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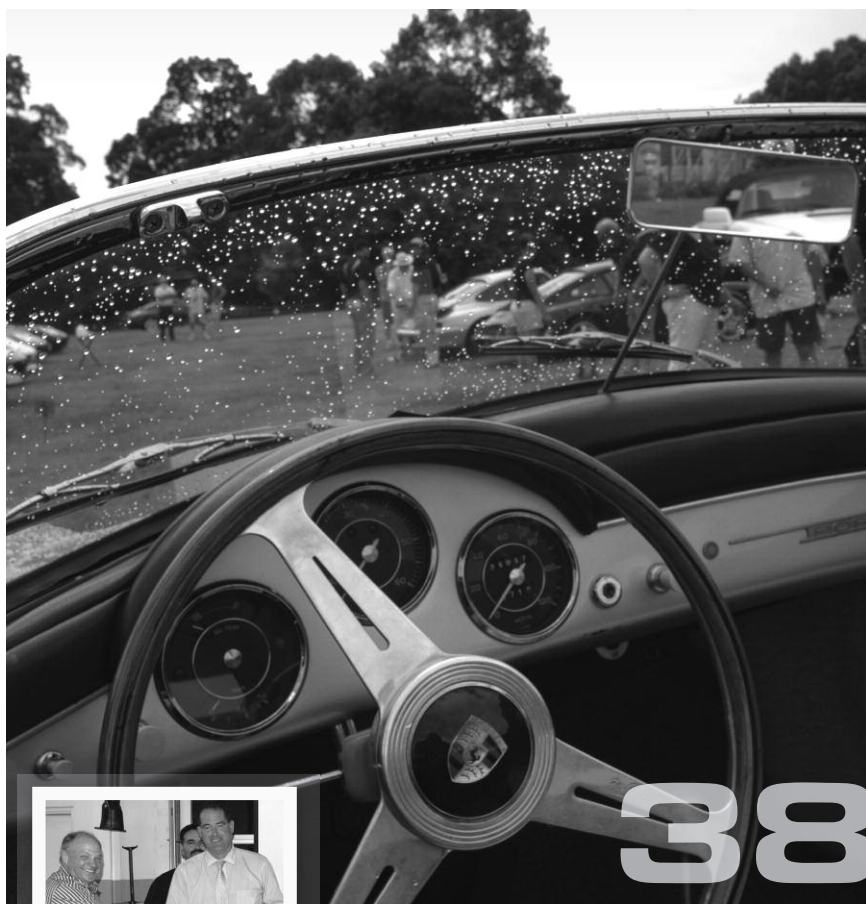
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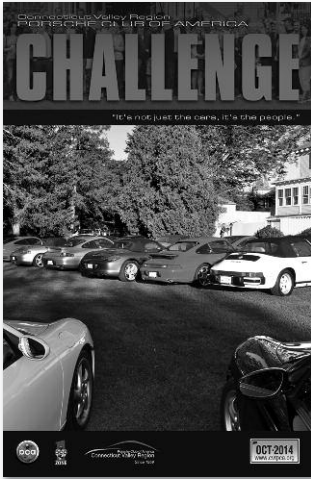
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- 53** August Monthly Meeting at Porsche of Wallingford

CHALLENGE

Newsletter of the
Connecticut Valley Region
Porsche Club of America





Cover Story

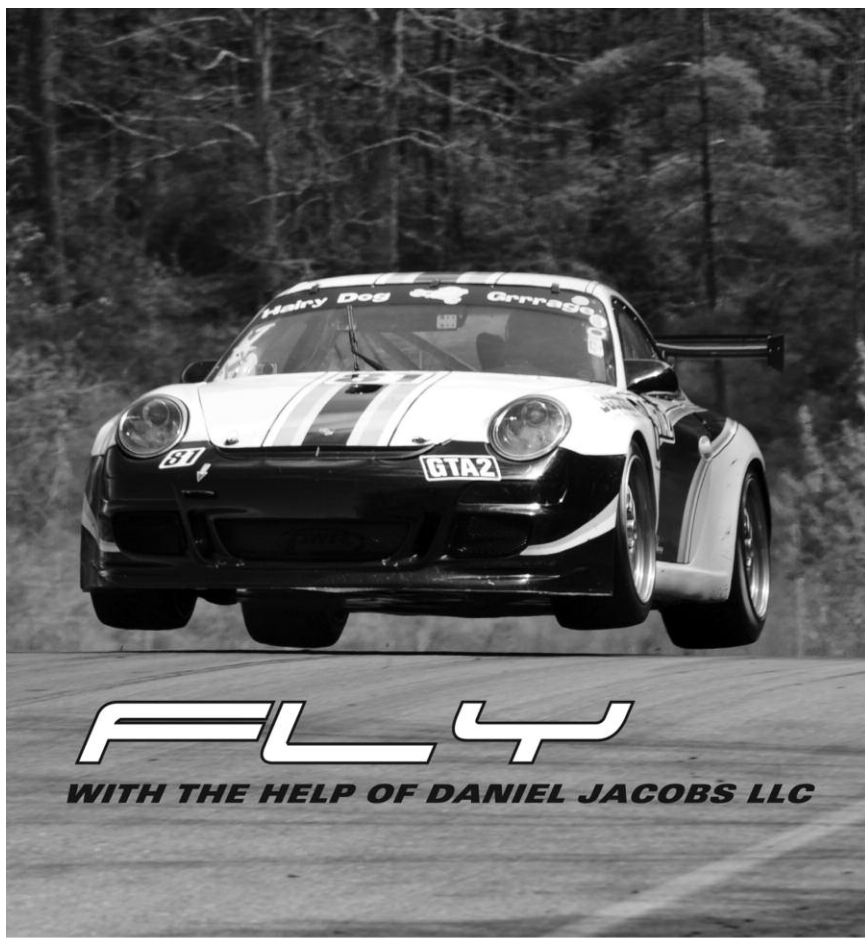
Cheryl Caouette captured this striking image of Porsches lined up on the lawn at the Bethel Inn and Resort, in Bethel, ME during the CVR 2013 Spring Tour.

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Annual Meeting & PHOTOFEST
SATURDAY, NOVEMBER 1st, 2014

REGISTRATION
**NOW
OPEN**

See page 9 for information

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For CVR Member Address and Information Changes: please log onto www.pca.org Click on MEMBERSHIP and select MEMBER SERVICES. Select the correct option in the drop down menu. By accessing this section, you are able renew your membership, view and update your PCA membership record to include your address, phone, email, and car information. Continue your participation in PCA events and keep your **CHALLENGE** and **PANORAMA** subscriptions coming! It's that easy!

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See us on the web at www.cvrpca.org

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MONTHLY MEETINGS

Frank Sena, V.P. Programs



OCTOBER MONTHLY MEETING

Date: Tuesday, October 14, 2014

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, with the October meeting slot, the weather will be a bit cooler, but the cars are just as hot. General Manager Todd Bullock will be discussing the off-the-charts popularity and launch of the Macan. He will also be discussing some exciting changes to the Cayenne line. Don't miss it!

Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner compliments of New Country Porsche.
- 7:30 – 8:00 pm CVR Programs coming events; Gary Hansen – business portion of meeting
- 8:00 – 8:45 pm Todd Bullock, General Manager
- 8:45 – 9:00 pm Raffle

Check the CVR website (www.cvrpca.org) for future updates regarding this meeting and others.

RSVP: Please respond to cvrprogramvp@cvrpca.org by October 7th.

Note that CVR members must provide their PCA membership number and the names of their guests.



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

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Connecticut Valley Region
PORSCHE CLUB OF AMERICA

Annual Meeting & PHOTOFEST

SATURDAY
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1st
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Photo: Jean-Francois Bullycz

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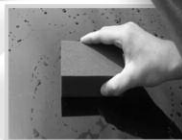
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2014 CVR ANNUAL MEETING AND PHOTOFEST

Date: Saturday, November 1, 2014

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

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

Please mark November 1st 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 *including* three grand prizes:

A GENUINE PORSCHE BICYCLE - worth \$4,000!

Use of a 2014 PORSCHE BOXSTER or CAYMAN for the weekend!

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Reservations for dinner must be made in advance. Seating is limited and it is anticipated that this event will be sold out, so please be sure to make your reservations early.

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 2015. 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.

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

Categories for Photofest, as well as related forms, will be published on the CVR website. If you want your photos to be considered for publication in *Challenge*, digital files will need to be made available to the editor.

For more information, please contact primo527@verizon.net or 508-224-1540. We look forward to seeing you there.

Annual Meeting & PHOTOFEST

**Registration
Now Open**



2014 Annual Meeting and Photofest Sponsored by Porsche of Wallingford!

Saturday, November 1, 2014

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

\$40.00 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: _____ @ \$40.00 pp. Total enclosed: \$ _____

Email/Phone: _____

Please provide an Email address and telephone number for reservation confirmation.
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413-644-3200 ◆ BerkshireMarriott.com
Route 7, 249 Stockbridge Road, Great Barrington, MA

CVR EVENTS CALENDAR



OCTOBER 2014

- 3 Deadline for ALL November 2014 *Challenge* business
- 5 Fall Rally, Canton, CT
- 6 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 13-14 Drivers' Education, Watkins Glen, NY (All Rungroups)
- 14 Monthly Meeting at New Country Porsche, Greenwich, CT, 6:30 pm
- 19 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 24 AutoX Championship Celebration, Hoffman Porsche, W. Hartford, CT
- 25 Coffee Run, 3rd Annual Bear Mountain Run

NOVEMBER 2014

- 1 CVR Annual Meeting and Photofest
- 3 Deadline for ALL December 2014 *Challenge* business
- 7 Drivers' Education, Lime Rock Park, CT (Half-Day, Advanced)
- 8 Drivers' Education, Lime Rock Park, CT (Half-Day, Beginner)

DECEMBER 2014

- 1 Deadline for ALL January 2015 *Challenge* business

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

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



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THE SHORE LINE

Gary Hansen, CVR President



ELECTION OF OFFICERS

Connecticut Valley Region/Porsche Club of America Election of Officers to Serve during 2015

To: Members of Connecticut Valley Region, Porsche Club of America

Your duly appointed Nominating Committee is pleased to announce the following slate of candidates for the 2015 elected positions on the Region's Board of Directors. We believe these candidates are experienced, capable, and willing to serve, if elected.

President:	Steve Cloud
Executive Vice President:	Dick Strahota
Vice President, Drivers' Education:	Dave Vaccaro
Vice President, Program:	Frank Sena
Treasurer:	Dick Kretz
Secretary:	Allen Fossbender
Vice Treasurer/DE Registrar:	Susan Vaccaro
Vice Treasurer/Club Race Registrar:	Deborah Cloud

The election of officers for calendar year 2015 will take place at:
**CVR's Photofest and Annual Meeting on Saturday evening,
November 1, 2014, at Crowne Plaza** located at 1284 Strongtown Road,
Southbury, Connecticut.

Check Challenge and the CVR website for event details.

Respectfully submitted,

CVR/PCA Nominating Committee

Roger Funk, Chairman
Jeff Jones
Mike Odierna



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BETWEEN THE LINES

Shelley Krohnengold, *Challenge Editor*

CALLING CVR PHOTOGRAPHERS

By the time you are reading this the CVR Annual Meeting and Photofest will only be a few weeks away. We encourage you to come and join us, bring your best photos and enjoy a lively evening with like-minded enthusiasts.

One of the other important reasons for our Annual Meeting is the election of officers. You probably have noticed that our President, Gary Hansen has graciously given up his October column space so that we could list the slate of candidates for the elected positions on the CVR Board of Directors. Gary will be stepping down this year as his two-year term comes to an end. CVR Vice President, Steve Cloud will be taking his place for the next two years, while Dick Strahota, our long-time Concours Co-Chair moves into that position as his replacement.

For this years Photofest event we are going to make some slight changes to the judging system. The existing categories “Action”, “Artistic”, “Seasonal”, and “Other” will remain on our entry form, however the “Excellence” category will no longer be an entry line item. It will instead become an “Overall Excellence” award for what members judge to be the best overall image at Photofest, regardless of which category it is entered into. New Photofest entry forms will be available for download on the CVR website, or at the registration table on November 1st.

While we are on the subject of photography, I hope that you have had a

chance to take a look at the newly built CVR Photo Club / Shutterfly Pro Gallery Photo website. The website is updated on an ongoing basis, most recently with images from the CVR Summer Concours.

I hope that you have had a chance to take a look at the newly built CVR Photo Club / Shutterfly Pro Gallery Photo website. The website is updated on an ongoing basis, most recently with images from the CVR Summer concours.

Well it's time to finish this up, prep the files and send the artwork off to our printer as we are off to the annual CVR Fall Tour this weekend. The club is heading up to Lake Placid, NY, site of the 1932 and 1980 Winter Olympics, for some driving, dining, socializing, and early season leaf peeping. I hope to see you at Photofest or other CVR event in the coming year. 🐉

—*cvreditor@cvrpca.org*

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Spencer Cox

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<http://www.cvrpca.org/contacts.php>

2014 DRIVERS' EDUCATION SCHEDULE

Dates	Run Group(s)	Track
Monday, April 14, 2014	All Rungroups	LRP
Thursday, April 24, 2014	Advanced DE before Club Race*	LRP
Friday, April 25, 2014	Advanced DE with Club Race*	LRP
Monday, May 12, 2014	All Rungroups	LRP
Saturday, June 7, 2014	Skid Pad	LRP
Thursday, June 12, 2014	Instructors and Black	TSMP
Monday, June 16, 2014	All Rungroups	WGI
Tuesday, June 17, 2014	All Rungroups	WGI
Friday, July 18, 2014	All Rungroups	TSMP
Saturday, July 19, 2014	All Rungroups	TSMP
Monday, July 28, 2014	All Rungroups	LRP
Saturday, August 2, 2014	Half-Day Advanced	LRP
Saturday, August 9, 2014	Half-Day Beginner	LRP
Friday, September 5, 2014	Half-Day Advanced	LRP
Saturday, September 6, 2014	Half-Day Beginner	LRP
Friday, September 19, 2014	All Rungroups	TSMP
Saturday, September 20, 2014	All Rungroups	TSMP
Monday, October 13, 2014	All Rungroups	WGI
Tuesday, October 14, 2014	All Rungroups	WGI
Friday, November 7, 2014	Half-Day Advanced	LRP
Saturday, November 8, 2014	Half-Day Beginner	LRP

* Minimum experience 5 days in White.

LRP - Lime Rock Park | WGI - Watkins Glen International | TSMP - Thompson Speedway Motorsports Park
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.

ON TRACK

Dave Vaccaro, VP Driver's Education



What? The 2014 DE season is almost over and you didn't sign up for even one day of real fun on the track? How did that happen? Well, not to worry because if you are reading this as soon as it arrived in your mailbox, you still have enough time to register for our two days at Watkins Glen, on the 13th and 14th of October, 2014.

Registration is on ClubRegistration.net

If WGI would be your first time doing a DE, you are starting with the best of all the tracks we visit. What a way to get started with DE! I sure hope that you give it some thought and then look at the calendar as the event falls on a Monday/Tuesday (Monday is Columbus Day so only one day off from work). We have a dinner on Monday night, following the first day on the track, where everyone comes together to trade stories (and do some bragging about their day of driving). It is always a terrific event.

If you don't think that WGI is going to work out for you, we have two half days left in November at Lime Rock Park. Friday November 7th is for Advanced Drivers (White/Black/Red) and we will be running the same format that we tried in August (the feedback was very positive) – we will be on track from 9 a.m. – 1 p.m. The first rungroup will run for a half hour, the second rungroup will run the next half hour. And then back to the first rungroup, etc. So, a whole DE day's worth of driving condensed into half a day. Everyone will get two hours of track time and can be home in the early afternoon, to hang with the family, rake the leaves, or start cleaning the car for winter storage.

Saturday, November 8th is also at Lime Rock Park (LRP), for our Beginner Drivers (Green/Yellow) and of course, our instructors. We will be sharing the track with the members of Club Lime Rock and will have the track every other

All photos in this months *ON TRACK* Jay Harder

CHALLENGE

October 2014 21

hour. When the Club is using the track, we will have our Classroom sessions. This will be the absolute last chance you'll have to participate in a CVR DE for 2014 so please make sure that you register early so that you don't miss out.

With the season almost over with, we are still having some fun. We just finished up two days at LRP, in September. They

were probably the two hottest track days this year (or even in the past 5 years) for us, with the temps in the 90's (it reached 95 on the 2nd day) and almost 100% humidity. For all the drivers that had Cool Shirts – you can spread the word to everyone that doesn't have one (yet) how much you appreciated owning one. Everything was damp and sticky (papers,



clothing, hair) but our new drivers stuck with it and everyone was smiling at the end of the day, despite enduring such hot/humid conditions. The instructors looked exhausted, but again, everyone was smiling. Thanks to all of the instructors that attended and a double thanks to the no-car instructors that got to sweat profusely and then didn't get to drive.

By the time you get this month's *Challenge*, we will have completed our



- >>> **A quiet moment in the paddock (above)**
- >>> **Cars coming to the end of No Name Straight and into The Uphill (left)**
- >>> **Bruce Turner's Red Cayman R (below)**

third event at Thompson (TSMP). I will have more to write about that event, for the November *Challenge*, with thanks to Protection Plus, for their sponsorship.

Okay, even though the 2014 season is coming to an end faster than we would like, for those of you that have never done a DE, there is still a chance to try it. And if you have been thinking that you'll wait until next year, remember that our opening day in April is always super popular and you definitely want to register early (on opening day).

Susan and I would like to thank all of the Instructors who have come out to help the CVR DE program this year. Without all your hard work and dedication, our viable and lasting program would not exist. Thank you all for your dedication to CVR DE.

DE is all about safety and fun. See you at the track.

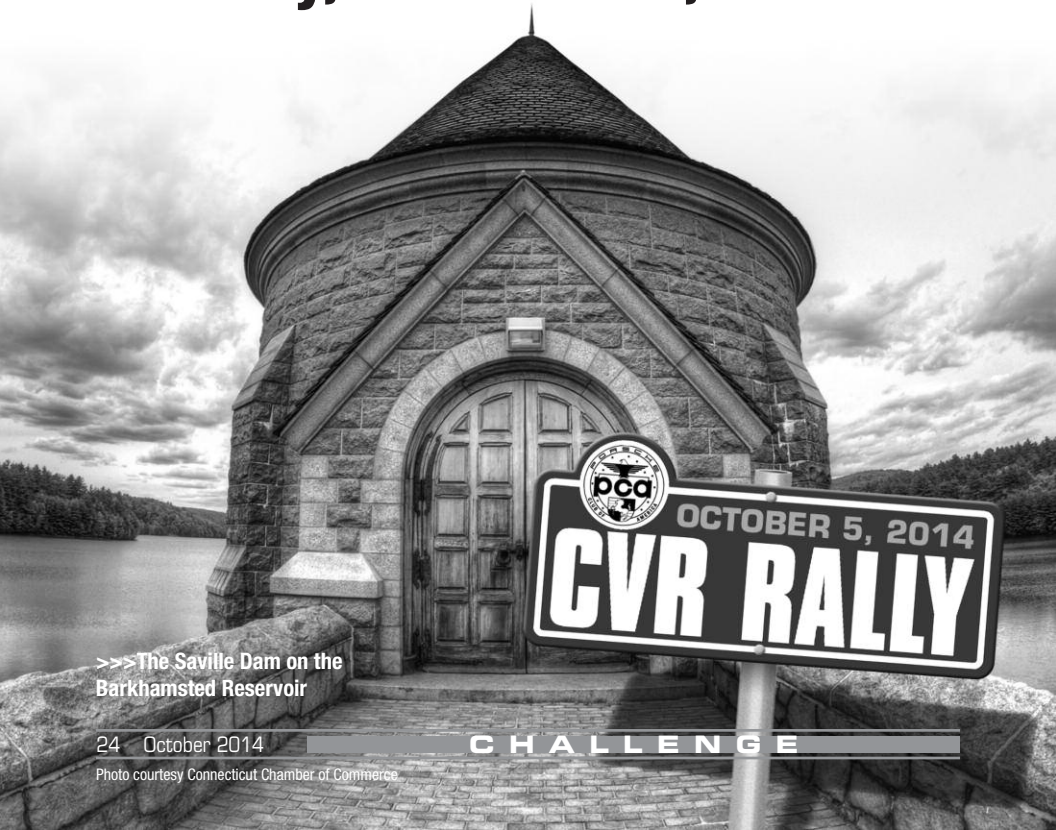
Dave 🏁



FALL RALLY



Sunday, October 5, 2014



>>> The Saville Dam on the
Barkhamsted Reservoir

24 October 2014

CHALLENGE

Photo courtesy Connecticut Chamber of Commerce

RALLY

Lon Hultgren, Rally Chair

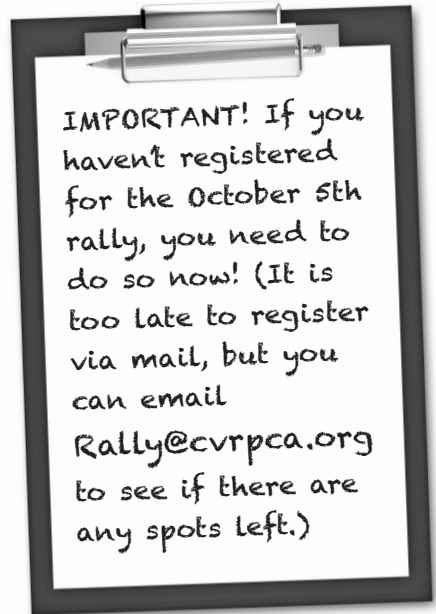


RALLY — IT'S NOT JUST THE CARS, IT'S THE INSTRUCTIONS!

In a just a few days, about 20 CVR rally teams, each in one of their favorite Porsches, will hit the roads North and West of Canton, CT for a three part rally featuring rural (part one), open country (part two) and urban (part three) roadways. Each part of the rally will have rules/procedures to match the types of roads the rally is using. For example, in part 2 (on the open country roads), there will be scenic items to note as you whiz on by (at higher speeds), but there will not be instruction traps based on road name changes, quoted signs and other things that require going slow or reversing direction to properly execute. In part 1 (on the rural roads near Canton), any of the usual traps based on properly reading signs, executing the infamous “onto” instruction (where you must not leave a road you are placed “onto” unless instructed to do so), going the appropriate way at uninstructed T intersections, etc. are fair game. Finally, in the final urban part of the rally, we will again try to limit things like U-turns, finding obscure signage and the like. In the busiest road (through Bristol), nothing will be required as it will be designated a “free zone”.

The rally route is a little less than 70 miles long (assuming you stay on course), but a good 30 miles of it is on the higher-speed, scenic numbered highways that circle the Barkhamsted reservoir, so the time to complete the rally should still be comparable to our previous

rallies, beginning about 9 and having everyone arrive at the finishing venue by 12 or 12:30. As noted in the last two Challenges, this rally will start at the Dunkin Donuts on Route 44 on the Canton/Simsbury line and finish at the Wood-N-Tap restaurant on Queen Street (Route 10) in Southington.



At the time of this writing, I am still taking pictures of interesting objects and places along the rally route for teams to both record for scoring and as well as derive some directions from. There will be at least 2 checkpoints (possibly 3) on

>>>continued on page 26

the rally. Each rally team will receive two CVR participation gifts, commemorating the rally. Winners (in 2 classes) will receive engraved plaques.

See you on the 5th for a great day of rallying ... and here's wishing you great driving this fall whether you are touring, autocrossing, coffee running or tracking your Porsche.

Lon Hultgren, Rally Chair
Rally@CVRPCA.org



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For the 912 & 912E Register page within the PCA website, please visit us at:
<http://912register.pca.org>

For news from PCA regions, factory news, videos, and various articles see the 912 & 912E Register page on Facebook at:
<http://www.facebook.com/pages/912-912E-Register-Porsche-Club-of-America/259276414106874>

Photo courtesy Porsche Cars North America

PYLON PLACE

Paul Kudra, Autocross Co-Chair



ZONE 1 AUTOCROSS

CVR took a big step on August 23-24.

We earned a third place finish in the Regional Challenge at the Zone 1 Autocross event. We've all been working hard to sharpen our driving skills for several seasons now and this finish validates that journey. There are a lot of really good drivers in Zone1 and now we can again count ourselves as part of that statement. What makes this even more significant was that for 70% of the CVR team, this was their first Zone1 Autocross and yet they drove like seasoned veterans. Not so serendipity, the August 10th CVR AutoX featured the perfect two AutoX-U driving skills to prepare us all for the tough competition found each year at the Moore Air Field classic.

Acceleration and Focus driving skills had been carefully saved for the sixth CVR AutoX held on August 10th and the course was custom-designed to accentuate these. In the process, the course set two records. It was both the longest and fastest CVR AutoX in the decade that we have been running at the LAZ lot in Hartford. Wow! It was also the perfect prep for what turned out to be a record fast Zone1 course on Saturday, August 23rd (which was more like the Thompson Speedway Motorsport Park

>>> Jeff Fournier makes his Porsche driving debut and earned a well driven second place ribbon in the extra-large Novice class at CVR's August 10th AutoX.



Paul Kudra

event CVR had recently run). The CVR AutoX was also perfect prep for the slalom-heavy Zone1 course on Sunday, August 24th, both having 25 pace (fast) slaloms to test driver and car alike. Also not so coincidentally, both the CVR and the Zone1 courses took almost exactly the same amount of time to cover (about 60-70 seconds). I never thought I'd be able to say that!

CCVR is definitely on the right path to keep climbing the Zone1 podium and

we have renewed hope for reclaiming our prior "ownership" of this event. The best way to get there is to keep having fun and to keep learning, which is why these are pillars of the CVR AutoX program. Visit our cvrpca.org/on-the-track/autocross web-site for the next course map, schedule, directions and more. We welcome everyone to join us on this journey!

CVR AutoX... Better Driving, Faster! 🏁





Pam Kudra

>>> Rich Bello, Eric Barchman, and Paul Kudra display the limited edition artwork Zone1 trophies. Next year marks the landmark 30th anniversary Zone1 Autocross event that you will definitely want to attend!

>>> Earning one of these new CVR AutoX ribbons is something to be proud of!



>>> Team CVR at the record fast Zone 1 Autocross. AutoX-U driving skills helped us claim a podium finish in the Regional Challenge. (left)



Pam Kudra

AutoX Schedule



Photo: Jim Jannette

2014 AutoX Schedule

Event	Date
1	AutoX #1 – Sunday, April 13, 2014 – LAZ Lot, Hartford
2	AutoX #2 – Sunday, May 18, 2014 – LAZ Lot, Hartford, CT
3	AutoX #3 – Sunday, June 1, 2014 – LAZ Lot, Hartford, CT
4	AutoX #4 – Saturday, June 7, 2014 – Lime Rock Park AutoX/DE
5	AutoX #5 – Sunday, June 29, 2014 – LAZ Lot, Hartford, CT
6	AutoX #6 – Sunday, July 20, 2014 – LAZ Lot, Hartford, CT
7	AutoX #7 – Sunday, August 10, 2014 – LAZ Lot, Hartford, CT
8	AutoX #8 – Saturday/Sunday, August 23-24, 2014 – Zone1 AutoX*
9	AutoX #9 – Sunday, September 14, 2014 – LAZ Lot, Hartford, CT
10	AutoX #10 – Sunday, October 19, 2014 – LAZ Lot, Hartford, CT
11	Friday, October 24, 2014 — Championship Celebration Powered by Hoffman (points determined from your best 4 of the first 7 events)

>>> CVR recommends you attend AutoX-U before your first Drivers Education event. Here you can quickly master the same driving skills like: Trailing Throttle Oversteer, how to correct Understeer, with nothing but a few soft cones around.

AutoX-U

GO



Smooth Operator?

Focus was one of the August 10th AutoX-U featured skills. It was directly helpful for that long CVR course as well as the following Zone1 Autocross course two weeks later. Then a week after that, when Sir Stirling Moss was CVR's honored guest speaker during the Lime Rock Historic Festival, he was asked a very interesting question. "What attribute was needed to be a fast driver"? His answer may have seemed a little puzzling to some and maybe a little disappointing to others, but was right in line with the prior AutoX-U lesson on "Focus". It was too coincidental to pass up a deeper look...

"To be fast," Sir Moss replied "you need to keep some reserve." Not as flamboyant as the reply James Hunt quipped in the movie "Rush" but directly

aligned with Nicki Lauda's reply in the same movie. Also directly in line with the **AutoX-U** driving lesson on Smooth driving and it's closely related skill of

Focus. In both skills you need to think ahead of, and faster than, your car. You should always be waiting to give your next input to your car. As Sir Moss said, to have "reserve".

At face value, you would think the reserve is just so you don't crash. True, but it goes deeper than that, and it strikes at the



>>> **Some priceless advice from Sir Stirling Moss...**

Dennis Primavera



Surprisingly fast chicane from the August 10th AutoX course taught Focus, Acceleration, and “Reserve” all in one corner!

Map Paul Kudra

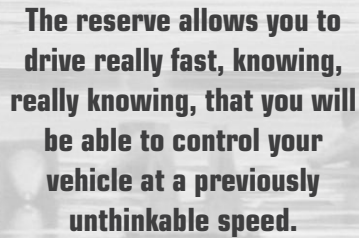
essence of being fast. The reserve allows you to go to that Zen space where you stop thinking about your driving so consciously and just “feel the driving”. The reserve allows you to drive really fast, knowing, really knowing, that you will be able to control your vehicle at a previously unthinkable speed. You get a rhythm and a confidence that only comes from being so far “ahead” of your actions. This reserve gives you plenty of time to make all of the micro-adjustments (catches) that happen when the tires are truly at their non-linear, twitchy edge of adhesion. The reserve to fly.

Ok, ok, that sounds very poetic but what the heck does “reserve” mean in practice? Here is an example of how to think about it from the August 10th course point-by-point through the chicane (see picture):

◆ 0) Well before the chicane your foot was planted to the floor. As you fly towards the chicane you are not panicked by the acceleration or the building speed because you are Focused on spotting the landmark cones at point 2. You keep your foot flat as you are waiting, waiting, waiting for your next input. In real clock time the wait is only 1-2 seconds long, but your brain processes thoughts much, much faster so the “waiting” seems like slow motion. This is your first reserve.

◆ 1) Now!... just before point 1, you quickly ramp-up the brake pedal pressure to a high, but not maximum, level. You are aiming to lose only a little speed (maybe 20 mph) but you are really focused on shifting enough weight to the front tires to prepare them for their next command. Now!... when you reach your “turn-in point” you simultaneously “trail” off of the brakes in harmony with quickly turning to your pre-calibrated steering

wheel angle to flick the car to the next point. The rate at which you turn the wheel is matched to the rate at which you release the brake pressure. Your reserve is the release point of the brakes. If your car doesn’t turn-in as much as you need, you keep “milking” the release of the brake pressure a little deeper. This keeps a little extra weight on the front tires allowing them to finish their task of turning the car. This reserve allows you to make micro-adjustments to compensate for the off-camber road surface and the poor traction from dust and old pavement.



The reserve allows you to drive really fast, knowing, really knowing, that you will be able to control your vehicle at a previously unthinkable speed.

◆ 2) You use the prior commands to “thread the needle”, just missing the two defining cones for the chicane entrance (cones just above and below of the number “2”). Your reserve is the 4-6 inches you planned on missing each cone by. That’s enough to catch the small twitches from flying into this section. If you try to leave too much distance to the cones, the worse line will force you to be slow. If you hit a cone, adjust your turn-in point or steering rate or brake release a little bit on the next run but don’t give in and take a bad line.

◆ 3) Using the compressed suspension spring energy from the prior turn to the right you, wait, wait, Now!... flick the wheel quickly to the left. Coming into point 3 your reserve is the tons of unused

Special Announcement!

CVR's October 19th AutoX

will feature the inaugural running of the



The last AutoX of 2014 will be held in the morning of October 19th and will end around 12:00pm. The special course will be like a “final exam” of all of the AutoX-University skills taught this year. We aim to get 3-4 heats in by noon.

Then thanks to the dynamic support of Hoffman Porsche we will be treated to a catered luncheon, then start a dedicated run-off event for the top 20 championship leaders.

The inaugural running of the Hoffman Cup!

Top 20 drivers, based on the first seven AutoX's, will drive back-to-back in the same car to determine the fastest driver and get their name on the Hoffman Cup. It will be displayed in the Hoffman Porsche showroom in East Hartford.

Driving to the Edge

space to the right side of the car. This reserve will give you plenty of room to make the catches for traction twitches in this off-camber section. You can be confident that any micro-adjustments will have enough room to be made as you carry lots of speed, all while you are waiting for the turn-in point to arrive.




◆ 4) Again “thread the needle” (between the two cones just above and below the number 4). Your reserve is the tons of room on the exit of this turn (before the cone at point 5). This room allows you to adjust your line as needed to carry the speed out of the corner.

◆ 5) As you accelerate out of point 4, you apply as much power, as soon as possible. Your reserve is the rate at which you “roll” (not stomp) on the gas pedal. You don’t want to take too much weight off of the front tires and “plow” (or “drift”) too wide, but you do want to add as much gas as possible and still miss the cone at point “5”. This was the perfect corner to practice the other **AutoX-U** driving skill for August 10th...

“Acceleration”.

So arguably, the scariest turn on the August 10th course could in-fact be taken with “reserve” and still be wicked fast. For those who went to the Zone 1 Autocross, these same Focus and Acceleration skills, when used with reserve, were the perfect way to take the super-fast offset gates from the sweeping turn at the entrance to the second runway leg, all the way down to the optional slalom. Thank you Sir Moss for helping us better understand this aspect of fast driving and to help us fly!

*Driving to the edge...
with reserve!* 



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Story by
Mike Keller

Photography by
Walt Hyjek, Steve McMillan
Bob Reinckens and Paul Roth



The 60th Anniversary of the Type 540 (356) Speedster

Photos on this spread Steve McMillan

The 41st Annual CVR Summer Concours

If you followed along in the preceding issues of *Challenge* or had the opportunity to attend a monthly meeting this year, you likely developed a sense of the significance of this year's concours. 60 years honoring any car's introduction is a milestone, but this wasn't just any car. The 41st annual CVR Summer Concours provided the perfect occasion to celebrate the 60th anniversary of the Type 540 (356) Speedster – a quirky, iconic, and downright cool Porsche of then and now!



>>> Tom Tate's beautiful 1958 Speedster, one of three from Massachusetts, we had Speedsters from four states!





In spite of questionable weather and occasional showers, we had an incredible showing of Speedsters. This included old and new models, represented from four different states. Sixteen vintage Speedsters made the trek, along with one 3.2 Carrera Speedster, two 964 911 Speedsters, and two 997 911 Speedsters.

The array of Speedsters was mind-boggling. We had

two uber-rare four-cam Speedsters, one being number 14 of 14 prototype Carrera Speedsters built in 1955 and the other an unusual GS bodied, GT powered '57 Speedster.

We had Speedsters minty-fresh from complete restorations (by just a few hours), we had Speedsters in full-race trim, we had Speedsters in largely all-original condition, and we even had a Speedster with



Steve McMillan



Paul Roth



Paul Roth



Bob Reinckens

“In spite of questionable weather and occasional showers, we had an incredible showing of Speedsters.”



Steve McMillan



Bob Reinckens

Above, far left to right:
>>> **Bill Healy’s 1958 Speedster** in “all original” condition took this year’s **Concours Patina Award**, interestingly, it was the newest Speedster there.

>>> **Dick Strahota and Trish Carroll’s 1956 Speedster.**

>>> **Ben Edward’s 1955 prototype Carrera Speedster (#14 of 14 made).**

>>> **Steven Harris’ Blue 1958 Speedster.**

At Left:

>>> **A truly amazing array of Speedsters**

exceptional “patina.” Incredibly, we even had the original owner of a just-restored



aquamarine Speedster reunite with his car for the first time since its restoration by the current owner.

Speedster owners and spectators alike were even treated to a special presentation on the history and

By the Numbers
SPEEDSTERS

21

16

1

1

2

2

2

2

2

2

VINTAGE SPEEDSTERS

3.2 CARRERA SPEEDSTER

964 | 911 SPEEDSTERS

997 | 911 SPEEDSTERS





Bob Reinckens



Steve McMillan

“Many participants and spectators commented that they’d never seen so many beautiful 356s at one event.”



Walt Hyjek

significance of the Speedster. Prescott Kelly provided this context-setting history, teaching all about the car’s purpose-built design, racing prowess,

>>> Bill King’s 1957 Speedster. (far left)

>>> James Issler’s 997 Speedster. Two of the world wide production of 356 cars were at our show. (left)

and distinctive character. We learned, quite humorously, that the original Speedsters were not fitted with a speedometer as standard equipment! Times have surely changed, as the 2011 Speedsters on display featured every exclusive and expensive option a 911 could have, all as standard equipment!

We had a very respectable showing in our





Paul Roth



Paul Roth



Steve McMillan



Steve McMillan



Bob Reinckens

Clockwise from top:

>>>On the left is the freshly restored Speedster originally owned by Clarence and Evelyn Fogal, who attended the show as guests of current owner, Steven Harris. Black '58 is Ernst Benzien's largely original Speedster.

>>>Even the spectator cars like this coupe were great.

>>>Tom Tate's 1958 Speedster interior.

>>>Steven Harris' four-cam Carrera GT was a class winner.

>>>Mic McWilliams 1959 356 A Coupe

other Porsche classes as well. The 356 class nicely complemented the many Speedsters in the special exhibit. Many participants and spectators commented that they'd never seen so many beautiful 356s at one event.



>>> Ben and Rob Edwards' four-cam power plant. One of three four-cam cars at the show.



Lake & Tina Underwood's 1956 Speedster

was passed down by Lake's father, Lake C. Underwood, WWII Naval Airman, engineer, master mechanic and championship racer.

The Porsche Club of America considered Underwood as one of four race car drivers who established Porsche as "the giant killer" in the early days of its racing in the United States. Carroll Shelby described him as one of the top ten drivers in the U.S. and in September 2003, *Excellence: The Magazine About Porsche*, named Lake Underwood as *Porsche's Quiet Giant* in an extensive article on some of his driving history.



Speedster

ESSEX SPORTS CARS
DRIVER: LAKE C. UNDERWOOD Sr.
E PROD SCCA NATIONAL CHAMPION
1963 1st CUMBERLAND
1st LITTLE ROCK PARK
1st MATTHEWS GLEN
1st THOMPSON RACEWAY
1st 17 NATIONAL CHAMPION
1964 1st BRIDGEHAMPTON
1st MID-OHIO
1st THOMPSON RACEWAY
2nd 17 NATIONAL CHAMPION

The 1974-1986 & 1987-1989 911 classes were well represented, with many beautiful variants, colors, and years on display. In addition, the 997 911 class saw broad participation and fierce competition. It was obvious that spectators

had a tough time voting for their favorite car from each class, as one could easily suffer from sensory overload given the cars' impeccable condition and individuality.

The "My Other Vehicle" class yet again provided an

>>> continued on page 49



Richard & Valerie Mackoul	1955 356 Speedster
Ben & Rob Edwards	1955 356 Carrera Speedster
Dick Strahota	1956 356 Speedster
Dave Deluca	1956 356 Speedster
Steven Harris	1957 356 Speedster
Steven Harris	1957 356 Speedster
Lake & Tina Underwood	1957 356 Speedster
Jerry Charlup	1957 356 Carrera Speedster
Bill King	1957 356 Speedster
Tom Tate	1958 356 Speedster
Ernst Benzien	1958 356 Speedster
Paul Yanacopoulos-Gross	1958 356 Speedster
Jonathan Phillips	1958 356 Speedster
Steve Ross	1958 356 Speedster
Bill Healy	1958 356 Speedster
Brett Sloan	1958 356 Speedster
Richard Sloan	1989 911 Speedster
Buffer & Kari Ergmann	1994 964 Speedster
James Issler	2011 997 Speedster
Bob Newman	2011 997 Speedster



Paul Roth

>>> The 1974-1986 & 1987-1989 911 classes were well represented, with many variants, colors, and years on display (above).

>>> Diane and Jim Martin's Grey 1989 911 Coupe. Charles and Peg Mayer's White 1987 911 (top right).

>>> Charlie Coviello's lovely 1973 911 T (right).

>>> Jeff Coe's cool class winning 1992 968 Cabriolet, "Minty" (far right).

>>> The brief passing shower gave Jerry Charlup a chance to showcase the operation of his new Targa's roof (bottom right).

>>> Colin Coffua's 2008 Carrera S Speed Yellow Aero Kit Coupe (bottom far right).



Paul Roth



The Porsche Type 540 (356) "Speedster", was introduced in late 1954.

Max Hoffman, the sole US importer of Porsches, advised the company that a lower-cost, somewhat spartan open-top version could sell well in the American market. With its low, raked windscreen, bucket seats and minimal folding top, the Speedster was an instant hit, especially in Southern California. Production of the Speedster peaked at 1,171 cars in 1957 and then started to decline. It was replaced in late 1958 by the "Convertible D" model that featured a taller, windshield, allowing improved headroom with the top up, roll-up glass side-windows and more comfortable seats.*

Today, Speedsters are highly sought after by collectors and enthusiasts worldwide. Seeing this many in on place is a very rare experience.



*Speedster history excerpts courtesy Wikipedia.



Bob Reinckens

>>> Jerry and Deborah Charlup's 1957 Carrera four-cam Speedster. (above and above left)



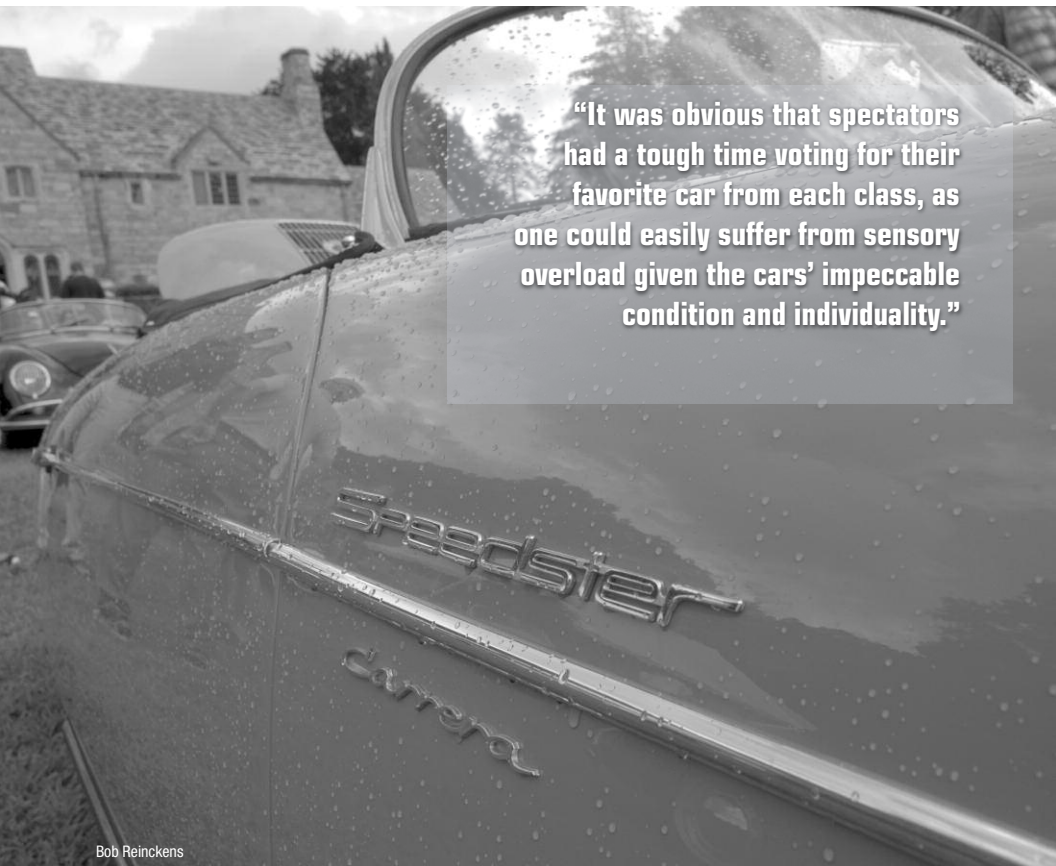
Last Years Award Winners

Michael Amici
1988 911

Jeff Jones
2005 Boxster



Paul Roth



“It was obvious that spectators had a tough time voting for their favorite car from each class, as one could easily suffer from sensory overload given the cars’ impeccable condition and individuality.”

Bob Reinckens



added degree of variety and smiles. We had both new and old representatives, from the class-winning 1962 VW Mini Bus, to an exclusively painted Ferrari 458 Italia Spyder.

Thank you to all the owners who braved the weather and participated in such a special gathering. Thank you also to the many volunteers who helped the event run so seamlessly: Nick Esposito, Allen Fossbender, Mike Odierna,

Walt Hyjek, Shelley Krohnengold, Rob & Lynn Keller, Jackie Sembor, Trish Carroll, the Buckley family (Erin, Ella, Amelia, and Sean), Brian & Danny Tack, Sara Charlup, and Deborah Charlup. We look forward to seeing you all next year!



Full results of the 2014 CVR Summer Concours can be found on the following pages.

SUMMER CONCOURS RESULTS

<i>Car #</i>	Patina Award	<i>Year and Model</i>	<i>Place</i>
—	Healy, Bill	1958 356 Speedster	—
<i>Car #</i>	Kid's Choice Award	<i>Year and Model</i>	<i>Place</i>
101	Levy, Marc	1962 VW Mini Bus	—
<i>Car #</i>	Class # 1 - 356	<i>Year and Model</i>	<i>Place</i>
114	Harris, Steven	1958 Carrera GT Coupe	1st
79	Reich, Mark	1961 356	2nd
61	Black, Barnett & Wilma	1959 356 A Coupe	3rd
78	McWilliams, Mic	1959 356 A Coupe	Finalist
70	Champlin, Ken	1964 356 C	Finalist
<i>Car #</i>	Class # 2 - 912 + 914 + 911 ('65 - '73)	<i>Year and Model</i>	<i>Place</i>
59	Copp, Andrew	1969 911 Targa	1st
103	Hulme, Geoffrey	1972 911E	2nd
121	Coviello, Charles	1973 911T	3rd
39	Fesenmeyer, Chris	1971 914	Finalist
<i>Car #</i>	Class # 3 - 911 + 912 ('74 - '86)	<i>Year and Model</i>	<i>Place</i>
50	Little, Adrian	1984 911 Targa	1st
115	Brady, David	1983911 SC Cab	2nd
88	Kruse, Jack & Janet	1983 911SC Targa	3rd
77	McMillian, Steve	1986 930	Finalist
104	Ramsey, Jeff	1983 911SC	Finalist
<i>Car #</i>	Class # 4 - 911 911 + 912 ('87 - '89)	<i>Year and Model</i>	<i>Place</i>
80	Martin, Jim & Diane	1989 911	1st
48	Funk, Roger & Mary	1989 930 Targa	2nd
85	Mayer, Charles	1987 911	3rd
17	Dove, Michael & Margaret	1988 911 Targa	Finalist
<i>Car #</i>	Class # 5 - 911 ('90 - '98)	<i>Year and Model</i>	<i>Place</i>
15	Kelly, Prescott & Pam	1998 993 C2S	1st
68	Ross, Gary	1991 C4	2nd
<i>Car #</i>	Class # 6 - 996 ('99 - '04)	<i>Year and Model</i>	<i>Place</i>
25	O'Brien, John	2001 Turbo	1st
46	Mally, Ed	2002 Turbo	2nd
4	Krohnengold, Shelley & Meryl	2003 C4S	3rd
26	Keller, Mike	2004 Carrera Cab	Finalist
35	Bunin, Steve	2004 Turbo	Finalist

Background photo Paul Roth

SUMMER CONCOURS RESULTS

<i>Car #</i>	Class # 7 - 997 ('05 - '12)	<i>Year and Model</i>	<i>Place</i>
89	Greene, Rob	2012 Turbo S Coupe	1st
47	Dabrowski, Andrezej	2005 Carrera S	2nd
2	Lorenz, Dan	2008 Turbo	3rd
12	LaChance, Guy	2006 Carrera	Finalist
31	Coffua, Colin	2008 C4S	Finalist
30	Russman, Eliot	2005 997	Finalist

<i>Car #</i>	Class # 8 - 924 - 928 - 944 - 968	<i>Year and Model</i>	<i>Place</i>
97	Coe, Jeffrey	1992 968 Cab	1st
86	Mayer, Peg	1989 944S2	2nd
7	Sheehan, Jim & Nancy	1992 968 Cab	3rd
52	Kokinis, John	1987 928S4	Finalist
83	Durrell, Dave	1985 944	Finalist

<i>Car #</i>	Class # 9 - 991 - Panamera Cayenne - Macan	<i>Year and Model</i>	<i>Place</i>
29	Charlup, Jerry	2014 991 Targa 4S	1st
5	Denninger, William	2012 Panamera 4S	2nd
96	Hyjek, Walt	2004 Cayenne S	3rd
23	Hansen, Gary & Jennifer	2011 Cayenne	Finalist
44	Reinckens, Robert	2013 Cayenne	Finalist

<i>Car #</i>	Class # 10 - Boxster - Cayman	<i>Year and Model</i>	<i>Place</i>
16	Hultgren, Lon	2013 Boxster S	1st
87	Steahr, Thomas	2009 Cayman S	2nd
27	Keller, Rob & Lynn	2010 Cayman S	3rd
51	Kokinis, John	2001 Boxster S	Finalist
102	Hulme, Geoffrey	2008 Cayman S Sport	Finalist

<i>Car #</i>	Class # 11 - My Other Vehicle	<i>Year and Model</i>	<i>Place</i>
101	Levy, Marc	1962 VW Mini Bus	1st
45	Odierna, Mike	2013 Ferrari 458 Spyder	2nd
42	Truitt, Tom	1978 Mini Cooper S	3rd
60	Mull, Kenneth	1963 Morgan + 4	Finalist
118	Abelow, David	1966 WV Beetle Convertible	Finalist

Total number of vehicles registered for this event: 119

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August Monthly Meeting @ PORSCHE OF WALLINGFORD



Story **Jeffrey Coe**

Photos Gary Danis

Ah the “bucket list”, that proverbial list of all the things we plan to do on this good earth during our lifetime. Well, attendees of the August CVR monthly meeting may have to go back and edit their personal lists after hearing the presentation by Brian Cunningham of the Porsche Sport Driving School. You see, Porsche is renting a track just outside of Birmingham, Alabama and

located their driving school there. The track is called Barber Motorsports Park and students of the Porsche program will have their performance driving skills developed under the careful guidance of over fifty instructors utilizing a fleet of brand new Porsches! Their “claim to fame” for the program is that their attendees enjoy more actual driving time on the track than any other driving

>>> CVR President, Gary Hansen hands the CVR Appreciation Award off to Steve Gilligan, General Manager as the Wallingford team looks on

school. The program sounds fantastic so if you are interested in learning more, head over to the internet and check it out at:
porschedriving.com

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>>> Steve Gilligan, General Manager of Porsche of Wallingford (left)

>>> Brian Cunningham talked about the Porsche Driving School at Barber Motorsports Park in Birmingham, AL (right)

When we last saw Frank that night he was busy talking to Brian and trying to get us a “club discount” so you’ll have to ask him how he made out.

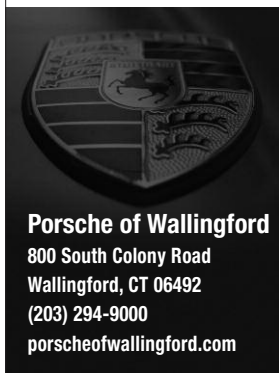
The August 2014 monthly meeting was hosted by our good friends and long-time CVR supporters, Porsche of Wallingford. As usual, they pulled out all the



stops and presented us with a great mid-summer BBQ. Porsche of Wallingford General Manager Steve Gilligan and his team welcomed CVR members who also had the opportunity to inspect the latest new Porsche vehicle offerings including a shiny new black Macan sitting in the shop enjoying the meeting with us. Steve and his team continued with their generous ways with a number of great raffle prizes including a return of last year’s coveted “drive a new Porsche for the weekend” grand prize. CVR members were out in droves as this

month’s meeting saw a near record attendance level.

CVR members enjoyed a fantastic social evening. Thanks again to our host and speakers and we’ll see you in September at Hoffman Porsche in Hartford. 😊



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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.

Porsche Club of America
Connecticut Valley Region

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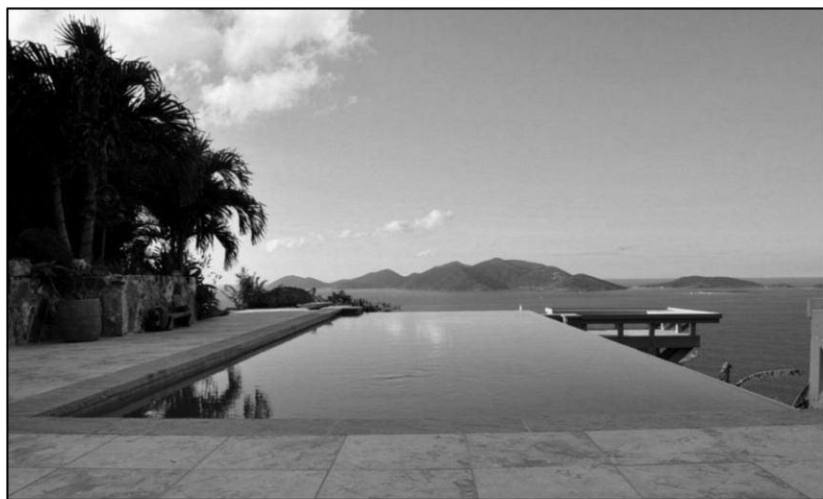
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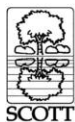
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James Ball, Coffee "Runmeister"



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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 about 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

THE DETAILS

Date: Saturday, October 25, 2014

Drivers' Meeting 8:30 am

Departure will be at 9:00 am

Directions will be handed out at the drivers' meeting.

Starting Point: Starbucks/High Ridge Center
1055 High Ridge Road
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.

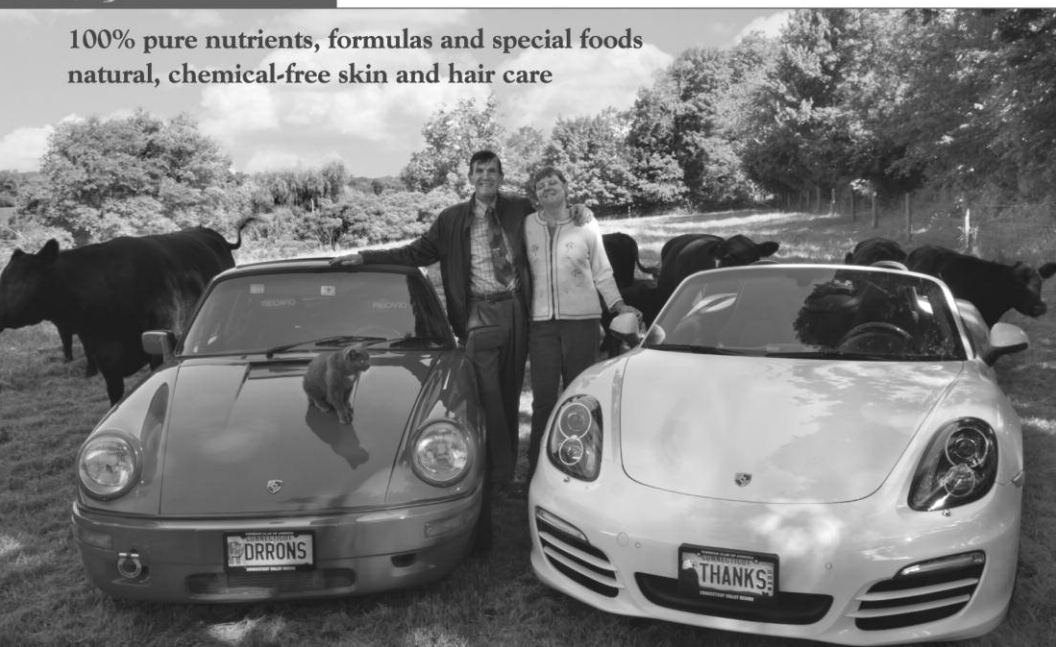
Route of Travel: Northwest thru Fairfield County, across the border into New York State and back



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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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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. 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

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- ✓ Emails will **NOT** be sent on a daily or weekly basis
- ✓ You can opt out at any time



INTERESTED IN PHOTOGRAPHY?

Want to see some of your pictures in Challenge?
Want to find a way to express your interest in Porsches in the medium of digital imaging or film?

Please join us at one of our CVR Photography Club meetings. We are an official club activity with occasional meetings and discussions. Show your photographs. Get feedback. Improve your skills. Find out what others are doing and how they view things.

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Yearbook@cvrpc.org. Send your ideas too!



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INTRODUCING

the new CT Valley Region Porsche Club Shutterfly Pro Gallery Photo Website.

CVR Photo Club Chair John Karam has created this site in response to members requests to share and purchase images of CVR events. This website will be updated with new events on a regular basis so check back if you don't see the current event that you are looking for.

Follow the instructions on the site to purchase color prints in varying sizes at very reasonable prices. Mouse Pads, Mugs, Magnets and other interesting items are also

available as well. Digital downloads of all files may be also purchased for a nominal fee.

Digital specifications for all images have been pre-set at the correct file size and cropped for optimum print quality at each available size. There is one for 4" x 6" and 20" x 30", one for 5" x 7", and one for 8" x 10" through 16" x 20".

Simply select the image you want to order and enter the desired quantity, size, and finish (glossy or matte).

For more information or help with this website—CVR Photography Club Chair: John Karam yearbook@cvrpca.org

2014 CVR CLUB RACE PHOTOS

OTHER CVR EVENT PHOTOS

<http://www.shutterfly.com/pro/cvrpca/2014ClubRace>

<http://www.shutterfly.com/pro/cvrpca/2014CVREvents>

*Gallery Password: **2014Boxster\$**

*Gallery Password: **Porsche911(2)**

Connecticut Valley Region/Porsche Club of America www.ctcvr.org

2014 CVR Club Race
Photos from the 2014 Club Race at Lime Rock Park on April 25th and 26th.

ALBUMS

- Orange Race Group**
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Click check boxes to select pictures. Then click "Order Items."

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TECH TIPS



WINTER STORAGE TIPS FOR YOUR PORSCHE

TECH NOTES FROM SPENCER COX, Chief Instructor, CVR Drivers' Education

It may seem a little premature, but with our driving season half over, we thought we'd share our favorite tips for winter storage for your beloved Porsche.

Step One: Wash and wax. Washing your car before storing it will ensure that there are no harmful substances on the car that might cause rust or damage over time. For instance, if your Porsche has bird droppings or road salt on it, these can then damage the paint. Make sure to vacuum and clean the interior also.



Step Two: Fill the fuel tank. This helps prevent condensation inside the fuel tank. This is one of the most damaging things that often happens to stored automobiles. If storing for any extended length of time, it's mandatory to add fuel stabilizer ("Sta-Bil" or similar) to the gas tank. Be sure to add this to a full tank and to run the engine for fifteen minutes or so to thoroughly mix the fuel and stabilizing agent.

Step Three: Ideally, you'll store the car on jack stands. If this is impossible, inflate all four tires to the maximum pressure allowed by the tire manufacturer. This will help prevent flat spotting of the tires during storage.

Step Four: Make sure that your parking brake is disengaged. When your vehicle sits for an extended period of time with the parking brake on, the brake pads can rust to the rotor/drum causing the wheel to seize. Use a set of chocks to keep the car in place.

When your vehicle sits for an extended period of time with the parking brake on, the brake pads can rust to the rotor/drum causing the wheel to seize.

Step Five: While there's no sure-fire method of keeping rodents and other pests out of your car while it's being stored, small measures such as putting a ball of aluminum foil in the exhaust pipe and keeping all of the windows closed are obviously helpful. Use of jack stands will make the migration from floor to interior a bit more difficult. Dryer sheets, moth balls and other home remedies have very limited impact on nesting rodents. We recently found a mouse nest built into a dryer sheet!



>>>continued on page 69





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Photo courtesy Porsche Cars North America

Step Six: Use a good quality, breathable car cover to protect your Porsche from dust, etc.



Step Seven (SPRINGTIME!!): Make sure to change the motor oil/filter before you begin to use your Porsche again. This will remove any condensation and contaminants that have built up since the last time you drove your car.

Spencer Cox is Chief Instructor, CVR Drivers' Education and owner of SpeedSport Tuning in Danbury, CT.

A FEW ADDITIONAL THOUGHTS ABOUT WINTER STORAGE...

Battery Maintainers

For seasonal storage during the long winter here in the Northeast it may be prudent to also use a battery tender/maintainer. They are readily available and fairly inexpensive. Shown here is Porsche's Battery Maintainer, it is a simple and safe way to keep your your battery in shape and gives you the option of charging through your Porsche's cigarette lighter.



Tire Cradles when Jack Stands are not an option

When a vehicle sits for long periods the tires can flatspot. The reasons that tires flatspot are basically a function of pressure, temperature and time. Flatspotting can be temporary, with the tire rounding out with driving, or permanent, which effects the belting and casing of the tire.

One option that may be worth consideration is to use some type of device that helps keep them from developing flat spots. There are a number of products available, such as *Flatstoppers* or *TireCradles*. These products, in combination with increasing tire pressure to the tire manufacturers maximum recommended pressure should help keep your tires nice and round.

Of course, please don't forget to reduce your tire pressures back to normal before you take your car out in the spring.



Or... Don't Store It

As it happens, your Porsche is really good in the snow. Put on some snow tires and enjoy it all year round. Better still, take a Winter Driving Course with the Porsche Driving Experience: www.porsche.com/usa/eventsandracing/driving-experience/winter/

—Ed.





New Special Exhibition at the Porsche Museum: “Project: Top Secret!”

Stuttgart/Atlanta — 17/September 2014

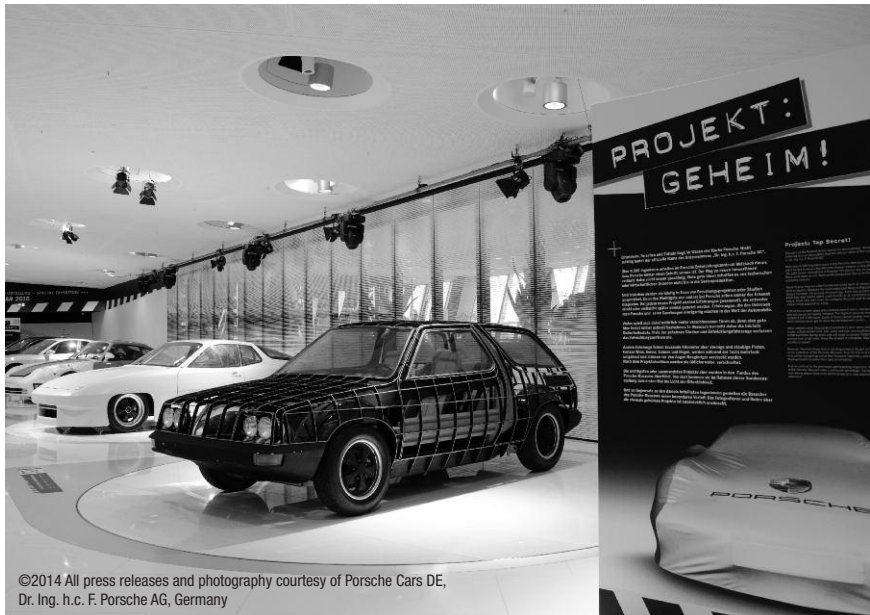
From September 17, 2014 through January 11, 2015, the “Project: Top Secret!” special exhibition at the Porsche Museum in Stuttgart, Germany will showcase 16 unique vehicles, most of which have never been shown to the public.

The range of automobiles on display includes top-secret concept cars, camouflaged prototypes as well as one-of-a-kind record-breaking, testing and experimental vehicles.

Development, research and meticulous attention to detail make up the very core of Porsche’s success. This is reflected in the company’s

name: “Dr. Ing. h.c. F. Porsche AG.” Currently, over 4,500 engineers work at the Porsche Development Center in Weissach, ensuring that Porsche always stays one step ahead of the competition. The path to new innovations is not always easy or straightforward. Many great ideas and concepts never make it to production due to

technical or economic reasons. However, they are often utilized in research projects or concept cars. Most of this happens behind closed doors – for good reason: great ideas are frequently copied by others. This is why many of the concept cars and experimental vehicles never leave the Weissach Development Center. After



©2014 All press releases and photography courtesy of Porsche Cars DE, Dr. Ing. h.c. F. Porsche AG, Germany

projects are completed, these vehicles are usually scrapped. However, cars used in particularly vital or exciting projects were stored in the fleet of the Porsche Museum. As part of this special exhibition, they are now being revealed to the general public for the first time.

All 16 vehicles on display perfectly illustrate the spirit of the times or the corporate context of the respective decade. For example in 1973, Porsche addressed the prevailing energy crisis with the advanced

“Forschungsprojekt Langzeit Auto”, which means extended durability research vehicle – a car that was designed to operate reliably and efficiently for many decades thanks to state-of-the-art engineering paired with the use of lightweight and environmentally-friendly materials. The world-record setting Porsche 924 and the Type 995 experimental passenger car are other projects from this era.

Seven exhibition cars date back to the 1980s, including a Porsche 959 aerodynamic prototype, a

928 Cabriolet as well as the Roadster Type 984 concept car that has never been shown before. The prototype of the Porsche 965 high-performance sports car, which was powered by a water-cooled V-8 mounted in the rear, is also being revealed for the very first time.

Cars from the 1990s include vehicles that never made it past the experimental stage such as the four-door Porsche 989 “family sports car,” whose design turned out to set the course for future vehicle





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generations. The Type 986 A4 subframe ended up being just as unique. This prototype, based on a Porsche 911 Targa (Type 964), was used to test the mid-engine concept of the Boxster model series.

From the most recent past is a camouflaged prototype of the Porsche Panamera, which reveals a great deal of insight into the comprehensive testing of

new models. Last but not least, current topics such as hybrid technology are featured in the “Project: Top Secret!” special exhibition. Visitors have the unique opportunity to view the “rolling chassis” of the 918 Spyder super sports car, serving as a technological showpiece for the future.

A special program is offered on the following Sundays; 2:00 - 5:00 p.m.:

Sept. 28, Oct. 19, Nov. 16, Dec. 14, Dec. 28, 2014, as well as on Jan. 4, 2015.

In addition to the guided tour of the special exhibition, families can participate in a scavenger hunt, and camouflage a model 918 Spyder themselves. Due to the limited number of spots, we recommend an R.S.V.P. by email with the visitor's service at:

info.museum@porsche.de

The Porsche Museum is open Tuesday to Sunday from 9:00 a.m. to 6:00 p.m. Admission is eight euros for adults. Reduced price tickets for visitors, such as students or Porsche Classic Card cardholders, are available for four euros. Additional information is available online at:

www.porsche.com/museum/en/

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!

Peter Ahrens
Stamford, CT
2014 911 Carrera S

Steven Barbee
Guilford, CT
2006 Cayman S

Bill Berman
Stamford, CT
2014 Boxster S

Nathan Campbell
Rye, NY
2015 Macan Turbo

John Carapella
Bethel, CT
2007 Cayman

Lynn Dell
Simsbury, CT
2013 Boxster

Tim Eckert
Westport, CT
1963 356

Michael Garceau
Weatogue, CT
2014 911 GT3

Bill Gendron
Monson, MA
1986 944

Mark Hannemann
New York, NY
1988 911 Carrera
Cabriolet

Dean Irwin
Guilford, CT
2009 911 Carrera 4
Cabriolet

Jens Junkermann
Cos Cob, CT
2015 Macan S

Gus Kellogg
Guilford, CT
1980 911 SC
Affiliate: Sarah Kellogg

Ed Kirk
Branford, CT
1980 911 SC

Roland Krainz
Brookfield, CT
2006 Cayman S

Mark Laoun
Old Greenwich, CT
2015 Macan S

Gerry Leger
Noank, CT
2000 Boxster

Christopher Levesque
Ellington, CT
2000 911 Carrera
Cabriolet

John Martin
New Haven, CT
1991 944 S2

Janice McMillen
S Glastonbury, CT
2014 911 Carrera
Cabriolet
Affiliate: Claus Metzner

John Novak
Stratford, CT
1992 968

Kevin Palmer
Hamden, CT
1986 911 Carrera

Joseph Rock
Middlebury, CT
1983 944

Joseph Rock
Middlebury, CT
1983 944

Matthew Schiffman
Stamford, CT
1991 911 Carrera 4
Cabriolet

Todd Sharinn
Stamford, CT
1999 911 Carrera

Jessica Villardi
West Hartford, CT
2003 Boxster

Paul Wilamoski
Ossining, NY
2014 Cayman S

PCA ANNIVERSARIES



OCTOBER 2014 PORSCHE CLUB MEMBER ANNIVERSARIES

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

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Affiliate: Joan Kennedy

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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 cvrpc.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

1969 912 Targa, 95,930 Miles, Silver with Black Interior. "Hard" window, 4-speed CA car until 2005. Now in CT and NEVER driven in rain. Suspension recently expert rebuilt (AA of Canton). Big bore engine. Refurb'd carbs. New tires. Chrome wheels. Runs great. Replica sport seats installed, will provide original seats. Wood steering wheel. Will provide original. Interior/exterior "Good", mechanicals "excellent". First choice is local exchange for 89-97 911 Cab but will sell for reasonable price. Please email for pics and questions. Adam family.silverman@mac.com or 860-539-2720 **8-14**

1970 911 Coupe, (Street legal race car). Blue/Black Interior, 44K Miles, Owned for almost 40 years. Selling car & everything I have gathered in almost 40 years. This is a HUGE amount of 911 stuff. This is a championship proven, reliable racing/car w/small trailer & tools plus way more. Asking \$85K. Price negotiable (Because of so many parts that go with car - 20 pages of specs). Please contact me at: paegelow@cromlech-architect.com or call at (845) 279-9033 **9-14**

1970 914/6 Race Ready or DE, 300+hp professionally built 3 liter race engine (custom pistons, valves, rods, titanium), 915 Velios conversion transmission with custom gears, Pete Weber SS headers with Phaze 9 & 10 exhaust (runs at 89 decibels), 2 sets of Panasport 3-piece custom wheels, Tangerine Racing camber boxes and reinforced trailing arm brackets, ERP front race suspension, custom valved Bilstein adjustable gas shocks, big red brake calipers (993), IQ3 Data

Management system and gauge. Also available 24' ATC trailer with electric/cabinets/air conditioning and a great awning. PCA GT4. This is a 57 second car at Lime Rock. \$30,000 dcafro@gmail.com, Dave 860-450-6933 **(11-13) 6-14**

1981 Porsche 911SC Targa, Race or Track Package - Cage, race seat, fuel cell, fire system, large front oil cooler, f&r fiberglass bumpers, factory LSD, built suspension, and more. Includes Trailax trailer. \$23,000. mrackow@cox.net **9-14**

1985 Carrera Coupe Grand Prix White/Full Brown Leather 3.2 Motor - no leaks, 78K miles. All records available. New clutch, windshield, tires and battery. Work done the past 14 years by Musante Motorsports. 16" matching Fuchs/painted centers. Custom Recaros. No smoke, rain or winters. Asking \$29,300. Call or Email Frederick Cell 860-205-2756 rickdotn41@comcast.net **7-14**

Track Car, 1986, Red 944 Turbo with 2.5 motor, Bilstein cup suspension, big red front system, new brake pads included and not installed, 2 Recaro race seats and seat belts, bolt in safety devise cage, mounted hand held fire extinguisher, 2 sets of race wheels(Slicks and intermediate, both new and barely used), Lindsey racing exhaust, rebuilt long block, GT racing front/nose, camber plates, solid suspension/bush/kit, Posi gear box, PCA/NASA log book, All work performed by Speedwerx, NY. Track car is excellent, well cared for and performs well. Ideal for DE and racing. Asking 16K. Please e-mail for pictures. JFCDDS13@aol.com, or call John, 914-420-5995 **10-14**

1986 Carrera Coupe Black/Black, 113K miles, Limited Slip Differential, Cruise Control, AC, Electric Sunroof, 16" Forged Alloy Wheels, Carrera Tail, Bilstein Shocks, Turbo Tie Rods, Camber Truss, H4 Headlights, Wevo Shifter, Recaro SRD Seats, 930S Steering Wheel, excellent exterior, no dents or dings, interior is in excellent condition, no cuts, tears, or scratches. Complete details of servicing (copies of invoices), all genuine Porsche parts, all work performed by certified Porsche mechanics. Always garage kept. \$32,100 Contact John at NORJONTeam@aol.com **6-14**

1987 944, White, N/A Track Car.
#JT6HF10U8X0062984. Never raced, taken me from Green to Red in DE and is still a blast to drive. Excellent starter car for anyone interested in DE or Club Race. Learn to drive with this very forgiving setup. Extremely reliable, cheap to run. Many engine, suspension, interior mods performed by Musante Motorsports. Over \$75,000 invested,

asking \$10,000, firm. Please email for list of components and pics - rsnapmd@aol.com or see me @ the track - #711 5-14

1989 944S2 Red with Black interior, excellent condition, all original, professionally maintained, new timing belt and water pump, LSD, 115,000 miles, no winters. \$13K. Charlie Mayer 860-673-4117 cmayer@data2000.biz **10/14**

1993 Porsche 911 C2 Silver over Black, low miles, safety devices bolt in cage, Recaro seats, full mono ball suspension, 3 sets of wheels, much more mods. lots of parts maintained by Dan Jacobs. Used for de only. \$36,000.00 Call 860-868-1256 **3-14**

1996 911 (993) Coupe built for DE.
Full roll cage, Kirky driver's seat on slider, Recaro Sport passenger seat. Suspension upgrades: Bilstein shocks, camber plate, sway bars, spring kits, TRG drop links. Guard torque

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bias differential, Momo removable steering wheel, new seatbelts, new fire extinguisher, Turbo Twist wheels, plus new rain tires on wheels. Engine rebuilt 10,000 miles ago. Always maintained by Dan Jacobs, LLC. All service records. \$35,000. Jeff Jones (203)799-6938, jjones00@optimum.net **10-14**

2002 Porsche Boxster Black/Black, 65,200 mi. 2.7L motor, 5-Speed manual transmission, Air, Am/Fm/CD, Cruise, Leath interior, PDL, tilt, PW, alloy wheels, power seats and mirrors. IMS bearing replaced*, new clutch. *DON'T BUY ONE WITHOUT THIS BEARING REPLACED, it's a \$2,400. sevice, mine is done with clutch replacement at the same time! Asking \$11,998. VIN: WPOCA298X2U626035, Email: msa615@yahoo.com. Call or text 203-219-0744 Car located Easton, CT **7-14**

2003 Carrera 4S Coupe, Silver/Grey interior. 45,000 mi, 6-speed manual, Euro springs, upgraded 18" Turbo wheels, Xenon headlights, Stainless steel exhaust, more. Excellent condition throughout, service records. \$36,000. Call or email for more details. Clem DeLiso, Hartford, CT. 413-531-8675 or cdeliso@pioneerold.com **8-14**

2007 GT3 997.1, Black with Yellow graphics, very heavily optioned, MSRP \$140,00. Car has never been tracked, 21K miles, mint condition, fanatically maintained, no accidents, no paint work, no over revs, clear front film installed, Paint is deep and swirl free, first place in the CVR Peoples Choice Concours. All books, 2 keys, full service history. Too many options to list. Best Offer. Email for details and pics. Elliot Isban, weblight@snet.net or 203-613-8000 **8-14**

2008 Cayman, Meteor Grey Metallic, Black interior, 11,700 miles. 5 Speed, Bi-Xenon headlamps, 18" S wheels with crested colored caps, sound package plus, floor mats & heated seats. Always garaged, stored winters, fair weather use only, non-smoker, never tracked, factory cover & Bluetooth. Dealer serviced, records and window sticker

available. \$31,500. Contact Angelo at aaalonzo@icloud.com or 203-444-7144 **7-14**

2014 Boxster, #WPOCA2A83ES120459. White exterior with Black top/interior. PDK, park assist (front and rear), XM ready, air vents painted white, convenience package, Guards Red instrument dials and seat belts, painted center wheel caps, sport exhaust, and clear bra. Purchased new 8/13. Stored this past winter: Covered, on battery maintainer and on tire "Flatstoppers", in heated garage. Remaining 4yr/50k Porsche new car warranty. Only 1700 miles, car is perfect, selling due to other interests. MSRP: \$62,480. Price: \$55,600. Contact Rich Savino: 914-329-2064, email for pictures: richardjs43@hotmail.com **6-14**

OTHER VEHICLES

2006 BMW K1200S Motorcycle: Granite Gray. All BMW options including BMW bags, rear stand, ESA, ABS, heated grips. Many aftermarket extras including carbon fiber belly pan and battery cover, Remus muffler, Sargent seat, just serviced by Max BMW, near mint condition, 7,800 miles, \$7500 860-659-0474 or email f.garufi@cox.net **6-14**

FOR SALE WHEELS & TIRES

Wheels and Tires for sale:

1. Set of SSR GT3 Chrome Wheels, Stems, and Valves - not TPMS - from 996 Turbo, F: 18 x 8.5; MD+47; Michelin Pilot Sport Cup - 225-40-18 - 3/32 remaining (plus unmounted additional tire), R: 18 x 11.5; MD+35; Michelin Pilot Sport Cup - 315-30-18 - 3/32 remaining First US \$1,400 takes these.

2. Set of Porsche OEM 996 Turbo Twist Wheels - not TPMS - from 996 Turbo, F: 18 x 7.5; ET50; (993.362.134.06); Conti Winter Contact TS790V - 225-40-18 - 10/32 remaining, R: 18 x 10; ET65; 993.362.140.04); Conti Winter Contact TS790V - 265-35-18 - 10/32 remaining. First US \$1,200 takes these.

3. Set of Porsche OEM Cayman S (987) - Sport Design Turbo Wheels - TPS worked when taken off '08 Cayman S, F: 19 x 8; ET57;

(997.362.156.04); Michelin Pilot Sport - 235-35-19 - 4/32 remaining, R: 19 x 9.5; ET46; (997.362.158.07); Michelin Pilot Sport - 265-35-19 - 2/32 remaining. First US \$1,100 takes these.

4. Set of Porsche OEM Fuchs for air-cooled 911, 914, 924, or 944, F: 16 x 6; 911.361.020; Yokohama A403 - 205-55-16 - 7/32 remaining, R: 16 x 7; 911.364.020; Yokohama A403 - 225-50-16 - 7/32 remaining. First US \$700 takes these

5. Set of Porsche OEM Fuchs for air-cooled 911, 914, 924, or 944 - unmounted, F: 16 x 7; (911.364.020), R: 16 x 8; (911.361.117). First US \$1,100 takes these.

6. Set of Tires - Michelin Pilot Sport
F: 2 x 235-35-19 - 5/32 remaining
R: 2 x 265-35-19 - 3/32 remaining
First US \$100 takes these. For all of the above contact 802-747-5949 or email: TFSORIANO@aol.com **10-14**

Four 19" Lobster-Spoke Wheels from 997S. Never used. \$1,200. Contact Tony D'Amelio, damelio.t@gmail.com or 203.554.7979 **7-14**

Parts and Wheels. Four used original Fuchs 17", 7 & 8s, rims with new H2O Hoosiers. All straight and true. \$1,900. Four used Fiske 17", 8 & 9s rims. One of the rims is brand new. All straight and true. \$2,500. One Used original 1986 911 Carrera wing, White. Good condition. \$500. One used GT 3.8 RS wing mounted on a Carrera read deck lid. Good condition. \$500. Two used leather back rests for 1986-1989. Very good shape. \$100.00 One used roller for 1986-1989 911. \$100.00 Email: peter@palmerhouse.com or info@palmerhouse.com **5-14**

FOR SALE PARTS & OTHER

Exhaust System, 2012 (991) Carrera S. New. Complete Stock exhaust with control panel

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for interior dash. Removed from car when purchased. \$1000.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 **10-14**

Interior Aluminum Accent Pieces, 2012 (991) Carrera S. New. Removed when car was purchased. Complete set including door sills. \$400.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 **10-14**

Interior Door Panels with Aluminum accents, 2012 (991) Carrera S. New. Both driver and passenger doors. Removed from car when purchased. \$2000.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 **10-14**

Set of Orange Side Marker Lights, 2012 (991) Carrera S. New. Removed from car when purchased. \$60.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 **10-14**

Interior Aluminum Accent Pieces, 2013 Cayenne S. New. Removed when car was purchased. Complete set including door sills and four grab handles. \$450.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 **10-14**

Set of LED Orange Side Marker Lights, 2014 (991) Turbo S. New. Removed from car when purchased. \$80.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 **10-14**

Exhaust System, 996 OEM. Both left and right, like new, never seen rain or snow. Removed from car after only 2,900 actual miles. \$350. plus S&H (or pickup) sbartelsny@aol.com or 203-637-8281 **8-14**

Parting Out a clean, low mileage 1999 boxster. Black exterior, Light Grey interior. All parts except convertible top, wheels and engine. Less than 50K miles. all parts are in very nice or excellent condition. Clean bumper covers, \$200 ea. 5-Speed transmission \$500.

(tested, good). Contact 203-927-0334 or bdimetres@gmail.com **7-14**

Porsche Parts for Sale: 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. emailgnl2000@charter.net for more info and pictures **6-14**

Porsche Parts for Sale: 356 chrome luggage rack. Roof racks for 996/997/Cayenne. Bra for 993. Early Boxster/996 17" cup wheels (4). 996/Boxster hardtop hoist. 212-812-0568 s.meszkat@gmail.com **6-14**

DAS Sport bolt-in role hoop for 993/964 sunroof coupe, custom painted Polar Silver, in excellent condition. \$800 picked up, Farmington CT; Phil Smith email: mgpsmith@att.net **2-14**

996 Hard Top. Lapis Blue with Savannah Beige interior. With stand and two covers. Great condition. \$1,000. Hunter Johnson, Stamford, CT 203-981-2185. hunter.johnson@msn.com **12-13**

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 **4-13**

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Garage Space. Climate controlled garage has one space available for winter storage, heated at a constant 72 degrees and a dehumidifier running 24/7. This is a well secured location, at a private home in downtown Westport, \$250. a month, you would be joining other vintage Air Cooled cars, including three Porsches and a VW. Call Tom 203.246.1299 **10-14**

>>>continued on page 82

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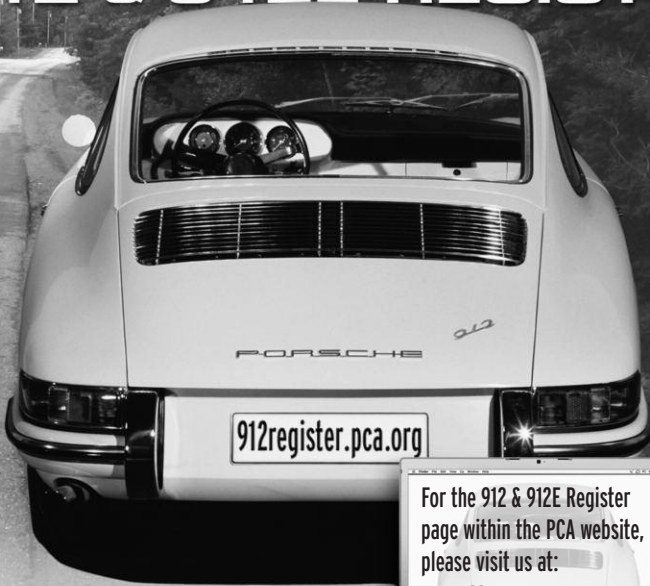
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WANTED

Porsche 911 Coupe or Targa.
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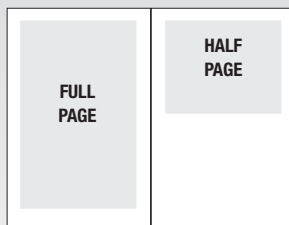
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