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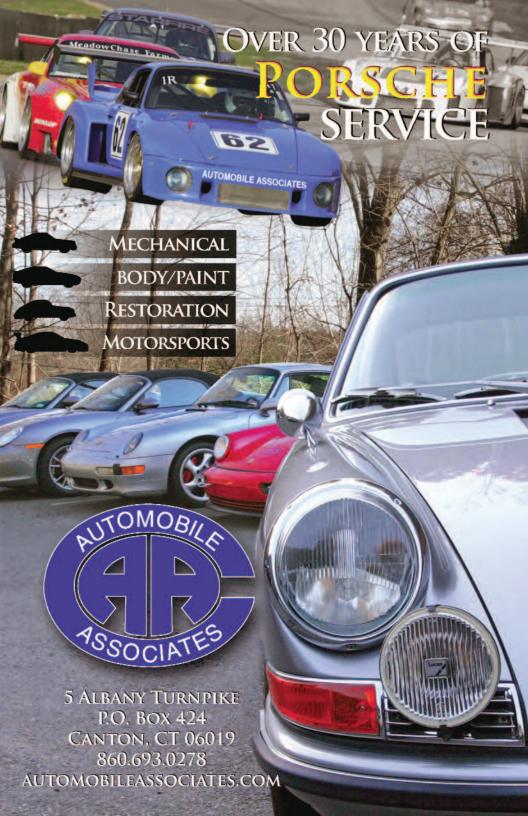






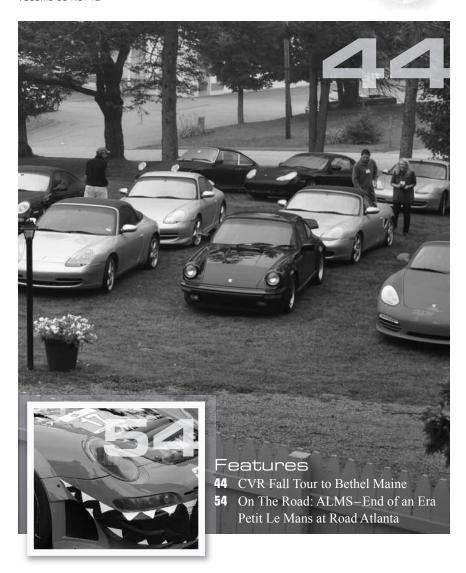






12.2013 CHALLENGE CONTENTS

VOLUME 36 NO. 12



CHALLENGE

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







Cover Story

When Michael English sent in this photo back in August, he told me that he wanted to have the distinction of photographing the *Challenge's* first "swimsuit" cover, so we've decided to oblige him.

Our cover model this month is the daughter of Mike's friend in her dad's Boxster S.

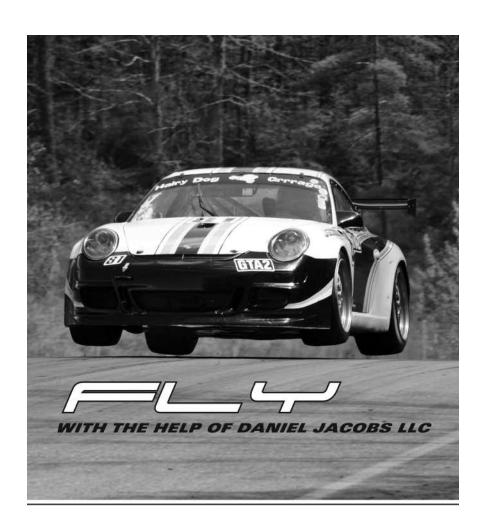
We'll be seeing her photo in *Challenge* again in about sixteen years when she attends her first session of *AutoX University*.

Upcoming Events

- **9** January Monthly Meeting Breakfast at the Trailer Depot!
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- **53** CVR Spring Tour 2014 New York's Finger Lakes Region

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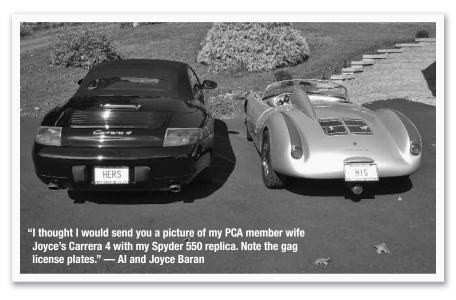


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CLUB MEMBERSHIP UPDATES & RENEWALS MADE EASY

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

PCA MEMBERSHIP RECRUITING

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

NOT RECEIVING IMPORTANT CVR EMAILS?

- ✓ It's easy: just go to the cvrpca.orgwebsite — 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 website is secure
- Emails will NOT be sent on a daily or weekly basis
- You can opt out at any time











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MONTHLY MEETINGS

Frank Sena, Programs Coordinator

JANUARY MONTHLY MEETING

Date: Saturday, January 18, 2014

Location: Trailer Depot

1037 Middletown Ave. (Route 17)

Northford, CT 06472 (800) 860-3579

www.thetrailerdepot.com

Directions available on the web site

Back by popular demand! The Trailer Depot (www.thetrailerdepot.com) will once again host our Monthly Meeting on Saturday, January 18, 2014. Please mark your calendar and plan to attend this very popular CVR event! George from Chip's Family Restaurant will provide his famous Pancakes for our Saturday morning meeting. A great breakfast, CVR Raffles and member activity updates will "round out" our program.

Meeting Agenda:

8:30 – 10:00 am Socializing and PANCAKES!

10:00 - 11:00 am Meeting and Program

11:00 am Raffle

we'd love to have you!

For seating and breakfast estimates please RSVP to: **cvrprogramvp@cvrpca.org**If you should decide the day of the meeting to attend... please "come ahead"...

Always check **cvrpca.org** for any schedule changes and updates.



While his friends were playing baseball, eight-year old Spencer Cox was figuring out ways to go faster.

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CVR EVENTS CALENDAR



DECEMBER 2013

3 Close for ALL January 2014 *Challenge* business

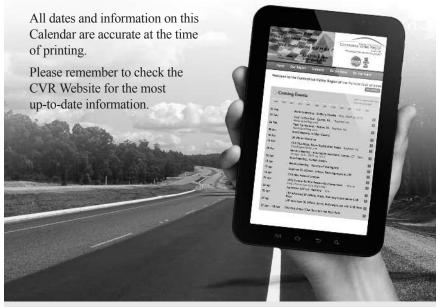
JANUARY 2014

- 3 Close for ALL February 2014 *Challenge* business
- January Monthly Meeting, pancake breakfast at The Trailer Depot, Northford, CT, 8:30 am

FEBRUARY 2014

3 Close for ALL March 2014 *Challenge* business

The 2014 Event Calendar will be updated soon, as we are in the planning process for the upcoming season. Please check the CVR Website for updates. The *Challenge* staff wishes all of you the sweetest holiday season and a happy and healthy New Year!



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

CVR's Annual Meeting and Photofest is always a great opportunity for all to socialize with CVR friends, reflect back on the year, and to recognize and award outstanding club members. This year we also commemorated the fiftieth anniversary year of the 911 with a presentation on Collectible 911s and, thanks to Porsche of Wallingford, a beautiful 2013 911 was parked right in the banquet room for all to admire.

I'd like to thank Dennis Primavera and his team for planning and organizing the event. As always, Susan Young's decorations really added a special touch to the evening. The Club also extends a special thanks to Porsche of Wallingford for underwriting the evening, and for the exceptional raffle gifts they so generously provided. If you weren't there, you missed out on a chance to win a Boxster or Cayenne for a weekend, or a valuable Porsche watch, just to name a few. I also want to thank Automobile Associates of Canton, Daniel Jacobs, LLC., Musante Motor-

sports, and SpeedSport Tuning for their generous raffle gifts, and for the on-going support they provide throughout the year – these are four very special supporters of our Drivers' Ed Program, which is the very heart of the Club.

I mentioned the 50th anniversary of the 911 theme to the evening. Thank you Prescott Kelly for an outstanding presentation on Collectible 911s. We all enjoyed great photographs, great color commentary and background on fifty years' worth of 911s – some incredibly valuable (as in seven-figure valuable) and some described by Prescott as being almost "sale-proof". Everyone commented on how much they enjoyed the informative and entertaining presentation.

Our annual meeting is also the time when members elect CVR Officers for the coming term. Roger Funk, past CVR president and Chairman of the Nominating Committee, presided over the voting to elect the following CVR Officers:

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
Officers who will be completing the secor	nd year of their term in 2014 are:
President	Gary Hansen
	Steve Cloud
Executive V P	

In keeping with CVR's long standing practice of rotating leadership responsibilities every few years, The Club also recognized two members who are stepping aside this year – Mark Richard and Dennis Primavera. I used the phrase "Stepping Aside", because both Mark and Dennis have agreed to remain active members of our leadership team going forward, and for that we are thankful!



Mark Richard – Mark has been a part of the CVR Program Team since 2008, and elected as Vice President, CVR Programs in 2009. Mark has worked closely with numerous businesses that support CVR. He organized or co-organized over 50 interesting CVR monthly meetings – yes 50!!! And, rumor has it that Mark raffled off upwards of 500 prizes at these meetings!! Next time you see Mark, be sure to thank him for his six years of service on the CVR Programs Team!



Dennis Primavera – Although Dennis moved to Massachusetts last year, he completed his responsibilities throughout 2013 with distinction, as he has done

in the past. He has served as CVR's Special Event Chairman since 2010, organizing many successful events, such as our annual meetings, Porscheplatz Hospitality at Lime Rock Park, and an Evening with Patrick Long. Dennis was also instrumental in establishing the Club's solid relationship with Porsche of Wallingford. Dennis will remain the liaison between CVR and personnel running non-CVR events at Lime Rock Park from which CVR members would benefit. Thank you Dennis Primavera for serving as Special Events Chairman these past four years!

Drivers' Ed, Autocross, and Concours presented their annual awards. Recipients are determined by the Activity Chairs and are announced that night. I am pleased to congratulate the following members for being selected as the 2013 award winners:

Drivers Education Awards:

- Dale Smith Award Spencer Cox
- **DE Instructor of the Year**Don Schneider
- **DE Enthusiast of the year** Keith Sanderson

Jim and Maryanne Newton Concours Award: Prescott Kelly

Auto Cross Awards:

- Overall Champion Paul Kudra
- Rookie of the Year Alex Au
- Most Improved Driver of the year Scottie Taylor

There are also prestigious CVR-wide Awards presented each year. This year's recipients are:

Rookie of the Year Frank Sena

Our 2013 Rookie of the year, is a true "rookie," having joined CVR in 2012. Frank immediately asked "How can I help?" and became a familiar face to everyone who attends Monthly Meetings. He officially joined the Program Team and the CVR Board in 2013, and hit the ground running with energy, new ideas, and a can-do attitude. Frank was instrumental in arranging for a new meeting venue last January, and for having Stephanie Economou as our guest



speaker in July. He joined forces with Shelley Krohnengold to develop a marketing brochure for CVR to help promote sponsorship and advertising opportunities for the Club. And, for 2014, Frank has stepped forward to serve as the Club Race Sponsor Chair to help ensure the financial viability of the event. His Club Race duties are in addition to having just been elected CVR's Vice President of Programs!

■ Enthusiast of the Year Shelley Krohnengold

Shelley's primary job within CVR is that of *Challenge* Editor, In that role, he has pioneered special color editions of the magazine for Club Race and Concours and has been instrumental in

growing advertising revenues to help offset costs. Shelley also creates our Club Race Program, the Annual Meeting Program, and helps to develop content for our Web postings and eBlasts.



Typically there isn't any Club activity that Shelley hasn't helped to promote or present. Everyone in CVR benefits from the many hours of volunteer time provided by Shelley every month; and we all enjoy seeing him at virtually every CVR event throughout the year. Of particular note for 2013 is the recognition of Challenge magazine as "Newsletter of the Month" by Classic Motorsports Magazine. This year Shelley also initiated the development of a "CVR marketing kit" to promote CVR to potential sponsors, and he and CVR Webmeister Phil Capella have made the effort to begin posting back issues of Challenge on our website.

Frank Carrington Award Paul and Pam Kudra

The Frank Carrington Award is presented to outstanding Connecticut Valley Region Porsche Club of America members who, over time, have served CVR tirelessly and unselfishly to lead, support, and enhance the Porsche passion to its members, sponsors and other contributing partners in various events and activities.

Paul and Pam Kudra exemplify the characteristics of a Frank Carrington



recipient. The Kudras have been deeply immersed in CVR activities since 1979. In total, Pam and Paul have served in various leadership roles for 20 of their 34 years in the Club! Together and individually they have served as Secretary, Membership Chair, Treas-



urer, *Challenge* Editors, Autocross Chair, and President! As pro-active members of Autocross and CVR's Drivers' Education program (in fact, Paul was my very first instructor) Pam and Paul are familiar faces to those of us who have enjoyed "driving our cars the way they were meant to be driven." They clearly recognize that it takes great volunteers to make a great club and have been two truly great CVR

volunteers. They have also made their Porsche passion a family affair now that Paul and son Randy are doing an amaz-



Paul Kudra

ing job running our Autocross program – with Pam as the Sunday morning registrar. Perhaps there will be another Kudra Carrington recipient in the future. Thank you Pam and Paul Kudra for all you've done and all that you still do for CVR.

In closing, I am pleased to report that 2013 has been a very good year for CVR, and that it has been an honor and a privilege to serve on the Board, and work with CVR's talented group of Activity Chairs.

I wish everyone a joyful holiday season and a Happy New Year!

BETTIVEEN THE LINES Shelley Krohnengold, Challenge Editor

HAPPY HOLIDAYS

This month I have decided to give you all a Holiday gift, and not write a full column. However, I would like to take a moment to thank our Copy Editor, Nancie Giacalone; Advertising Chair, Dan Cooley; Special features Editor, Allen Fossbender, and all of the writers, photographers, board members and volunteers who help me put the *Challenge* together every month.

Wishing everyone a great holiday season and a Happy & Healthy (most important) New Year!

— cvreditor@cvrpca.org



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DE Chief of Control

Donn Castonguay

DE Chief Instructor

Spencer Cox

DE Chief Instructor - Assistant

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

The Right Road Means Everything

As an avid member of the PCA CVR, I would welcome the chance to discuss a financial planning tune up with my fellow Porsche enthu-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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Dave Vaccaro, VP Driver's Education

The CVR 2013 Drivers' Education program had a Winter Workshop in March, a total of 19 DE track days and one autocross/wet skid pad car control day. For those of you who missed out on these DE days in 2013, we sure hope to see you at one of our CVR DE days next year. Our schedule will be posted at the beginning of 2014.

We held our annual Watkins Glen DE on October 14 & 15. We had ten first time DE participants and five female drivers at our WGI event. The weather was a little wet and a little foggy on the first day (we were told by Paul,

>>> Dave presenting Keith Sanderson with the DE Enthusiast of the Year Award at the Nov LRP DE

WGI's chief steward, that WGI had three days with fog – CVR happened to get two of those three days). Luckily, the weather cleared up nicely on the second day, giving us some really good track time. We had our usual dinner at the Glen Club, with a turnout of 88 people. The food was great and after eating, we had our after-dinner raffle, with lots of great give-aways. Stable Energies sent us a box of some really nice shirts and a whole bunch of one-person brake bleeder bottles, to give away as raffle prizes. The rowdy table in the corner had a great time making all sorts of comments on what the brake bleeder bottles could be used for Their comments made everyone laugh. Spencer Cox donated a collection of



CHALLENGE

susan vaccar

Total Oil products, and Susan came up with other items to include in the raffle selection. The dinner is always a nice way to get together with track friends to talk about the track and rungroup sessions.

CVR held the end of the year PhotoFest dinner on November 2nd. The attendees got to view all of the submitted photos from CVR members and then voted on their favorites, had dinner, learned the results of the 2014 Board member election, and after all of the Board requirements were taken care of, Prescott Kelly gave a really cool presentation on the history of 50 years of 911.

The different activities gave out their awards and DE had three to give out. Our DE Enthusiast award went to Keith Sanderson Keith was unable to attend the event so we held off on giving him his trophy until our DE at Lime Rock. Keith is well known by the DE drivers as he is the one that always has a camera in his hand, except when he's working at the Tech Line, it's his turn on the track or when he's doing a work assignment as a Steward or at Pit Out. Our Instructor of the Year is a tough one to select because I think all of our CVR instructors are A+++, but for 2013. Don Schneider was the instructor who stood out a little bit more, with his willingness to help out any driver who wanted additional instruction, plus coming to many events without a car while he was getting his 944 ready for the track.

The most prestigious off all the DE awards is the Dale Smith award and that honor went to Spencer Cox, our Chief Instructor. Sue Smith came up from NJ to help present the award to Spencer. Spencer has been involved with the CVR DE program for so many years and





>>> Scott, Peter, Gregg, Dana, Joe, and Dick at WGI dinner October 2013

recently upgraded the classroom portion of the DE events, with the drivers telling us how much they enjoy his classrooms

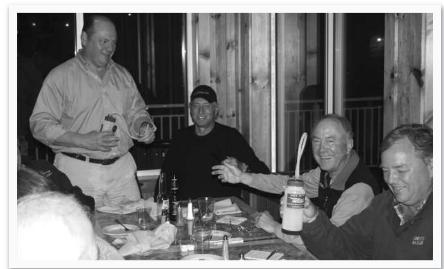
and knowledge they get from his experience on the track. A big congratulations to all of our winners - you deserve it.



Susan Vacca

I will have fulfilled my two year commitment as DE Track Chair by the time you all read this article. I was asked to stay on as Track Chair and it will be my pleasure to serve all of you track junkies and have some more great times and fun at the track in 2014. Have a great holiday season. Be safe and have fun.

Dave



Dave Vacca



>>> Jonathan, Rick, Cecil and Joe at the corner table, with 2 of the brake-bleeder bottles (top)

>>> Tom Piper, Dan Jacobs, Joe Mangan at the gate to the track (center)

>>> Rick Canter leading the WGI track walk (bottom)





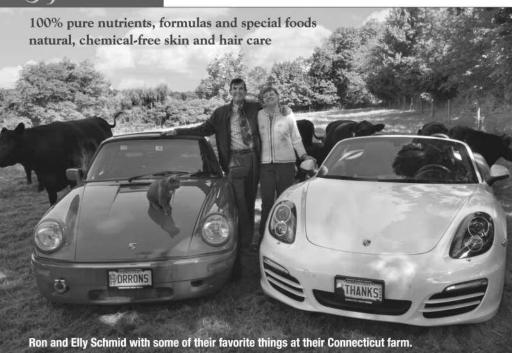


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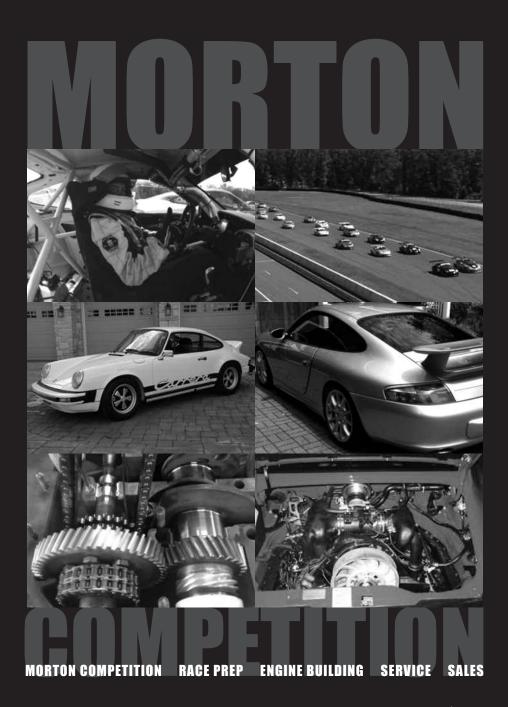




THANKS, CVR members, for the warm welcome you've given us since we joined last spring. My wife and I drive Porsches because Porsche makes some of the finest cars in the world. For over fifteen years, we've made some of the finest food supplements and body care products in the world. We use no additives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



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BETTER DRIVING...BETTER PARTYING!

Paying attention at the AutoX-U classes all year long definitely has its benefits. First of all, it helps elevate your driving skills to an ever higher level, regardless of where you are starting from. Secondly, it also gives you the best shot at a Top-Twenty ranking for the season. This year the bar has been raised again, taking an average of 88.9% of the Fastest Time of Day to make such a select group. Last year it took just 84.6%, and it only took 70.1% the year before that. So congratulations are in order for those who reached the top-twenty this year as well as everyone who participated and marched steadily in that direction!

>>> Elliott Matos (front) and team Hoffman celebrates the 2013 Top-Twenty with a spectacular evening!

The other benefit of reaching this level is that it gets you an invitation to the now famous CVR Championship Celebration Powered by Hoffman!



Getting in feels like getting an invite from the Porsche factory itself with the way Elliot Matos and team Hoffman put on such a fun and classy party! They really know how to make you feel special and they outdid themselves again this year.









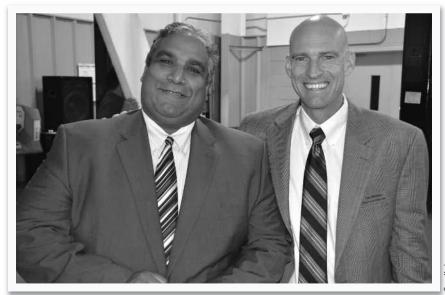
Photos on this page Sara Kudra

>>> Cass Whitehead, and Team Hoffman (Norm, Ethan, Lou, and Steve) shared their enthusiasm and fun stories (top)

>>> CVR Amigos: Jim Matons, Brian Fournier, Eddie Wong, John Raudat, and Dan Malaquias (above)

Food and drink were more than plentiful, very upscale, and very tasty. Ambiance was aplenty as well with: linen draped tables, tiered layers of appetizers and main courses, a constant stream of hot hors d'oeuvres being catered to your side while you enjoyed our hosts and cameraderie of our close-knit AutoX friends. The tasty treats for dessert were almost too pretty to eat. With a sprinkling of new Porsches placed strategically for us to play with and mingle around, it was the perfect background. We also appreciate the new comfy chairs and stainless steel eye-candy aftermarket and OEM hard parts "just because they are cool". None of us doubted for a minute that this was THE place to be!

We were further treated to an encore engagement from Cass Whitehead (Chief Instructor of the Porsche Sport Driving School); freshly back with the latest Porsche Factory news. Good thing we had those comfy chairs because he kept us motionless in them as he shared his animated description of what it feels like to actually drive the new 918 supercar around town and at speed. The engineering team at Weisach has worked their magic again and literaly "amped-up" the performance of this supercar to even higher levels. Now you can drive over 90 mph in electric only mode! That should be very helpful when you need to be in stealth-mode for various reasons. Armed with lots of development testing, the engineers have



>>> Super host, Elliot and Super speaker (and driver) Cass both wowed us — you would smile a lot too if you got to drive cars like the 918 the way Cass Whitehead does as Chief Instructor for Porsche Sport Driving School

also un-de-tuned the RS Spyder gasoline engine to pump out even more push. I pity the "poor owners" who will have the impossible choice of whether to select the stealth/green electric mode or the aural ecstasy warp-drive full

Sara Kudi

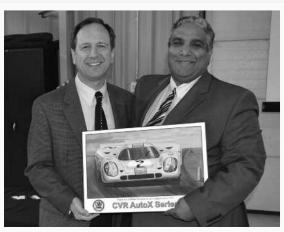
attack mode offered by the gasoline powered adrenaline pump in combination with the electric. Decisions, decisions! If you are such a person and need help deciding, please, please, please feel free to call me anytime and I'll help you. The exclusive in-car camera of Cass piloting a 918 around the track while he discusses the different driving modes to a perspective customer was priceless.

After Cass' talk and some good Q&A, Elliott and Ethan Gombossy (the

coolest Service Manager on the planet, and a really quick driver at Lime Rock) gave out amazing door prizes and goodies that brought big smiles to all. What a night! We can't thank Hoffman Porsche enough for not only celebrating our accomplishments as drivers, but just for being such nice and generous enthusiasts who really "get it". You can see it in their eyes that they are as into this as we are. Special indeed!

Join us on April 13, 2014 for the first **AutoX-University** event next year





Photos on this page Sara Kudra

- >>> A Hoffman AutoX sandwich; Randy, Ethan, Elliot, and Paul (top)
- >>> Special artwork for a special evening. Thank you Team Hoffman from CVR! (left)



NEWSFLAS

Special Congratulations go to:

Alex Au for earning 2013 Rookie of the Year and Scottie Taylor for winning 2013 Most Improved Driver award... They were presented the following week at CVR's Annual Meeting. More on these special achievements in a later issue!



ara Kudra

and prepare to study hard for your chance to join next year's Celebration event. We are already working improvements into the curriculum and our instruction methods to make it an even better program. The "homework" is really fun and you will definitely learn and refine your driving skills to an even

higher level. We specifically welcome those who are new to AutoX. We have designed the courses, and the curriculum, to enhance your quick advancement as the Class of 2014. That's the best very best way to make the 2014 Celebration!

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Last month in Part 1, we explored several key aspects of Smooth Driving. You have to slow down enough to allow yourself to feel the messages from your car and notice those "extra" things. It is the foundation needed to go fast, but by itself it doesn't produce the excitement we expect from pushing our cars. Now in In Part 2 of The Paradox of Driving Fast let's jump right into the fun side of the equation, "Aggressive Driving

Aggressive Driving is an important skill and not as easy to achieve as you would like to think.

How do you drive aggressively? "Simply" keep pushing all of the controls until you actually hear or feel your car complain! Porsches are AMAZING! Usually it's us that reach a limit well before they protest. After every launch, corner, or brake zone, ask yourself "what limit did I hit that prevented me from pushing harder?" Yeah, you were fast...but why couldn't you go faster? Strive for being at the tire's, or engine's, limit at every moment of a hot lap! Let's look at some specifics.

For aggressive acceleration, launch with about 5-10% wheel spin. Proper clutch slipping skills are a must to get this right, staying between the torque and horsepower peaks and getting maximum Gs. Your clutch should be fully engaged in about one car length or else

you are probably just making heat and clutch dust for no gain. You will feel like a Pro-Stock drag racer if you get it right, transferring most of the car's weight to the rear tires, which allows

Unless you get to the point where you spin the tires too much occasionally, how do you know you have reached the car's traction limit?

even more acceleration! Unless you get to the point where you spin the tires too much occasionally, how do you know you have reached the car's traction limit? As you calibrate yourself with practice, you can get down to a consistent 2-4% spin until you run out of engine power. With race tires, a little tire buzz for the first 3-5 feet off the

line also cleans and heats your tires enough to produce even higher grip, and more than offsets the lost time from the spinning tires.

For aggressive cornering, you should keep going faster and faster until you hear a steady and constant sliding, or high pitched chirping sound, throughout the whole corner from turn-in to straightening the wheel at the corner's "track-out" point. Again, this is typically only a low percentage of slippage, just enough that you know you are at the limit. When the high pitched sound turns into a lower toned howl, or when vou turn the steering wheel and vet the car doesn't actually turn any more, then vou have gone too far and are understeering (plowing). Not only is that slow, but that is one of the few ways you will actually notice wear on your tires (because you are grinding them sideways across the pavement like an eraser on paper). This understeer can be easily corrected by slightly lifting off the gas... but that's for another lesson on "throttle steering", and for another day.

For aggressive braking, you keep pushing harder and harder on the brake pedal until the tires actually start to lock up! This is probably one of the most underutilized strengths on a Porsche. Brakes are violent if used to their fullest. Of course threshold braking takes practice and calibration to repeatedly count on. Simply "SLAMMING" on the brakes is not going to be the best, even with ABS. However with a subtle difference, just "slamming" on the brakes will probably be very close to maximum if you ramp-up brake pressure in-sync with the weight transfer to the front tires and if you hold the tires at that low slippage percentile throughout the whole braking distance. Again, that's another lesson by itself. Ask yourself, "Could I have braked a little later?" "Was I on the threshold of slipping the entire brake distance?" Did you lock up the front wheels because you overpowered them before the weight had time (fractions of a second) to transfer to the front and push those tires harder into the ground? Being aggressive also involves not braking too early. Here is a good exercise to practice: drive at a steady, slow speed, say about 25-30 mph (of course safely

Ask yourself, "could I have braked a little later?" "Was I on the threshold of slipping the entire brake distance?" Did you lock up the front wheels because you overpowered them before the weigh had time (fractions of a second) to transfer to the front and push those tires harder into the ground?

on a private road with full visibility that no one else is anywhere around you) then go as close to a stop-line as you dare before braking. Focus on just the line as you approach and do your best "panic stop" to avoid crossing the line when you have come to a full stop. It gets pretty scary as you get closer, closer, CLOSER, before your brain screams BRAKE!!! Aggressive indeed, but how every brake zone should be taken if you want to be fast. By the way, not using much brake, and just throwing a car into a corner side-

ways to scrub off the speed, is not an efficient way to slow down and is definitely **not** fast!

Other aspects of aggressive driving need to be in place before you can get the most benefit. First, you have to overcome the "self-preservation gene" we have all evolved with and the worries that come with "Driving to the Edge" — primal fears about getting out-of-control and possibly hurting yourself, or worse yet, hurting your Porsche! Resolve these thoughts before you try to get the most out of the aggressive-driving side of the equation. Skills acquired from practicing smooth driving will help, knowing that you can spot the signs early enough to catch and recover from being "over the edge". Knowing that Porsches are specifically built for that kind of driving, if done well, should also help resolve any of the later concerns about mechanical harm

Derek Bell once told me he felt guilty that they had to do so little maintenance on the 962s, only occasionally rebuilding motors in a season.

I can attest to similar experience on street Porsches in hard driving over many CVR, Zone and Regional AutoX events on top of countless CVR and Zone 1 DE events. Porsches provide decades of flat out driving before starting to request any attention aside from normal fluid changes. Every decade or so I've found that a fresh set of 1st and 2nd gear syncros is the only toll heavily autocrossing puts on your Porsche. Getting stuck in one traffic iam puts far more wear on the clutch than a season of competitive driving. Rev limiters are meant to be used, so feel free to wind up the revs to the sweet spot. Brakes and tires are the cheapest bang-for the buck performance items you can buy, so use them and enjoy them before they age-harden and you have thrown them away because they become rocks with no grip.

Lastly, to be aggressive you need to convince yourself that you actually want to go fast! Sure, we all say we want to go fast, but to eke out that last little bit of speed you need to get into a zen-like relaxation to prepare yourself



Paul Kudra

>>> You just need to listen to know it's Ed Bogue on course. A beautiful, steady complaint from the tires lets you know he is always right at the perfect balance of aggressive and smooth



>>> I made it! But can I go faster? Eric Frohman pushing hard.

for the intense feelings that come with it. You need to "get into the zone". Sebastian Vettel is the latest poster child for this as he is somewhere between an intense stare and sleeping before the start of a Grand Prix race. Personally I say three things to myself at the launch of each serious lap. "Look-Up; Smile; and Relax! Each has a physiological impact that works for me. 1) "Look-Up" fights the tunnel vision tendencies that humans have when the adrenaline is flowing. You can't perform well looking only 30 feet in front of your car. The beautiful ballet you hope will unfold will actually be a brake-dance unless you are giving it the 1000 yard stare. 2) "Smile" further relaxes your facial, neck, and shoulder muscles and brings a flush of happiness that helps you remember why you are doing this...because it's unbelievably fun! 3) "Relax" is the final trigger that prepares me to make my fastest reactions; it's a zen state that reminds me of an interview with Bruce Lee a long time ago. He pointed out that to move quickly you don't want to have to overcome tightened muscles first. Relaxed muscles were one of the keys to his lightning quick movements. Only after these three items have been



Photos Paul Kudra

>>> A little too fast this time...but now Eric is calibrated for the next run to find that perfect balance!

achieved am I actually ready to really attack the course!

Now for the paradox, to drive fast you need to be aggressive, but still smooth! You need to find the right balance between the two. All of the "no surprises" anticipation needs to happen from the smooth side, but now it just happens faster and faster. Always at, or a couple percent over, the limit at virtually every instance. Your Porsche is either at the maximum acceleration, threshold braking, or skid-pad level of cornering...and the transitions between these are always on the edge of two, just two, of these. Confidence and calibration from smooth driving are a necessary foundation. Relentlessly attacking every opportunity, to slay each tenth of a second, has to be your focus, vour need, your reason for being there at that moment.

I hope you can join our growing AutoX-U team of driving enthusiasts starting in April as we all work to put these, and other driving skills into practice. You will definitely be safer, better, and faster for it...and you will appreciate your Porsche like never before!

Better Driving...Faster!



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Peter & Janica Shafer



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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.

seems or other hard to reach areas.

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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To a Porsche, it's the Mayo clinic.

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

I have come to know and respect how hard your Officers and Board of Directors work for all of us in CVR. I am pleased to have joined them in helping to put on events that allow us to enjoy our Porsches even more than in 'regular' drives. All club events bring us together to share our affection for these special cars, and our rallies offer this as well. With that in mind, I am committed to "socializing" our rallies so that they become a shared experience rather than an isolating one. Case in point, in the recent fall rally the route was looped and you were very likely to encounter several other CVR rally teams driving the same roads, sometimes in different directions.

So on a cool, bright and breezy Sunday late in October, 42 CVR members (consisting of 38 rally team members and four of us who ran the rally – Gary and Jennifer Hansen, Allen Fossbender and yours truly) invaded the beautiful Town of Guilford, CT for the club's second and final rally of the year. I am happy to report that all teams finished, there were no incidents (not even any stolen coursemarkers) and the scoring was very competitive with several teams scoring well, seeing most of the coursemarkers along the rally route and hitting both of the checkpoints.

While the rally instructions were fun and followable (for most teams, that is), the hero of the day was the Guilford roads. Narrow with tight, sometimes 90 degree turns, they provided a most enjoyable drive. With names like Moose Hill Road, Beaver Head Road, Hoop Pole Road, Little Meadow Road and Round Hill Road one could easily have thought they had been transported to Maine for this rally. An out-of-the-car photo-op was provided at checkpoint #2 (a special thanks to Allen for taking pictures when our scheduled photographer couldn't attend due to illness).

Getting the highest scores required paying attention to redundant instructions (previewed in the last Challenge) staying on a road when you were placed "onto"



>>> CVR's Porsches took over the Splash American Grille parking lot

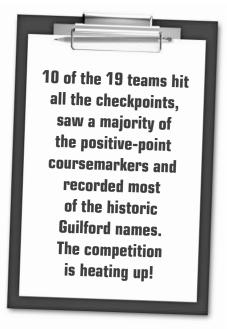
Allen Fossbender



>>> Drivers and navigators finishing breakfast and getting ready for the rally start

that road, and not missing or misreading any quoted signs or course markers. 10 of the 19 teams hit all the checkpoints, saw a majority of the positive-point coursemarkers and recorded most of the historic Guilford names. The competition is heating up!

This course-following rally was about 50 miles long and most of the teams finished the course in a little



over two hours. Both breakfast and lunch were available at the start/finish restaurant, the Splash American Grille.





Allen Fossbender

Splash gave us their entire rear dining room for our eating, meeting and scoring activities.

There were only two classes in this rally – for 15 teams this was their very first rally. The remaining four teams had only limited rally experience, so the opportunity to win this rally was within everyone's reach. The overall points winner was the first-timer's team of Paul DeMattie and Anthony LaRussa in their meridian 996 Cab. The winners of the other class were Roy Allison and Janice Pratt in their blue Boxster S. Other top scores were turned in by Andrea Gaines, Rick Gaines and Peter Turello in their blue 993, Ken and Alicia Perry in their gray 911, Ron and Beth Herrick in their silver Boxster, Gordon and Matt Laing in their red 911, Glenn and Dolores Lacey in their gray Cayman and Rene and Lou Ann Dupuis in their blue 911 Cab.

The tiebreaker for the rally (which did not have to be used this time) was

>>> Rally teams and their Porsches waiting for the rally's start. Even this late in October, the fall colors welcomed CVR to Guilford.

the number of red barns observed along the rally route. There were 58 such barns (according to the rallymaster and a Guilford resident)... and the submitted answers from all teams ranged from 20 to 96 with the closest number submitted at 55 by the Dupuis team.

The Spring 2014 rally will be even further south and west, perhaps in the greater Danbury area where many of our CVR members reside. Please send some suggestion for both rally locations and start/finish venues to me at:





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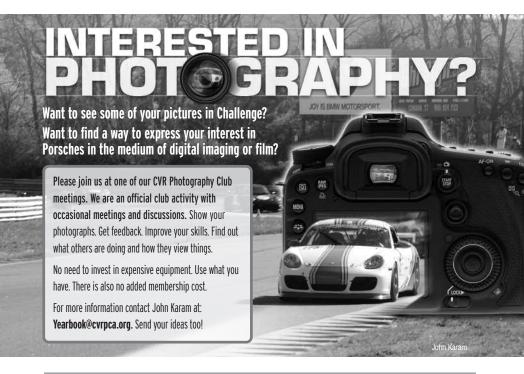
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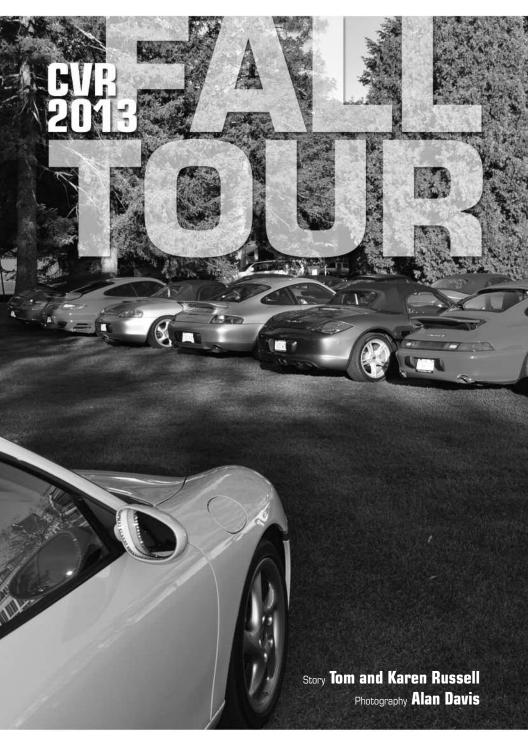
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After a year of planning the fall tour—and our first tour ever—we were hoping that all would go according to plan.

We wanted to try and incorporate things we liked from previous tours that we had been on and we were greatly relieved to see that the weather forecast was going to be great.

The day before we were leaving for Bethel, a donation from Chubb arrived for our welcome bag. We expected a small trinket, instead we received seven large boxes with a really nice lambswool throw. With no time to ship them to the hotel, we ran around getting local participants to squeeze them into their cars and bring them up to the hotel for us. Thanks to the Emonds, Clouds, Williams and Malumphys for packing their cars and helping us to get everything up to the hotel.



On Thursday, we met several people at the diner in Newtown and drove up on a nice warm clear day. Once we arrived, we got things organized and checked over the final details, only to find out that a craft fair was going to be set up on the green in front of the hotel on Saturday, the day of the tour. Luckily, we would be departing before it was fully set up, so that was not going to be a problem.

On Friday morning, the day before the tour, we took off to pre-drive the tour route to ensure that there would not be any last-minute changes needed to the route. The roads were great, even better then we remembered, with an extra touch of fall color. Everything went well, and we arrived back at the hotel to await the arrival of the items for the welcome bags. A special thanks to Curt and Cathy Bradley, who donated the Armorall and cleaning towels.

Once back from driving the route, Roger Malumphy washed our car so that we could begin to put together the welcome bags. We had help packing the bags from Barbara Malumphy and Diana Camp. We were lining them up in the hallways and



filling them, production line style, as John Camp was running the completed bags downstairs for us. We had just enough time to finish and have a quick drink out front with everyone before going to dinner.

Club members began arriving on Friday afternoon and continued late into the night. Some of the club



members who came early did a bit of sightseeing and enjoyed the local shops. The hotel staff was great in setting up the wash stations and welcoming everyone.

Well, we did it. There were many times we wondered what we have gotten ourselves into, between the trips to Bethel, the driving and phone calls — suddenly

>>> CVR tour members woke up to a delicate morning mist coating the 42 Porsches parked on the hotel lawn



the day of the tour is here. Following breakfast, we had our drivers meeting and the obligatory group photo out front. We then lined up for an 8:45 am departure. With a total of 42 cars for first tour, the weather and scenic

roads were perfect, we drove into New Hampshire through Crawford Notch and over the seasonal Bear Mountain Road. We then headed back into Maine with a brief rest stop at the visitor center on the way into Naples. The

total distance was 125 miles of open roads so that everyone could enjoy the driving with minimal traffic. Lunch was catered aboard the Songo Queen, a replica of an old-fashioned paddlewheel boat on Long Lake.





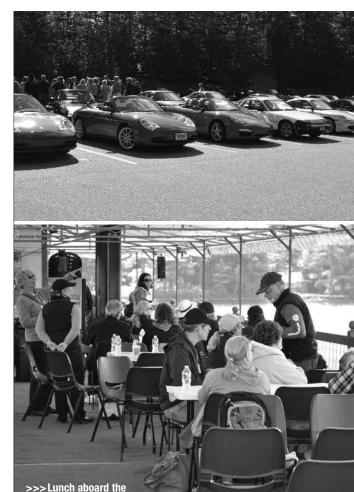
>>> The CVR tour group poses for the obligatory Saturday morning photo before heading out on the road (above)

>>> The morning mist cleared to reveal a spectacular early fall touring day (left)

The boat ride was two hours long and was a nice break from the driving, it was a perfect day for being out on a boat. We had hired a gentleman to sit in the parking lot and keep an eve on the cars while we were out on the boat. I had told everyone his health story, about his two brain aneurysms when he was 50 and his being unable to work. We mentioned that while we were paying him, it would really be nice if everyone would give him a dollar or two tip when we returned. The generosity of our club members was overwhelming, he had tears in his eyes as he had not seen money like that in a long time. What a great group of people, thank you everyone.

We offered two routes back to the hotel, either a short plain road or a longer scenic road back over the seasonal Evans Notch Road. An added bonus was that part of the road was freshly paved, and though narrow, it was a great Porsche road.

When we arrived back at the hotel, I learned that one last minute change I had made to the route was incorrect and created a bit of confusion. Back at the hotel, the cars were getting



washed and everyone was talking about the tour and the great roads. During the cocktail hour everyone was still talking about the tour. We had a nice buffet dinner and afterwards we had our raffle with many donated prizes. Since we were in Maine, Tom put on a moose hat, the closest thing to seeing a moose all weekend.

Songo River Queen

We had some great raffle prizes; Porsche of Wallingford donated two gift certificates for car detailing, Speedsport Tuning supplied a gift certificate for a wheel alignment, Hoffman Porsche, Danbury Porsche, Stoner Company, Giro and Spectro Oil all contributed some great raffle items as well. We donated clothing that







was purchased from the CVR Emporium and a twist by having a cheap frame that people could swap their item. We had no takers until the last hat was getting raffled off, the winner chose the frame as he felt badly for Tom that no one would take it. We congratulated him as it had a gift certificate from Speedsport Tuning hidden

inside. The raffle was a lot of fun and laughs, a great way to end the night.

Next morning after breakfast, people began leaving for the ride home. Everyone had a great time, and our first tour was over. Many thanks to the wonderful staff of the Bethel Inn for making our time there so enjoyable. Thanks to Alan and Carolyn Davis for the help with the tour.

For the Fall 2014 CVR tour, we are planning for the same weekend (September 19–21, 2014) in the Adirondacks.







Join us on the weekend of May 2-4, 2014 for the CVR Spring Tour headquartered at the Turning Stone Resort and Casino in New York's beautiful

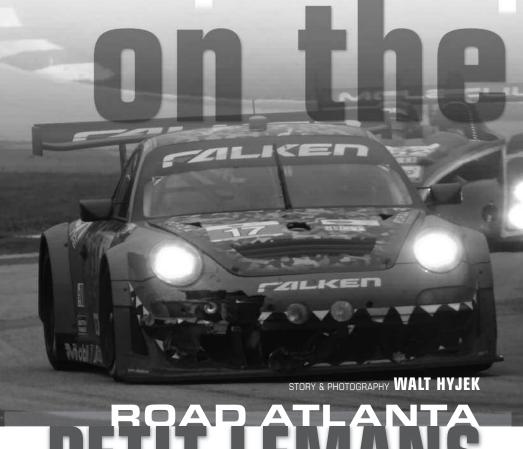
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The End of an Era: ALMS

>>>The Wolf Henzler, **Bryan Sellers, Nick Tandy** #17 Falken Tire entry finished first in GT class (above)

On October 20, 2013, the Petit Le Mans at Road Atlanta brought to an end the American Le Mans Series, Started by Don Panoz in 1998, it brought many of us racing enthusiasts years of great racing among the classes of LMP1, LMP2, GT and GTC. Now we have to look to the future and the **Tudor United Sportscar** Championship. It will bring many changes as it is a merger of the Rolex

Grand Am series and the American Le Mans Series. We will have to wait and see what develops.

Road Atlanta, one of the premier road courses in America, is located just outside of Atlanta in the rolling hills of Braselton. Georgia. It is 2.54 miles long with 12 turns and includes famous esses and turn 12 with its sweeping downhill to the front straight. It's a great place to see a race, with convenient shuttle services

road

and great vendor areas.

Arriving in Atlanta for the 16th Petit Le Mans (and the last ALMS race) on Thursday. there is light rain during the afternoon. In talking with the teams I learn that there has been heavier rain and many teams did not go out. Each team must have their drivers do three laps minimum during the night to qualify them for the race, with a temperature of 67 degrees under mostly cloudy skies and damp-to-wet conditions, they were trying to protect their cars from any possible damage.

With mixed conditions of light rain and sun, up first was GTC with Spencer Pumpelly in the #45 Flying Lizard Porsche and Jeroen Bleekemolen in the #22 Porsche fighting for pole. Spencer Pumpelly came out on top, his fourth ALMS pole and third this year. Next day was GT, with 71 degree temps, mostly sunny skies. and a dry track, the #3 Corvette turned in a fast lap while being followed by the #4 Corvette turning fast laps right behind, but the #62 Ferrari came from behind and grabbed pole away from both Corvettes. In PC qualifying, Dane Cameron in the #52 Oreca, turned the best lap which was his third career pole, all of of them occurring in the last four races. During P1 and P2 qualifying, an unusual event

happened when the #551 P2 of Ryan Briscoe stopped on course and caused a red flag at the end of qualifying. This cost him his best lap which elevated the #01 Extreme Speed driven by David Brabham to pole. In P1, Neel Jani put his #12 Lola/Toyota on the pole.

In GT, Ferrari was on pole followed by the #93 and #91 SRT Vipers, a Corvette, a BMW and finally the Porsche of Falken in 6th. In GTC, the Flying Lizards were on pole, followed by the Alex Job Weathertech car, and then the Dempsey Porsche.

On Saturday, the sun finally began to break out for the finale of the ALMS, and the display of teams, cars and drivers on the front straight of Road Atlanta in all their glory were as Don Panoz had designed it, "For the fans."



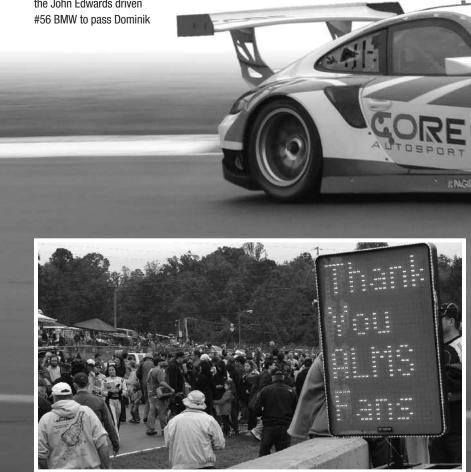
The race began at 10:45 am under declared "wet" conditions. This allowed the teams to start on any set of tires they chose. During the first 10 minutes, most of the teams pitted to change to slicks as the track had dried and there was a definite dry line on the track that was visible to all.

The lead changed regularly in P1 and P2, while in GT it took 56 minutes for the John Edwards driven #56 BMW to pass Dominik Farnbacher in the #91 SRT Viper. One minute later the #62 Ferrari, driven by Matteo Malucci, passed the BMW for the lead.

At 5 hours and 22 minutes after the start, the #17 Falken Porsche, with Bryan Sellers onboard, took the lead from the BMW, which had been repeatedly swapping the lead with Ferrari, Corvette and SRT Viper.

The GT race was tight all the way through, with the lead being swapped back and forth, as was the GTC race. Every time I checked timing on the cell phone, there was a different team in the lead.

Finally, after 375 laps, and 9 hours and 37 minutes, the #17 Falken Porsche with Nick Tandy driving, won GT



with a margin of 1.89 seconds over the #54 BMW of Dirk Muller. Considering that the Falken car was totaled in the Baltimore race, the team took the show car and worked to get it race ready for this last race, and the rest is history.

In GTC, Spencer
Pumpelly and the Flying
Lizards won the team

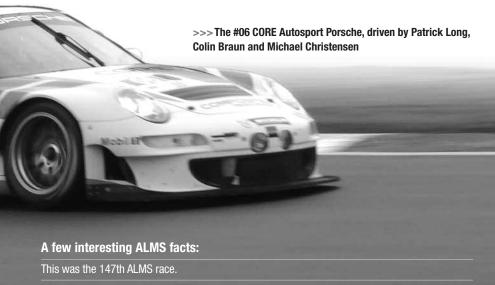
championship with co-drivers Nelson Canache Jr. and Madison Snow, in only his second ALMS race.

In LMP1, the Rebellion Racing Toyota/Lola B12/60 won, upsetting the Muscle Milk's team eight race winning streak.

In LMP2, Level 5 Motorsports claimed their fourth ALMS Championship and a 2nd place at the Petit Le Mans. This gives them four consecutive team and driver championships in ALMS.

In LMPC, the #8
Merchant Services LTD/
Evident Capital/MBRP
Performance Exhaust
Oreca FLM09 with Chris
Cummings, Kyle Marcell
and Stefan Johansson
finished first in class, making
this their third win in a row,
giving Cummings the
championship.

>>>continued on page 61



Over the last fifteen seasons, there were 1,041 drivers who have participated in at least one event, with 248 of those drivers earning at least one class win, 65 of them posting an overall victory.

Lucas Luhr has the most victories with 49 class wins and 24 overall.

The most victories belong to Rinaldo (Dindo) Capella with 27, a record that will not be broken.

Jan Magnussen participated in the most events, 119.

The series has traveled to three continents and 26 tracks.

Porsche (excluding GTC) has 119 wins in all classes followed by Corvette and Audi tied with 82 wins each.

Since 2005, there have been 14,763 pit stops.

In 2012 and 2013 there were 803 lead changes in the five classes.



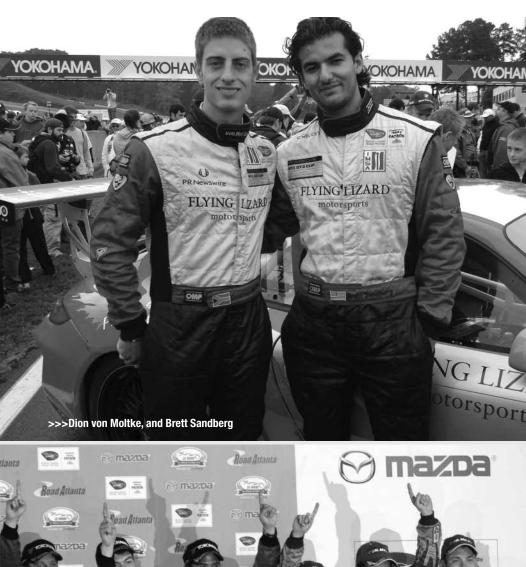






Clockwise from top left: >>>The #10 Dempsey Racing GTC car driven by Charlie Putman, Charles Espeniaub and Darren Law followed through the esses by the Alex Job Racing Weathertech #22 GTC car, driven by Cooper MacNeil, Jeroen Bleekemolen and Sebastiaan Bleekemolen

- >>> Heavy Porsche traffic in pit lane
- >>> The #17 Falken Racing GT car Grrrrrr
- >>>The #06 CORE Autosport GT car driven by Patrick Long and Tom Kimber-Smith; Corvette Racing/Compuware #3 GT car driven by Jan Magnussen and Antonio Garcia; #66 TRG Racing GT car driven by Ben Keating and Damien Faulkner, and the #17 Falken Tire GT car driven by Wolf Henzler, Bryan Sellers and Nick Tandy seen running in close formation





>>>Spencer Pumpelly, Madison Snow and Nelson Canache, Jr., Flying Lizards car #45, Bryan Sellers, Wolf Henzler and Nick Tandy, Falken Racing car #17





>>>The Falken Trophy for the First Place GT Driver



>>>Flying Lizard's Spencer Pumpelly shared the drive with Nelson Canache, Jr. and Madison Snow



>>>Bryan Sellers, Patrick Dempsey and Wolf Henzler

The one sad incident that has left us all stunned was the untimely death of 26-year-old Sean Edwards, who was killed at Queensland Raceway in Willowbank, Australia while instructing a driver. It is widely believed that the throttle stuck full open causing a crash into the barrier and subsequent fire. Sean was an up-and-coming voung race driver who had participated in a number of ALMS races. He had just recently finished filming his role in the Ron Howard film RUSH, where he played the part of his father, former Formula 1 star Guy Edwards, who famously pulled Niki Lauda from the wreckage of his burning Ferrari following the Austrian's crash at the Nurburing in 1976, A Sean Edwards helmet sticker was on every car, the MOMO team had pulled his car from the race but made one lap with his helmet during the pre-race warmup lap.

See you next year or at some other Porsche or CVR event. Next year we start the record books all over again with the Tudor United Sportscar Championship.





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IN THE NEWS

Porsche Macan Debut at Los Angeles Auto Show

All-new SUV model brings typical Porsche qualities to fastest growing segment

Los Angeles – 8/November 2013

Porsche is celebrating two world premieres and three North American debuts at the 2013 Los Angeles Auto Show. The much anticipated Porsche Macan compact SUV, the automaker's fifth model line, will be unveiled to an international audience at the L.A. Convention

Center in Petree Hall during the Porsche press conference on Wednesday, Nov. 20 at 11:35 a.m. PST. Further world debuts include the 911 Turbo Cabriolet and 911 Turbo S Cabriolet models. These

top-of-the-line, open air 911 sports cars accelerate from zero to 60 mph in 3.3 and 3.1 seconds respectively, reaching a top track speed of up to 195 mph.

Additionally, the Porsche
918 Spyder will be shown
for the first time at an auto
show in North America. This
plug-in hybrid super sports
car carries the traditional
Porsche DNA into a groundbreaking sports car concept.
Designed from the start to be
a high-performance hybrid,
the 918 Spyder offers an



>>> The 2014 Macan looks just as comfortable in the dirt as in an urban environment





>>> The 2014 Turbo S
Cabriolet, 2014 918 Spyder,
2014 Panamera Turbo S
Executive long wheelbase
model and its luxurious
rear seating area, Turbo S
Cabriolet interior
(clockwise from above)

Press Release courtesy of Porsche Communications AG. © Copyright 2013 Porsche Club of America Inc. All rights reserved. Photos courtesy Porsche Communications AG.

unprecedented combination of performance by combining the 887-hp output of a super sports car and the virtually silent propulsion of an electric vehicle. The 918 Spyder is able to accelerate from 0 to 60 mph in less than 2.8 seconds and offers extraordinary low fuel consumption.

The Porsche Panamera
Turbo S and Panamera
Turbo S Executive models
will also be on display
shortly after their world
debut at the Tokyo Motor
Show the same day. The
Turbo S models are the
fastest, most powerful and
most luxurious models in
the Panamera range,

offering power output of 570 hp and a top track speed of 192 mph, plus a particularly extensive range of technology and luxury features. For the first time ever, an Executive version of the Panamera Turbo S is available with a wheelbase that is extended by 5.9 inches.





The Los Angeles area is not only home to one of the most important auto shows of the year, it is also Porsche's most important market with 17 percent of all cars sold in the U.S. Given the Los Angeles area's proximity to such a

large number of Porsche customers, the company is currently building a first of its kind experience center in the area. At the end of next year, the new Porsche Experience Center Los Angeles will offer a world class test track and handling course, including special surfaces which replicate inclement weather

conditions where customers and auto enthusiasts can hone their driving skills and try out the latest Porsche models. The experience center, located in Carson, California, will also be the new home of Porsche Motorsport North America. currently located in Santa Ana, California.





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NEW MEMBERS



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

Bausch, Oliver Clinton, CT 1995 911

Beckwith, Timothy Meriden, CT Affiliate: Christine Beckwith 2003 Boxster

Caro, Thomas Wallingford, CT 1984 944

Evans, Peter V. West Hartford, CT 2014 Cayman S

Goodson, Dane R. Cheshire, CT Affiliate: Michele Goodson 1975 914

Kowal, Russell M. Shelton, CT 2013 Boxster S

Maher, Michael J. Fairfield, CT 1981 911SC Misra, Sanju Milford, CT Affiliate:

Christopher Hilton

Pereira, Carlos Danbury, CT Affiliate: Jackie Pereira 2001 911

Piazzaroli, Michael L. Fairfield, CT 2012 911 S

Porter, lan Hartford, CT Affiliate: Margaret Ducasse 2001 Carrera

Prehodka, Barry Ridgefield, CT 2006 C2S

Rowen, Bill

Guilford, CT Affiliate: Jessica Rowen 2013 Carrera 4S Rudick, Mark W. Westport, CT 2013 Carrera 4

Schindler, Steven E. Rutland, VT Affiliate: Mary E. Schindler

Shukovsky, Edward Stamford, CT 1999 Boxster

Worthen, Joseph L. West Simsbury, CT 1987 944S

Zimmer, Peter Danbury, CT 1987 911

Transfers In

Savenor, Ronald D. Acton, MA *Transfer from: Northeast (NE)* Affiliate: Oliver Savenor

For free event updates access our website at www.cvrpca.org

PCA ANNIVERSARIES



DECEMBER 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.

35 Years

Simon, Walter Key West, FL

20 Years

Coe, Jeffrey Trumbull, CT

15 Years

Bussmann, George Branford, CT

Florido, Francis Wilton, CT Schaufelberger, Andrew

Beacon, NY

Shafer, Marc West Hartford, CT

Bradbury, Bob Bloomfield, CT

10 Years

Bilyard, Keith Southbury, CT

Courtney, Joseph New Milford, CT Gosselin, Kevin Fairfield, CT

Smith, Archie Greenwich, CT

Weber, Harvey Stamford CT

5 Years

Obranski, Sean Wilton, CT

Turner, William Canton, CT



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, 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

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

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*

1984 Turbo Look With 1995 3.6 motor. Just finished a major revamp. Rebuilt Trans (G50) with close ratio gearing, Guard Diff, Fiberglass Fenders, Hood, front and rear bumper all with fresh paint. Brand new Formula 43 custom offset wheels with fresh Hoosiers. Also have a spare set of CCW wheels with Hoosiers. New windshield and new Schroth Clubman 6 point harnesses. Front oil cooler, wing, shift light, Safe Racer sway bars, lightweight fly wheel,

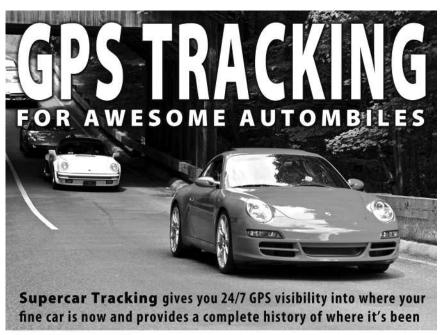
Wevo shifter and Recaro seats. Guards Red. Motor is chipped and very strong. Compression and leak down all up to spec. All major work performed by Dan Jacobs and Automotive Associates. This is a very quick and forgiving car that is super fun to drive. Have to make room for Cup Car. Asking \$30K. Please email for pics. Jon Fairbanks 860-59-4111 j.fairbanks159yahoo.com 11-13

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 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 or 609-577-5420 8-13

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

>>>continued on page 73





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Dog Grrrage. Owner passed away. Great, solid car. 99K miles. \$25,000. Contact Henry Fischer 845-235-2564. Pictures available, email henryjfischer@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/cfegwvv. 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 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 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 cosmetic flaws, never seriously damaged. 3 sets of wheels with good rains and a brand new set of Michelins, air wand, cool suit, helmet cooler, Aim dash with integrated smarty cam, 2 exhaust systems with one modified street exhaust that makes car pass at Lime Rock, cordless impact wrench, nitrogen tank regulator with air hoses, many spares, well maintained and very reliable, email for pictures and more

details, asking \$62K. John Fatse, JF308@aol.com (4-13) 11-13

2005 Porsche Boxster S Showroom
Condition, Only 9,100 Miles. 2nd Owner. 6 Sp
Manual, GT Silver Metallic Paint with Natural
Leather Brown Interior. Sport Chrono Pkg, 19"
Carrera Wheels, Heated Seats, Porsche Active
Suspension Mgmt, Bose Sound System with
CD Player, Bi Xenon Headlamp Pkg, Michelin
Tires. Cert of Authenticity - Orig MSRP - \$67K.
CARFAX Available. Asking \$32K. Contact
Dave Russell at drsrllc@cox.net or call
860-490-0696. Enfield, Ct. 11-13

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

OTHER CARS FOR SALE

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

Porsche 997 9115 "lobster fork" wheels with center caps 19 in. two 8.5 two 11 inch in excellent condition never damaged, a few normal minor scratches.taken off my 06 cab. \$1,200.00 Call 203-874-0680 Paul *12-13*

Porsche wheels and tires. New London, CT area. Set of winter tires and wheels for 2001 Porsche Carrerra 4. Tires and wheels in good condition. Sizes are 255/ 40R17 back and

>>>continued on page 75

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205/50R17 front. \$1,000 or B/O. See pictures on craigslist http://hartford.craigslist.org/pts/4098101526.html Email at: acdboxnow@sbcglobal.net *11-13*

Winter tire/wheel package for 1997-2001 BMW 528i (4) Mille Miglia MM-11-2 (16 x 8) wheels with Blizzak WS60 (225/55R16) snow tires mounted/balanced. Tires purchased from Tire Rack October 2011. Essentially full tread; wheels in excellent condition, no curb rash. Includes lug bolts. Pick up only in Central CT. Package cost \$1050; asking \$750. Contact: Frank Zawacki, 860-667-3576, frankzwac@aol.com 11-13

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*

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

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.iohnson@msn.com *12-13*

996C4S Misc. Parts/Accessories: 0E exhaust, removed from car at 34k miles, \$200; black Lloyd "Carrera 4S" front floormats, \$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@ootonline.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 EV04 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.

>>>continued on page 77

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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, oversied ports and valves, long-duration race cam. .55 intake lift. ARP head studs. Two fabricated headers; one for stock chassis and turbo location, second for race modified chassis. No intake or ignition system. Parts all purchased rom 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 *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. 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 *2-13*

2008 CargoPro 22 foot all aluminum Vnose 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 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 4-13

WANTED

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

>>>continued on page 79



CVR has entered into an affiliation with TireRack that will benefit our members.

It is a natural fit of TireRack's favorable pricing and resources for making an informed decision on the purchase of tires, for which there seem to be countless choices along with our members' need for the correct tires, not only for Porsches, but also on our other vehicles as well. When you, your family or friends shop for tires using the link on the CVR website, you will be going to the TireRack site for pricing, extensive technical information and product reviews. CVR will get a commission from TireRack for every purchase initiated using the link on the CVR homepage. The commission income will provide CVR with funding to help cover the cost of services provided to our members.

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

CHALLENGE ADVERTISING RATES

No. of Insertions	Ful	I Page	На	If Page
12 Issues	\$ -	1,440.	\$	810.
6 Issues	\$	750.	\$	430.
3 Issues	\$	405.	\$	225.
1 Issue	\$	155.	\$	90.
Cover ads are 12 month commitments only.				

Inside Front \$ 2,645.
Inside Back \$ 2,645.
Outside Back \$ 990.

HALF PAGE FULL PAGE

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

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

Display Ad Dimensions (H x W in inches)

Full Page	7 ⁷ / ₁₆ " x 4 ¹ / ₂ "	7.4375" x 4.5"
Half Page	3%" x 4½"	3.625" x 4.5"

Inside Front/Back Cover $8\frac{1}{2}$ " x $5\frac{1}{2}$ " 8.5" x 5.5" (Full Bleed)

Outside Back Cover 4½" x 5½" 4.25" x 5.5" (Bleed left, right and bottom)

Challenge Advertising Rates January 1, 2013

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 aiglittle@gmail.com *10-13*

Programs Coordinator Needed!

This is a great opportunity for you to contribute to CVR in a significant way.

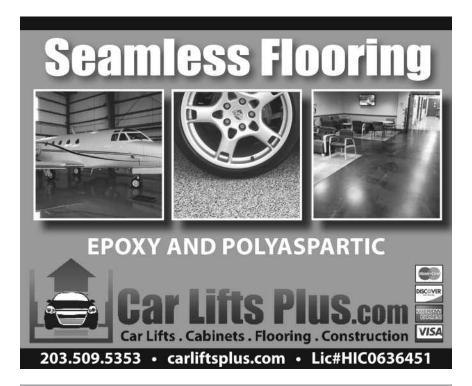
CVR is looking for an additional Programs
Coordinator to work together with our V.P.
of Programs, Mark Richard. Programs are monthly meetings organized so that members can learn and discuss topics ranging from car restoration, the latest car parts and accessories, driving safety or even just to get together and enjoy a great meal!
Come to hear a championsip driver, tech expert or vintage restorer share their expertise or simply join us to view a range of truly

spectacular collectors' cars, car parts and accessories that may be on display.

The Programs Coordinators responsibility is to help with the creation, planning and organization of these very popular events. This important position will not only be enjoyable but will also be a very rewarding experience, allowing you to get to know many wonderful CVR members. This is a great opportunity to demonstrate your talent and give back to the CVR community. The most critical element is that you love cars and people.

For more details, please email: cvrprogramvp@cvrpca.org 11-13





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SPECIAL INTEREST GROUPS

356 Special Interest Group

Jerry Charlup (203) 322-8262 concours@cvrpca.org

930 Special Interest Group

Vic Caruso (203) 661-1599 vgcaruso@optonline.net

993 Special Interest Group

Mike Odierna (203) 653-4173 mikeo993@yahoo.com

Cayman Registry Advocate

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

Boxster Registry Advocate

Dennis Primavera (508) 224-1540 specialevents@cvrpca.org boxsterregister.org

911SC Registry Advocate

Lon Hultgren (860) 487-9444 http://911SC.pca.org HultgrenLR@MansfieldCT.org

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997 (all)	\$995	Carrera GT	\$3,995

Turbo cars:

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996 Turbo/GT2	\$1,549
997 Turbo	\$2,195
997 DFI Turbo	\$2,295
Cayenne Turbo	\$1,395
Cayenne DFI Turbo 2007-	\$1,395

Conversion Files

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996 3.4 or 3.6 to Boxster	\$1,395

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