CT emissions (twice). Placed 5th in CVR concours. A very good buy at \$12,000 and or make trade offer. Contact James or John Rhine at: 860-236-3931 or j.rhine@comcast.net (**11-12**) **5-13**

**2006 Boxster S** Manual. Triple black. 37K miles. Original owner. Stored winters (Nov-Mar). Always garaged. Full front

clear-bra since new (may need replacing soon). Clean. Bone dry. No issue/problem ever. Located in Litchfield County. \$29,300. hf12358@yahoo.com or 917-747-0422. **10-13**

**2007 Audi A4 Quattro** Deep Sea Blue Pearl over Platinum leather 64,350 miles, near mint condition, heated seats and navigation, genuine Audi splash shields, sunroof air deflector, summer and winter floor mats, trunk mat, Audi-approved Westfalia (removable) trailer hitch, recent Continental Extreme Contact tires, all service up to date, including new high pressure fuel pump cam follower, very recent AMSOIL oil and filter change. Asking \$15,900. Linda Borio, Somers, CT, 860-749-6727, or RWB928@aol.com **10-13**

## FOR SALE WHEELS & TIRES

**Michelin Pilot Sport PS2 (N3):** one 295/30ZR18, approx. 3/16 remaining tread, 2011 YoM, \$150. Buyer pays shipping. Contact Eric Schaefer 203-984-3070, easchaefer@optonline.net **9-13**

**Winter Tires:** Set of four Dunlop SP Winter Sport 3D. 225/40-18 fronts, 265/35-18 rears. Purchased 2010. Good condition; approx. 5/16" remaining tread front, 1/4" rears. \$200 for set. Contact Eric Schaefer 203-984-3070, easchaefer@optonline.net. **9-13**

**Snow Tires:** four mounted Continental Snow Tires for Porsche 911. 205/50R17. Great condition, \$250.00 each or B.O. For information 203-550-3301 **9-13**

**Panamera 4 Wheels and Winter Tires:** Full set, like new, Turbo style after-market wheels with new Pirelli Sottozero winter tires (245/50-R18, 275/45 -R18). Used less than one season. Total package cost \$475. Happy to send photos. Call Barry 603-493-5201 or email barry.brensinger@lbpa.com **8-13**

**Tires for Sale** OEM Pirelli P Zero Rosso (2) 305/30-19. Less than 500 miles. Perfect condition. \$400.00. Dan (860) 559-2363 or daniellorenz1@yahoo.com **6-13**

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**PORSCHE**

**Four Wheels for 997 911S:** Never used. \$2,000. Contact Tony D'Amelio 203-554-7979 or damelio.t@gmail.com *5-13*

**Wheels and Tires** From '88 928 S4, two 7.5x16 and one 9x16 Porsche "Design 90" wheels, very nice condition, \$300.00 for the set or \$100. each. Also have two almost new Bridgestone RE 969AS tires, \$200. for the pair. Contact John Rhine at 860-236-3931 or j.rhine@comcast.net (*11-12*) *5-13*

**Tires for Sale** OEM on my Boxster Michelin Pilot Sport. Never raced or damaged. (2) 235/40 ZR 18 and (2) 265/40 ZR 18. \$300. Still have a lot of life. Call Hank at 203.414.0423 (Milford) *2-13*

**Wheels and Tires** Porsche factory 997 Turbo wheels and winter tire set from 2007 997TT. Beautiful condition, no curb marks. Also an extra rear wheel with no tire, also perfect condition. \$3,600 for all. Contact Todd Gilbertsen at 203-389-5675 or todd@elros.net. For pictures see <http://flic.kr/s/aHsjDCCAoC> *2-13*

## FOR SALE PARTS & OTHER

**996C4S Misc. Parts/Accessories:** OE exhaust, removed from car at 34k miles, \$200; black Lloyd "Carrera 4S" front floor mats, \$100; "Genuine Porsche" Silverguard+ car cover with storage bag and locking hardware, \$100; owners manual set \$50; one Pilot Sport PS2 (N3) 295/30ZR18, approx. 3/16 remaining tread, 2011 Y.O.M., \$150. Buyer pays shipping. \$500 for entire set. Contact Eric Schaefer 203-984-3070, easchaefer@optonline.net *9-13*

**Lloyd Car Mats:** fits 2006-2012 Boxster, Sand color, new in box, cost \$120.00 sell for \$60.00 plus shipping or pick up. Anthony DeLuca, modena308@aol.com *9-13*

**Driving Gear:** Sparco X-Light EVO4 light weight Nomex 3 Layer Drivers' Suit X-Cool Silver, Mfg. 2010, Size 60 (X-Large) White/Blue \$775; Sparco X-Light Drivers' Gloves, Tide Blue, Size 10, \$89; Hans Device Model 20 M Recert. 1/12 \$322; Bell Vortex

GT-10 Carbon Composite Helmet 7-3/4 White SA10 \$324; Snap On Cordless High Capacity 14.4 V Impact Gun \$199. Bob Bullis 860-675-0234 or RBullis993@aol.com *8-13*

**Porsche 914 Parts:** No reasonable offer refused as I can no longer store these items. Buy it all or select your item - Engines: EA088745 short block w fan housing, complete EA023818 injected motor w/computer and tail shift transmission, 1.7L injected motor w/tail shift transmission, ran perfectly when removed from car, EC002846 4 cylinder 2.2 build up complete except for webbbers and engine tin, EC011813 ceased long block w good heads, 34G.021 rods, multiple crank shafts, starters etc. Tail shift transmission, 914 dash top and bottom panels - near mint, 914-6/GT fiberglass bodywork - front and rear flares, rockers, front and rear bumpers - all new and never used. Steel self standing engine stand. Contact Erik Apotheker @ eapotheker@comcast.net or 203-733-1470 *8-13*

**Parts:** Pair of OMP 2004 "Extra" Racing Seats and a pair of Deist 6 point racing harnesses 2 inch belts (August 2011); \$650 for everything. Call Barry at 860-302-0292 or email bltblt@aol.com *6-13*

**Boxster Car Cover.** Auto Chic cotton/flannel indoor cover for Boxster. Perfect condition. \$60.00. Contact Dan at 860-559-2363 or daniellorenz1@yahoo.com. *6-13*

**1982 911SC Parts** Horn wing for 1969-1973 911, 1969 Front suspension cross bar, disc brake backing plate, front headlight bucket with headlight retainer and red engine shroud for 82 SC. email gnl2000@charter.net for more info and pictures Joe *10-13*

**924 GTR Race Engine** 2.1 L, block bored & sleeved. Light-weight dished pistons and light steel connecting rods. Fully counterweighted crank, Head has 40 hrs. machine work, oversized ports and valves, long-duration race cam. .55 intake lift. ARP head studs. Two fabricated headers; one for stock chassis

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and turbo location, second for race modified chassis. No intake or ignition system. Parts all purchased from Paul Miller Racing. Engine new, never run. \$6,000. G31 stock transmission \$600. Bare 924 GTR race head \$850. Miscellaneous GTS/GTR transmission gear sets, dog rings, etc. R&P 4.41 ratio fits GTS/GTR gearbox \$500. Contact Dale at 845-279-9033 or [pagelow@cromlech-architect.com](mailto:pagelow@cromlech-architect.com) 4-13

**2004/2005 Carrera GT Luggage** Purchased my CGT with a partial luggage set, ordered a complete set from the factory (6 pieces), got the last they had. Spare Terracotta pieces for sale, brand new, perfect, in original black cloth storage bags. Suit/Garment bag, Center console bag, Travel case/duffel bag. \$2,500.00. Email [tramikes@optonline.net](mailto:tramikes@optonline.net). Located in Fairfield County. 2-13

**356 "Parts" for Sale** Battery Minder, 6 Volt, lightly used; 356 B Drivers Manual, dampness cured; Performance Tire Gauge; Mainely 356/912 Dipstick Temperature Gauge; 356 B Workshop Manual, lightly used. Please give me your best offer, I would like to sell all items to one person. Charlie. 203-912-8720 or [charlesengland1@gmail.com](mailto:charlesengland1@gmail.com) 2-13

**2008 CargoPro 22 foot all aluminum V-nose trailer** Heavy duty axles, aluminum floor, walls, wheels and ceiling, Silver with Red upper and lower cabinets, custom quality tire rack, 2,300 lbs. and easily pulled with Cayenne. Built in tool box and nitrogen tank holder, door rack and many other features, great condition, 2 spares, excellent tires, custom fold out aluminum ramps, must sell cup car before trailer (see ad under cars), low miles, will consider a discount for car and trailer, paid \$23K, asking \$17K John Fatse, [JF308@aol.com](mailto:JF308@aol.com) 4-13

**DAS Sport Roll Bar for Sale.** Bolt in roll bar will fit 996 sunroof coupe (possibly non-sun roof coupe also). The bar is in excellent condition with all mounting hardware included. Asking \$975. (prefer local pick up in CT area but will ship for actual cost).

Contact David Mancini at 203-606-3876 or email: [damancini@comcast.net](mailto:damancini@comcast.net) 4-13

## WANTED

**Porsche 911 Coupe or Targa.** In any condition. Please contact 860-350-1140 or email [forzamot@aol.com](mailto:forzamot@aol.com) 2-13 (12-13)

## MISCELLANEOUS

**Garage Spaces.** Available from Oct 1. Double garage, two bays, two doors, in secure office location in Westport, CT. Power, dry. \$200/bay per month – for individual rent or take both. Please call Adrian Little, 203-858-0503, or email [ajglittle@gmail.com](mailto:ajglittle@gmail.com) 10-13

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For more details, please email:

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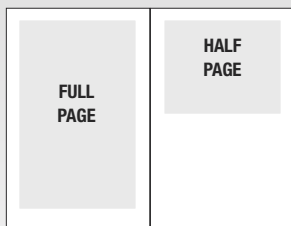
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