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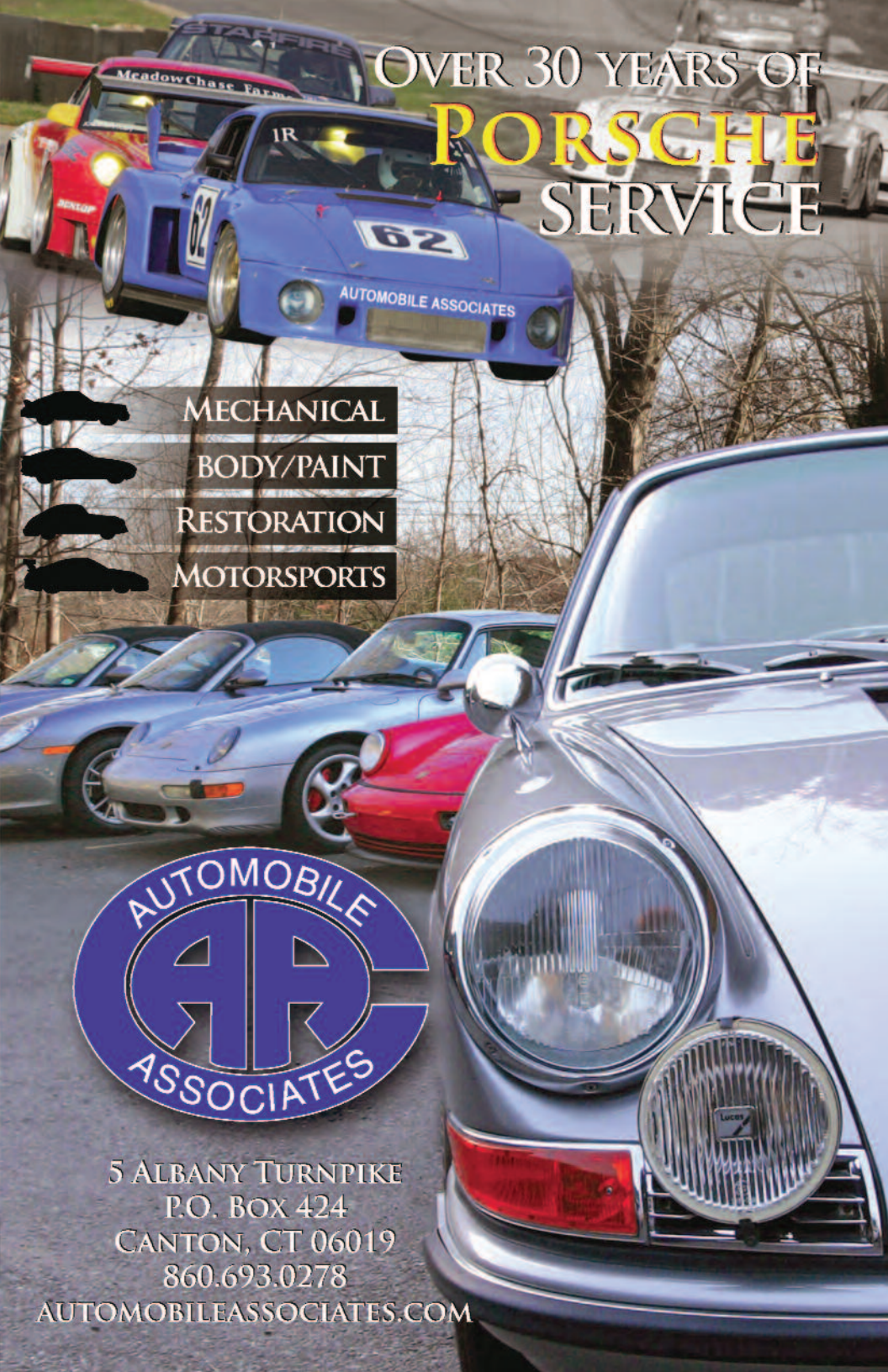
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# 12.2014 CHALLENGE CONTENTS

VOLUME 37 NO. 12



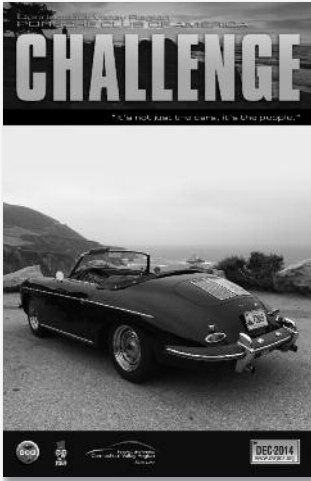
## Features/Events

- 27** Fall at The Glen
- 28** Why I Love the Glen
- 37** Bear Mountain Coffee Run
- 41** Bespoke Spoken Here
- 50** Lone Star LeMans

## CHALLENGE

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





## Cover Story

Dick Strahota, outgoing CVR Concours Co-Chair and new Vice President, took this photo of his 1962 Twin-Grill Roadster in Monterey, CA at the 59th Porsche Parade this past June.

## Upcoming Events

**7** CVR Events Calendar

## Departments

**2** Cover Story

**4** Editorial Staff

**4** Contributing Writers and Photographers

**5** Board of Directors

**9** The Shore Line

**15** Between the Lines

**17** Membership Services

**18** Activity Chairs

**21** On Track

**31** Rally

**35** Emporium

**61** CVR Photo Club – Photo Website

**62** In the News

**64** New Members

**65** Member Anniversaries

**66** The Mart

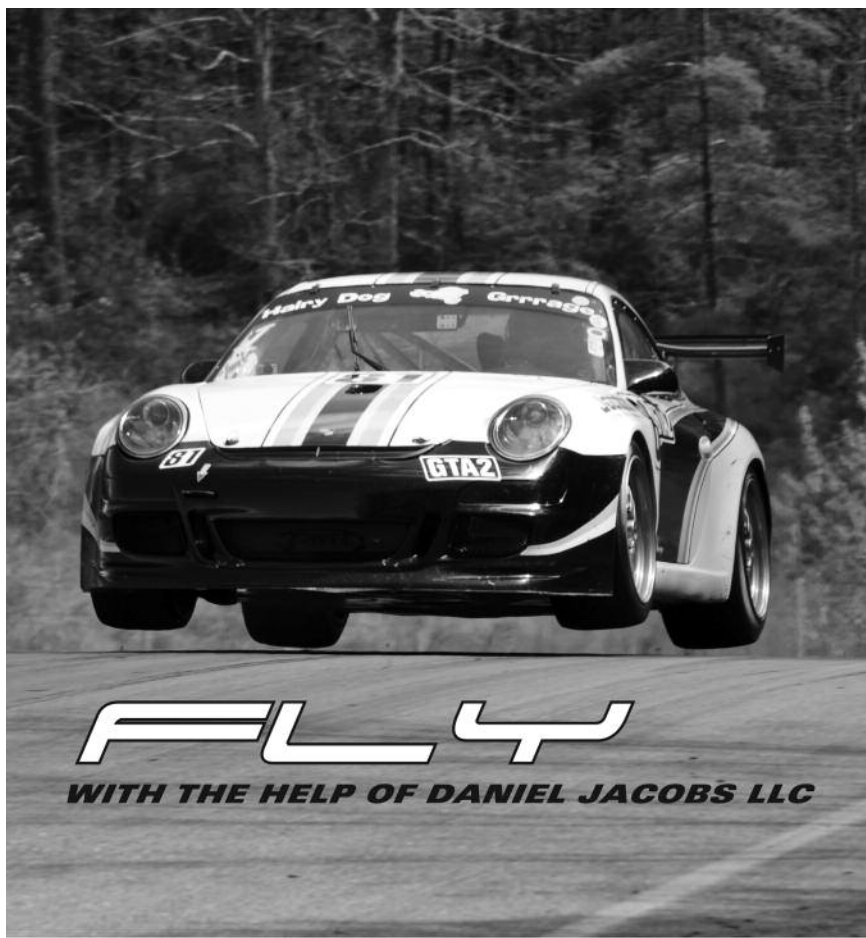
**71** Advertising Rates and Specifications

**72** Advertisers Directory

**72** Special Interest Groups



**Correction** — Our October cover photograph was incorrectly identified as the work of Cheryl Caouette. Credit should go to Photographer Alan Davis, his photo was taken on the lawn of the Bethel Inn and Resort, in Bethel, ME during the CVR 2013 Spring tour.



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Uncredited photos/text  
and illustrations: Editor

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# CVR EVENTS CALENDAR



## DECEMBER 2014

- 1 Deadline for ALL January 2015 *Challenge* business
- 16 Happy Chanukkah!
- 25 Merry Christmas!
- 31 Happy New Year!

The CVR Events Calendar is minimal this month as we are in the planning stages for 2015. All dates and information on this Calendar are accurate at the time of printing. Please remember to check the CVR Website for the most up-to-date information.

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

Website Updates: [www.cvrpca.org](http://www.cvrpca.org)

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



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# THE SHORE LINE

Gary Hansen, CVR President

## FAREWELL

**CVR's official Annual Meeting and Photofest was, once again, a great opportunity to socialize with CVR friends, reflect back on the year, and to recognize some of our outstanding club members.**

I'd like to thank Nick Esposito and Dennis Primavera for planning and hosting the Annual Meeting. As usual, their work was impressive. I also want to acknowledge their support team of Alan and Caroline Davis and Allen Fossbender who helped with set-up and registration; Susan Young for the décor for the meeting and Shelley Krohnengold who designed the advertising and registration material, and for coordinating the Photofest, with the help of Meryl Krohnengold. The Club also extends a special thanks to Porsche

of Wallingford for underwriting the evening, and for the exceptional raffle gifts they so graciously provided. If you weren't there, you missed out on a chance to win an amazing high-tech Porsche bicycle or the use of a Porsche for a weekend, just to name a few. I also want to thank the following businesses for the generous raffle gifts that they provided: Automobile Associates of Canton, Car Lifts Plus, Daniel Jacobs, LLC, Musante Motorsports, and SpeedSport Tuning. Congratulations to all the raffle winners – enjoy your prizes!

Of course, 2014 was CVR's 55th anniversary and what better way to celebrate yet again than with a guest speaker who has been a member for 41 of those 55 years. Thank you Jim



Dennis Primavera

Newton for entertaining us with your characteristic wit and engaging manner, as you shared snippets of your club-related and Porsche-related memories.

Our Annual Meeting is also 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 to serve in 2015/2016:

**President**

Steve Cloud

**Executive Vice President**

Dick Strahota

**Secretary**

Allen Fossbender

**Vice Treasurer / Club Race Registrar**

Deborah Cloud

I also want to acknowledge the CVR officers who will complete terms in 2015:

**Treasurer**

Dick Kretz

**VP Drivers' Education**

Dave Vaccaro

**VP Programs**

Frank Sena

**Vice Treasurer / DE Registrar**

Susan Vaccaro

As President, I have the honor of formally recognizing the outgoing CVR Board Members and Activity Chairs at the November meetings. However, I find this to be a bittersweet honor. Acknowledging the individual contributions of our hard working Board members at the Annual Meeting is a great opportunity to express our appreciation, but, of



>>> CVR President Gary Hansen.

course, it is always sad to see them leave the Board. This year we honored Susan and Charles Young, chairs of Community Service; Deborah Charlup, Jerry Charlup, Trish Carroll and Dick Strahota, co-chairs of Concours; and Jennifer Hansen, Vice Treasurer/Club Race Registrar. I thank them for their years of outstanding service to CVR. I calculated that collectively, these seven individuals represent over 55 years of CVR leadership! Hmm... 55 years, what a coincidence.

A highly anticipated part of the evening is always the annual awards. Recipients are determined by the Drivers' Ed, Autocross, and Concours Activity Chairs, respectively, and are announced that night. I am pleased to congratulate the following members for being selected as the 2014 award winners:

**DRIVERS' EDUCATION AWARDS**

**Dale Smith Award:** Joe Gawlik

**DE Instructor of the Year:** Bob Scotto

**DE Enthusiast of the year:** Mark Lewis





>>> **Drivers' Education Vice President, Dave Vaccaro and Sue Smith with Dale Smith Award recipient Joe Gawlik.**

**JIM AND MARY ANN NEWTON  
CONCOURS AWARD**

.....  
Shelley Krohnengold

**AUTOCROSS AWARDS**

.....  
**Overall Champion:** Rich Bello

**Rookie of the Year:** David Jeffway

**Most Improved:** Steve Dudzic

**Hoffman Cup Champion:** Paul Kudra

Another Presidential perk is announcing the CVR-wide awards presented each year. Potential candidates are nominated by Board members and votes are cast via email. The recipients' names are known only by the President until the meeting. This year's recipients are:

**ROOKIE OF THE YEAR**

.....  
Michael Keller

A regular participant at monthly meetings since joining a few years ago, Michael was curious about the club and its various activities right from the start. While I must admit I tried to sell him on DE and Club Racing, he obviously found Concours to be his passion. Michael has earned this award for joining the

Concours Team last year with high energy, and a can-do attitude that introduced an added level of high tech to the event. Jerry Charlup and Dick Strahota were so impressed by Michael Keller's enthusiasm that they asked him to be their successor as Activity Chair in 2015. In



>>> **Rookie of the Year Michael Keller.**

preparation for his new assignment, Michael played an active role in the planning for the 2014 Concours, including promoting the Concours at many of our monthly meetings. Not only did I get to congratulate Michael Keller as our 2014 Rookie of the Year but to also welcome him as CVR's new Concours Chair!

**ENTHUSIAST OF THE YEAR**

.....  
Allen Fossbender

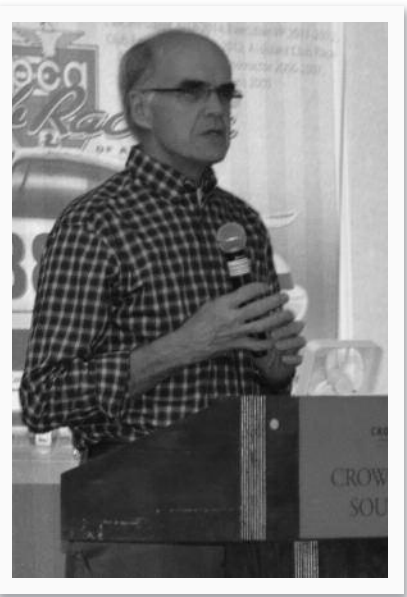
Allen is a very dedicated club member who has been deeply engaged for the past three years, but every year he seems to



>>> **Enthusiast of the Year Allen Fossbender.**

Photos Dennis Primavera

do more and more. I can safely say there isn't any Club activity in which Allen hasn't played a part. Whether it was manning registration tables at social events, parking cars at the annual Concours, manning check points and scoring for the Rallies, editing *Challenge* feature articles, securing insurance for every CVR event in his role as Club Secretary, or serving as Club Race Volunteer Coordinator "extraordinaire," Allen Fossbender has literally been all over the state and helped everyone. Allen quietly and competently performs whatever task is needed. Equally impressive, he also attended every monthly board meeting and composed Pulitzer-worthy minutes in a most timely manner. Allen's impressive documentation of the always lively board meetings will continue, as we have elected Allen to serve as our Secretary for another two years.



>>> The evening's guest speaker, Jim Newton entertained members with many Porsche-related memories.



>>> Incoming CVR President, Steve Cloud presents one of Paul Kudra's beautiful illustrations to Gary Hansen.

So as we close out the year, I'm pleased to say that the club remains financially sound, vibrant and one of the most active regions in the Porsche Club of America! Before signing off as your Region President, I'd like to thank Steve



>>> Porsche of Wallingford General Manager Steve Gilligan.

Photos Dennis Primavera



>>> Porsche of Wallingford brought along a new 2015 Cayenne S, with a twin-turbo 3.6-liter V6 and 420 horsepower, it made for an impressive “reveal”. Just as impressive was the fact that they could actually bring it into the hotel ballroom as it cleared the doors by inches on each side, even with its mirrors fully folded.



Photos: Dennis Primavera

>>> Susan Young and other CVR members reviewing the fantastic array of photography on the Photofest “wall of fame”.

Cloud and the other Board members for accepting the challenge of leading CVR going forward. I have no doubt that our region will continue to grow and prosper under their leadership. For me personally, it has been an honor and a privilege to serve on the Board for the past five years, and I am grateful for the opportunity to

have worked with an incredibly talented group people who give their time and energy to make the club fun for all our members. As we all know, “it’s not just the cars, it’s the people”.

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

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# BETWEEN THE LINES

Shelley Krohnengold, *Challenge* Editor

## HAPPY HOLIDAYS

Once again, I have decided to give all of you (and myself) a holiday gift and not write my usual long-winded monthly column. However, this is an opportune time to thank everyone that has a hand in putting *Challenge* together each month.

This includes *Challenge* Copy Editor, Nancie Giacalone, who comes through every month long distance from her home in North Carolina, Advertising Manager, Dan Cooley, who keeps us in the black, Special Features Editor Allen Fossbender, who bails us out when the going gets tough, George Feisthamel, our CSR and print advisor from Paladin Commercial

Printing, and all of the photographers, writers and CVR board members who submit the great content you read and see each month.

Equally important are our advertisers, who give us the support which allows us to print and mail *Challenge* to you twelve times a year, please don't forget to support them in return.

Wishing you a great holiday season and a happy and healthy New Year!

—[cveditor@cvrpca.org](mailto:cveditor@cvrpca.org)



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

## PCA MEMBERSHIP RECRUITING

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

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# ON TRACK

Dave Vaccaro, VP Driver's Education



**Can you believe that the 2014 CVR DE season is over?** It feels like just yesterday we were getting ready for our first track day of the season at Lime Rock Park.

I asked Mark Lewis and Jim Marquis (both track junkies who love Watkins Glen) to write a feature article once again, about WGI. They both wrote about TSMP for the September issue of *Challenge* and since everyone enjoyed reading those articles, we thought that you'd enjoy hearing their take on WGI. Their stories follow my column.

We finished off the year with two great DE events - first was our annual two-day fall event at WGI, with perfect

>>> **Mark Lewis hamming it up at LRP Pit Out**

weather (despite the rain that was forecasted and luckily didn't fall during our event) and lots of track time for all who attended. Peter Argetsinger was once again in attendance at a CVR WGI event, available as a pro coach to the advanced drivers who wanted to hire him to help improve their driving. Peter also gave some great pointers to those who came to the classroom session that he conducted and was also available to any driver who wanted to ask him questions, with many taking that opportunity.

We had a nice dinner after the first day of driving, at the WGI Media Center, for about 80 people. There was a raffle and every driver/instructor who came to the dinner was a winner. We gave away



Keith Sanderson

t-shirts, sweatshirts, hats, keychains, flashlights and other goodies, in addition to the shirts, hats and brake bleeder bottles that Stable Energies donated to our raffle. Stable Energies is a great supporter of the CVR DE program, throughout the entire DE season. If you need any safety equipment or track accessories, be sure to give them a call.

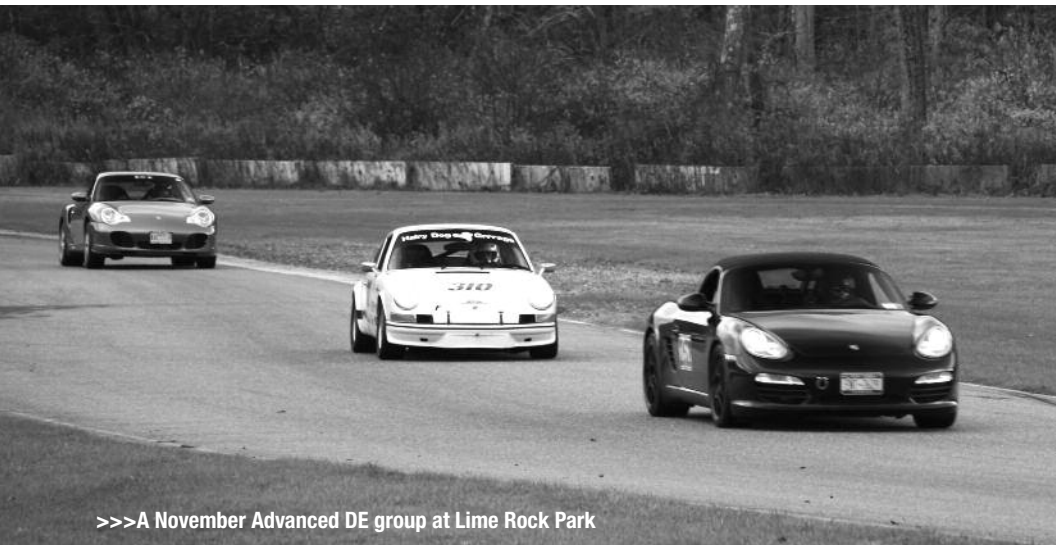
Before our final DE events of the 2014 season, CVR held the annual PhotoFest on Saturday, November 1st. The food was great, the talk by Jim Newton was very entertaining and the award winners were presented their trophies. Mark Lewis won the DE Enthusiast award, and it was well deserved. Mark attends almost every DE and when the event is for just beginners, Mark is there to just help out even though he doesn't drive. Mark also wrote about TSMP for *Challenge* and is always volunteering to help. The Dale Smith Award was presented to Joe Gawlik and again, very deserved. Joe also attends almost every event, is our Chief Steward, instructs, drives and is always helping in

any aspect needed. Our Instructor of the Year award went to Bob Scotto and since he was not at the PhotoFest, we waited

**To the significant others that support the drivers in this hobby, we all need something for next year's driving season (shoes, gloves, a HANS device, a good tire gauge, a Cool Shirt or even gas cards). I hope this helps some of you who don't have a clue on what to get for the gift giving season.**



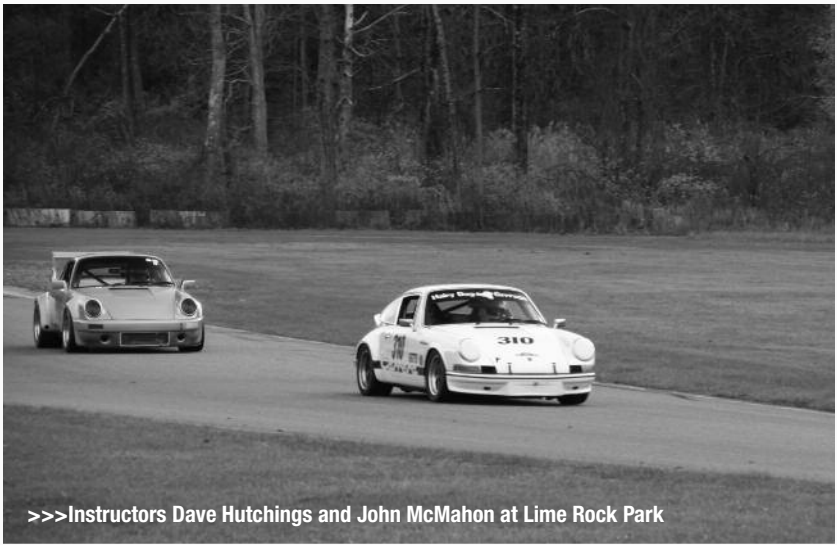
until our November LRP event to present him with his trophy. Besides being a very popular instructor, Bob has also



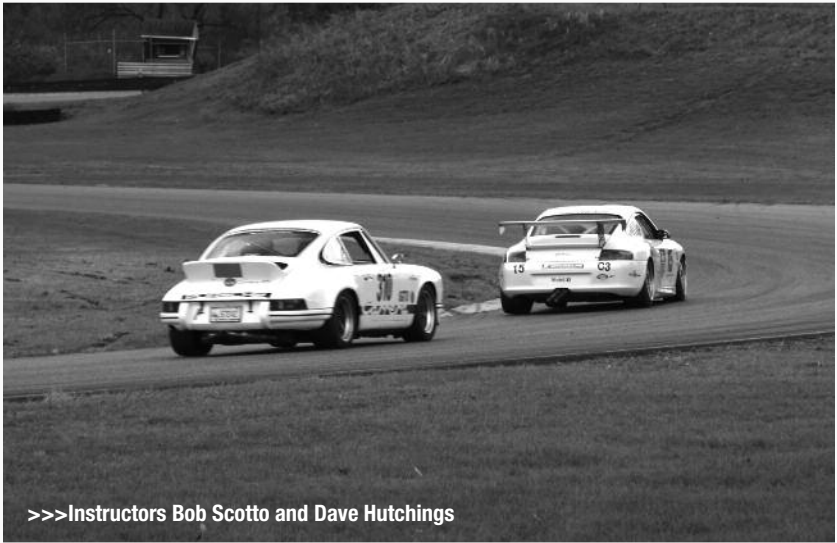
>>>A November Advanced DE group at Lime Rock Park

Keith Sanderson





>>>Instructors Dave Hutchings and John McMahon at Lime Rock Park



>>>Instructors Bob Scotto and Dave Hutchings

Photos: Keith Sanderson

contributed to the DE program by running some of our classroom sessions. Congratulations to our three DE award winners for 2014.

The last events of the year were held at LRP on November 7th and 8th. We

shared the days with Club Lime Rock: our Friday event was for advanced drivers and we duplicated our August event, running from 9-1 and our Saturday event was for beginners and instructors, running on track every other hour. On Friday, the

---

weather was a little chilly and there was a bit of random precipitation on the uphill and back straight. Thanks to Allen Fossbender (CVR's Secretary) for helping us out at Pit In for the four hours. Even though the weather wasn't perfect, everyone got in lots of track time. Saturday's weather was cool and sunny and there were many first-timers. Thanks to Mark Lewis, one of our Advanced Drivers, for coming to the beginner day to help out at Pit In. It was a great day, ending our fun, event-filled season on a high note.

I would like to thank everyone who helped out throughout the season, including our event leaders: Bob Napoletano, Joe Gawlik and Donn Castonguay and all of the volunteers who kept the Tech Line moving, our terrific instructors (who can't be thanked enough) and specifically "our shops": Scott MacPherson from Automo-

bile Associates, Dan & Baron Jacobs from Daniel Jacobs LLC, Chris Musante from Musante Motorsports and Spencer Cox from Speedsport Tuning.

I hope you all have a great holiday season. To the significant others who support the drivers in this hobby, we all need something for next year's driving season (shoes, gloves, a HANS device, a good tire gauge, a Cool Shirt or even gas cards). I hope this helps some of you who don't have a clue on what to get for the gift giving season.

Enjoy the cold and possible snow and get that car ready for next year's CVR DE season, because before you know it, the 2015 season will be here. As we get our contracted dates, the events will be added to **ClubRegistration.net**. Have a great winter. 🍷

Dave



>>>Braking before Turn One at Lime Rock Park

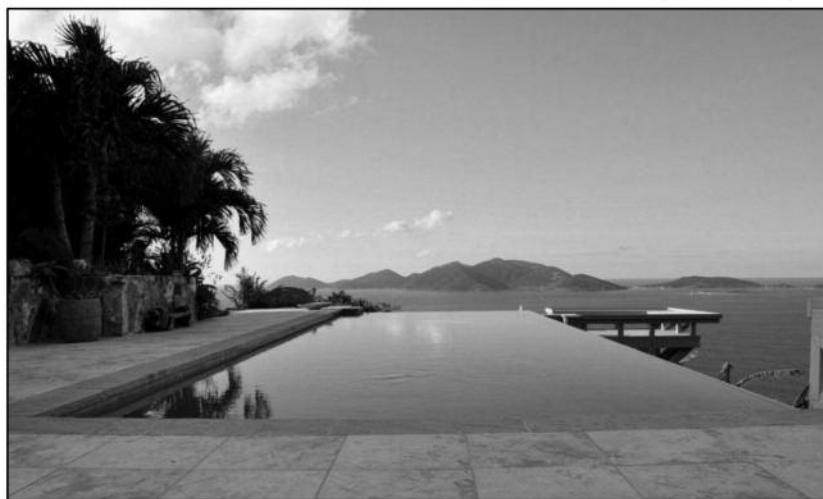
Keith Sanderson



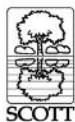
>>> Jay Harder's quick reflexes caught CVR Instructor Bob Scotto with two wheels off the ground on the Uphill at Lime Rock Park

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# FALL

Story  
**Mark Lewis**



# at The Glen

**CVR's annual Fall visit to Watkins Glen International** (aka "The Glen") was a great success on October 13th and 14th. While Lime Rock is CVR's spiritual home, most of us agree that The Glen is the ultimate big girl/boy track, with its elevation changes, long straights, the esses, inviting rumble strips(!), and banked corners.

The weather was near perfect for the 96 participants, with only a slight drizzle starting after the event finished on Tuesday night. Participants came from PCA regions as far away as Quebec and Georgia to enjoy the track, the local hotels/restaurants/bars, and the company. Track Time Photos was present, taking pictures of every car so if you want a picture of your car on the famous WGI track, check out their website at: <http://www.tracktimephotos.com/>

Rick Canter provided commentary on the Monday night track walk, which is an experience not to be missed for the perspective he gives on the elevation changes, camber in corners, and which curbs can be used safely.

Dave ("Hawaiian Shirt") Vaccaro was the Master of Ceremonies at the annual

club dinner also on Monday. Friendly abuse was provided to and from all present on who was or should have been passing whom and the real meaning of some styles of point by signals.

Peter Argetsinger and Simon Kirkby provided pro-coaching to the advanced groups. After those sessions, some drivers were seen counting on their fingers to try to remember which curbs to "NASCAR" over or to avoid in the Bus Stop or talking to themselves about the use of the throttle to balance the car without trying the run-off areas.

Drivers were grouped into only three run groups which gave everyone more track time. The event was a perfect end-of-season event for those not planning on attending the final CVR event of the season at Lime Rock on November 7th and 8th. Great weather, great driving, great friends – a combination hard to beat.

Watkins Glen just announced plans to pave the entire surface starting in July next year. This will impact the CVR October event so if you are planning on "doing The Glen" with CVR, plan on June (date TBD). 🍂

Photos Keith Sanderson

Story **Jim Marquis**

# WHY I LOVE THE GLEN

**My first ever DE was at Watkins Glen with CVR, in October of 2009.** The thought of being able to drive my car on such a legendary road course AT SPEED was mind boggling to me. I had the great fortune to have Paul Kudra (Mr. Autocross) as my instructor. He offered not only great instruction but lots of positive feedback. I'll never forget that event. When I got home I was exhausted but still grinning and I told my wife that it was the most fun I'd ever had! At the conclusion of the 2014 fall CVR event, I've now driven close to 50 days at The Glen. It's about a six hour drive for me but I look forward to each and every trip.

As a pure driving experience, there is nothing quite like The Glen. It's fast and demands total focus and precision in every corner. When you get it right, it's a thing of beauty. Watkins Glen defines the term "great flow" with high speed sweeping corners onto long straights. There's lots of camber

(banking) to hold the car and give you the confidence to get the most out of your Porsche. The huge elevation changes only add to the character and challenge of The Glen. I've never met any "track junkie" who

**“As a pure driving experience, there is nothing quite like The Glen. It's fast and demands total focus and precision in every corner. When you get it right, it's a thing of beauty.”**

doesn't have The Glen at or near the top of their list of favorite tracks. You just have to drive it once and you'll understand. Rick Canter leads a track walk after the conclusion of the first day and it's an absolute must.



Photos Keith Sanderson

A WGI first timer will find it invaluable because they will pick up visual markers and get a true sense of the elevations and where there is and isn't camber.

It only gets better when you look at the bigger picture of a CVR-hosted DE. At both our June and October WGI events, you'll see a lot of familiar faces because nobody wants to miss these DEs. The comradery and energy is great. This October was no exception. We had two beautiful days with plenty of track time for

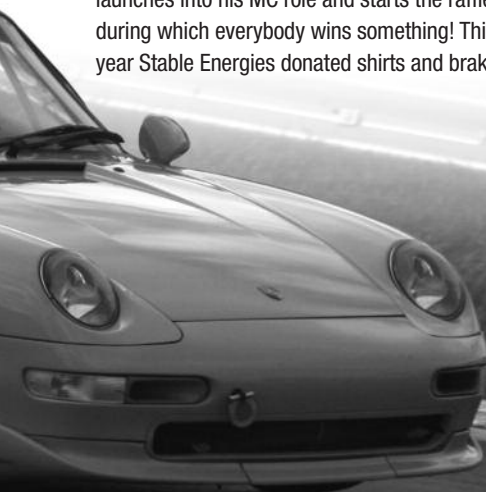
bleeder bottles. CVR supplied articles with club logos as well as some PCA goodies. Lots of fun. During registration, we were all given long sleeve tee shirts with the cool Watkins Glen elevation map on the back.

One of the great joys of being a CVR instructor is knowing that you're going to add value to a novice's track experience. When you're paired with a student who's never been to The Glen before, it's just a blast! The first several laps may intimidate, given the close



all run groups. As usual, CVR hosted a dinner on Monday evening at one of the track's function venues. The socializing during the cocktail hour and the food are great but we're really all just waiting for Dave Vaccaro to grab the microphone after dinner. After thanking volunteers and club members who contribute to making these events a success, he launches into his MC role and starts the raffle during which everybody wins something! This year Stable Energies donated shirts and brake

proximity of the barriers in a few sections, but once your student starts to understand the proper line and the advantage of late apexing, they are in heaven as the flow becomes more and more apparent with each lap. There are several opportunities to safely put our powerful Porsche brakes to use and the famous tight, climbing 'Toe Of The Boot' corner will get your tires screeching. That's always good for a big smile! The fact that our Watkins Glen DE is a two day event gives students the opportunity to make great strides in a short period of time. Just like me, every student I've had at The Glen can't wait to come back. 😊



- >>> The Watkins Glen Tech line (above left)
- >>> The beautiful fall scenery of New York's Finger Lakes area is a part of the allure (above right)
- >>> Bill Verburg's 993 (left)

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# RALLY

Lon Hultgren, Rally Chair



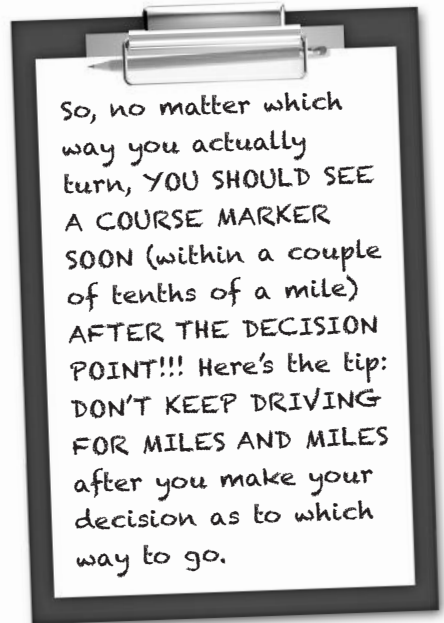
## RALLY — IT'S NOT JUST THE CARS, IT'S THE INSTRUCTIONS!

**The evaluation sheets from the October 5th rally were pretty well unanimous in their responses** – it was described as “a blast”, “we had fun” and “my first rally – loved it”. Still, I know it was not perfect and we are learning and striving to improve each subsequent rally. For example, in our Spring 2015 rally, we won't load up on the navigators with both course markers and photos to identify in the same leg of the rally – my apologies for how busy that made the navigators in the first leg of the recent Fall rally!

With our last two rallies successfully confining the “gimmicked” instructions to one section (leg) of the rally, that seems to be something that makes the rally more enjoyable as teams only have to sweat the tricky instructions for part of the rally. The rest of the rally may still have some challenges (examples – photos to log, checkpoints to negotiate, even cards to draw for a poker hand), but at least you don't have to be super-vigilant for the entire 50 or so miles. (This also makes it easier to set up the rally, in that I can confine the course markers to one geographical area – they still have to be put up before the rally and taken down afterwards.)

Even so, I need to give all club members interested in enjoying our rallies a huge tip ... the hugest tip I could possibly give you in staying on course. It is written in the general instructions (and not likely to change anytime soon) and it

goes something like this: When you are at a decision point on the rally course, the rallymaster knows that you might go each way depending on how you interpret the instructions (right or wrong!). This means that there has to be a course marker in each direction from that point so that the rallymaster knows which way you



went, and you can be directed back onto the main rally route if necessary (using a supplemental instruction keyed to the course marker you see!) I.e., I will be anticipating that some rally teams may turn left at an uninstructed T intersection and some may turn right. So, no matter



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which way you actually turn, YOU SHOULD SEE A COURSE MARKER SOON (within a couple of tenths of a mile) AFTER THE DECISION POINT!!! Here's the tip: DON'T KEEP DRIVING FOR MILES AND MILES after you make your decision as to which way to go. You should see a course marker soon after your decision. If there isn't one within a few tenths of a mile, go back and do the instruction/turn again. Think of me trying to set up the rally and being able to score it based on where you drove and what you saw. I will place course markers to allow me to determine where you went and whether you saw the good course markers or the bad ones. Either way, after a decision point on the rally, you should be seeing a course marker and writing it on your scoresheet. Remember

this and you won't get that far off the main rally route.

Another tip, not quite as important, is to bring a highlighter so that you can highlight any of the instructions that you think might be of some significance (like defining what to do at an uninstructed T intersection). Some teams even use tape to tape instructions, photos or other props to the dashboard and/or passenger door to minimize paper shuffling.

And even though magicians aren't supposed to show you how they do their tricks, in our case we want more club members to know and recognize the traps in our rallies, so here are the gimmicks that were used in the first leg of the Fall Rally. It is likely that some of them will be used in the next rally as well.

#### Rally Gimmicks

- >> A misspelled street name
- >> Several uninstructed T intersections (which way to turn?)
- >> Being placed onto a road by name (and therefore not able to leave it unless instructed to do so)
- >> A confluence (where 3 roads with essentially the same name come together)
- >> A Porsche-themed word search puzzle whose solution enabled teams to score an extra 10 points.



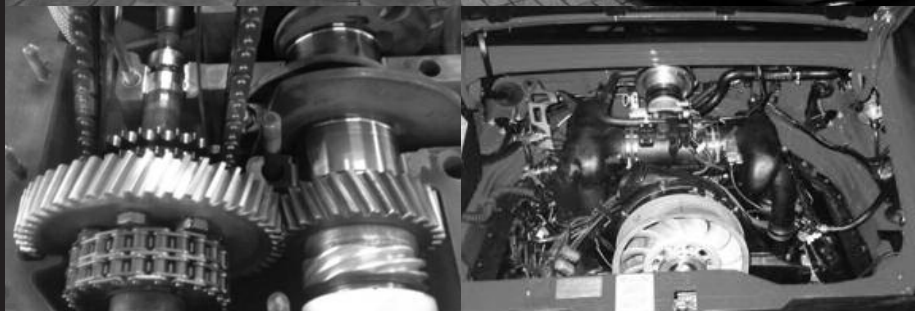
**The Spring 2015 rally** will be on the rural roads of South Windsor, East Windsor, Ellington and Enfield. If I can get the help for five checkpoints, we'll probably do another poker run with one gimmicked leg. We'll see! If you have suggestions or strong feelings about it,

let me know at [Rally@CVRPCA.org](mailto:Rally@CVRPCA.org). Follow the development of the next rally on my Twitter account at [@B3mtb911](https://twitter.com/B3mtb911).

Lon Hultgren  
Rally Chair



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

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# COFFEE RUN

James Ball, Coffee "Runmeister"



## BEAR MOUNTAIN COFFEE RUN

**Saturday, October 25, 2014, and it is a brisk 48 degrees at 8:30 am as I pull into the Starbucks Parking lot.** There are already six Porsches there for our 3rd Annual Coffee Run to Bear Mountain, NY. By 9:00 am it had warmed up to 55 degrees with a bright sunny sky. In the lots are 45 enthusiasts, in 30 Porsches, including five 944s (yes I am a bit partial as I have one). After a brief drivers meeting we had a Stamford Police Officer escort us out of the parking lot and holding traffic (very nice, thanks), and we were off. By 9:50 am 27 cars reached our first stop where we stayed for half an

hour. There was the usual talk of cars, seeing old friends and making new ones, and by 10:20 am we were off again.

Upon reaching Bear Mountain we found that it was OctoberFest once again, and we got hung up in traffic (I will reroute us a bit on future runs). We hit the top of Bear at 11:34 am and hung out 'til 12:15pm. The view was incredible, low hanging clouds surrounded the mountains, leaves were not quite at peak but we still had a great view. We then headed out to our lunch stop at Table 9 Restaurant, where we had 19 cars and 37 people. We took over a large area and overflowed to the bar, where we sat and talked and laughed for over an hour, all smiles from the days drive.

**>>> Members gather in the Starbucks parking lot on a brisk October morning**



Photos James Ball



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>>> A spectacular early fall view from the top of Bear Mountain



So comes to a close the 2014 Coffee Run series, but stay tuned for next year, when our 3rd Annual Kent Falls Coffee Run will be first up in the spring, details to follow.

Stay warm this winter, we will look forward to seeing you in the spring. ☺

—James Ball



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Photo courtesy Porsche Cars North America

# Bespoke Spoken Here

Story and Photography **Rob and Mike Keller**



In *Panorama, Excellence*, and other Porsche publications, I've read many articles about enthusiasts who add performance enhancements to their Porsches. After months or years of experimentation, testing, tuning, and finally getting it just right, it's fun to see how each of these individuals create their own unique masterpieces.

Two years ago I was fortunate enough to find my dream car. As a matter of fact, this was a car I never thought I'd have an opportunity to purchase. One Saturday evening while my son and I were conducting a typical eBay car search, we stumbled upon a very well equipped 2007 911 GT3 RS painted in the factory Black/Orange

paint scheme. To my delight, it had all my "wish-list" options and was located just an hour from my house.

If you're not familiar with the 911 GT3 RS, it represents Porsche's closest (street-legal) offering to the 911 GT3 Cup race car. The 2007-2008 911 GT3 RS is the special edition version of the equivalent vintage 911 GT3. It comes fitted with a

race-derived 3.6 liter 415 hp engine, a single-mass lightweight flywheel, unique wide body bodywork with custom paint-scheme, further refined fully adjustable suspension, and additional aero enhancements (including a giant carbon fiber wing). Porsche only imported 413 of these cars into the US, making it one of the rarest, modern Porsches produced.

After buying the car we learned about the GT3 RS

>>> **Notice the leather fuse box cover with deviated stitching.**







**>>> Even the small cubby behind the armrest has leather lining and deviated stitching.**

Registry, an incredible website with an impressive compilation of all the known GT3 RS' listed for sale over the years. The site provides a wealth of details about the cars and a huge variety of pictures. For years, my son and I have been very fond of the many Exclusive interior options offered by Porsche, but we rarely saw cars for sale or in real life with these options. Porsche's online 'Car Configurator' provides the ideal environment to spec any new Porsche of your choosing with any and all of the Exclusive options available. It is always an

entertaining exercise to see what unusual options Porsche has to offer and how costly you can make the base car. I would imagine many of you have done the same!

The GT3 RS Registry was an eye-opener, as it featured some exceptional examples of the GT3 RS that were ordered with nearly every factory Exclusive option available. Seeing pictures of these cars was very exciting for my son and I, because it verified that at least a few RSs were ordered with the seldom or never seen options that we

**Bespoke** is an adjective for anything commissioned to a particular specification. "Custom-made", "made to order", "made to measure" and sometimes "hand-made" are near-synonyms. "Off-the-shelf" and in clothing "ready-to-wear" are the opposites. Modding is a slang related term, mostly used to refer to personalization after manufacture.

The word *bespoke* is derived from the verb to *bespeak*, to "speak for something", in the specialised meaning "to give order for it to be made" or commission, first cited from 1583 by the Oxford English Dictionary, with the adjective in its alternative form "*bespoken*" first quoted from 1607 in this sense. The term is generally more prevalent in British English than American English, which tends to use "*custom*" instead, as in custom car, custom motorcycle etc.

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thought were fabulous. This had me thinking, what if I could add some of these options to my RS and still keep it all factory? I knew you could buy some unique leather or carbon fiber interior pieces, but I was unsure if it was possible to order these same parts with the highly specialized deviated stitching.

Before venturing down this unknown path, I ordered some factory interior enhancements that were not part of the Exclusive shop. I started with a variety of factory carbon fiber interior options that would really enhance the car's standard matte black finished plastic

parts. The process I employed to select these parts was based on what I

Thus, I began by ordering the factory XMJ Rear Center Console in carbon fiber.

**“I started with a variety of factory carbon fiber interior options that would really enhance the car's standard matte black finished plastic parts. The process I employed to select these parts was based on what I believed would offer the greatest impact to the interior's appearance.”**

believed would offer the greatest impact to the interior's appearance.

While waiting for the console to arrive, my son thought it would be a good time to



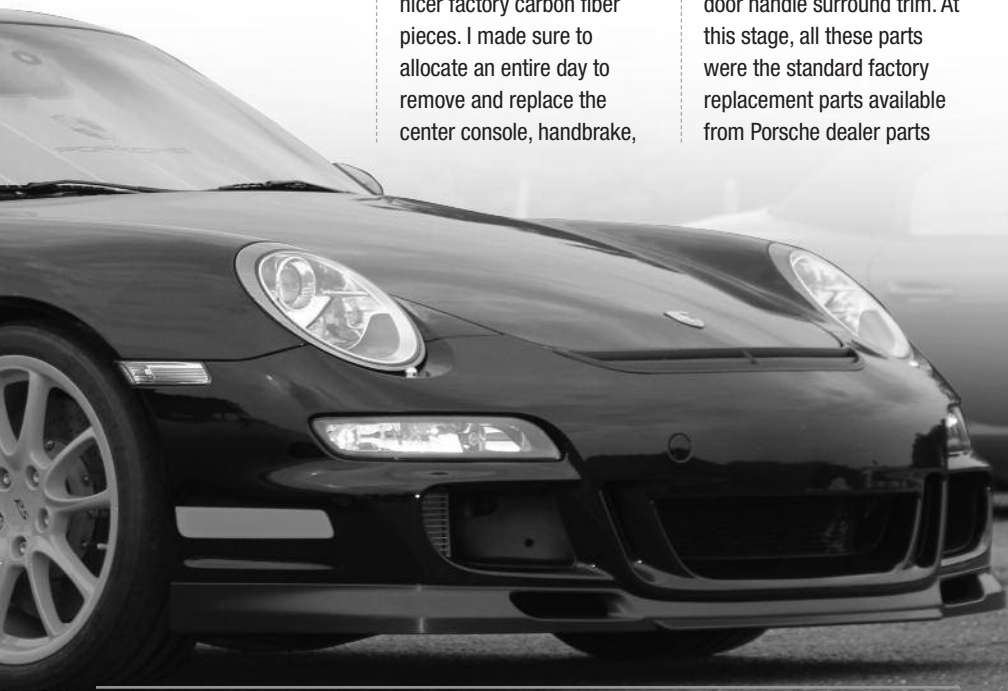
upgrade the gearshift lever to the carbon fiber version. He also noted that the carbon fiber handbrake unit and dashboard trim strip were part of the factory EZA Interior Package Carbon. It took some initial convincing, but I ordered all three pieces not only because I liked them, but also because I wanted to preserve the authenticity of how the car would have come from the factory.

After receiving these parts, I really wanted to install them myself. For

years, I have restored pinball machines and enjoy understanding how things come apart. To help ensure my success I conducted a Google search, and found several forums and websites to better understand the proper procedures for installing these new parts. Moreover, I also wanted to keep all the original parts intact and un-molested. Once I had studied various techniques and read through them multiple times, I felt comfortable replacing the stock parts with the much nicer factory carbon fiber pieces. I made sure to allocate an entire day to remove and replace the center console, handbrake,

shift lever, and dash trim pieces. A full day was ultimately not necessary, but I took my time and proceeded very carefully with each step. Looking back, the process went seamlessly and provided a stunning end-result.

With this success under my belt, next on the agenda was to replace the plastic "RS" outer doorsills with the factory X69 Carbon Door Sills with the "GT3 RS" Model Insignia. In addition to the outer doorsills, I also purchased the carbon fiber door handle surround trim. At this stage, all these parts were the standard factory replacement parts available from Porsche dealer parts





**>>> Opening the door reveals carbon fiber doorsills and leather inner finishers with deviated stitching.**

departments. However, I still had the desire to try to purchase the very rare Exclusive options with the combination of deviated stitching, carbon fiber, and leather. However, to preserve the factory originality of the car, I wanted only those parts available for the GT3 RS. Could this be done?

After months of negotiations with Porsche dealerships, Porsche Cars

North America, and the Porsche Exclusive shop in Germany, as well as several VIN verifications, I received the green-light to have an initial group of parts made. I was thrilled and promptly placed an order for the dash air vent set consisting of the center, left and right side vents finished in carbon fiber with leather louvers and orange deviated stitching. The factory EZB Carbon

Package Switch Panel option consists of the door handle surround trim (which I had already ordered), dashboard air vents, and defroster trim panels that are leather clad with carbon fiber inlays and





orange deviated stitching. Therefore, I also added the defroster trim set to my order. Around this time my wife asked me if this was the last part I'd be ordering for the RS. I replied "yes," but I would use that answer at least six or more times again.

Other options to follow were CDT Seat Belt Buckles Leather, CDZ Gear Lever Trim Leather, CJJ Belt Outlet B Pillar Carbon, CTG Inner Sill Finishers Leather, CVW Rear View Mirror Leather, CZD Interior Light Cover Leather, CPU Key Pouch Interior Color, CUJ Fuse Box Trim Leather, CDP Instrument Surround Painted Deviated Color, CDJ Gear Lever Trim Deviated Color, CFX Floor Mats with

Leather Surround Deviated Color, Dashboard End Caps Leather, Ignition-lock Surround Leather, Trapezoid

It took nearly a year to get many of the parts and some have yet to arrive. The process has been anything

**“It took nearly a year to get many of the parts and some have yet to arrive. The process has been anything but simple or smooth, but the end-result has been nothing short of incredible. From the cars my son and I have researched and the information available on the GT3 RS Registry, we believe our RS is one of the finest equipped 07/08 GT3 RS' in the country.”**

Door Inserts Leather, and rear Console Extension Carbon with Leather and Deviated Stitching. Many of these parts feature orange deviated stitching.

but simple or smooth, but the end-result has been nothing short of incredible. From the cars my son and I have researched and the information available on the





GT3 RS Registry, we believe our RS is one of the finest equipped 07/08 GT3 RS' in the country.

My car is not the aftermarket performance monster or resto-mod stunner that I've read about in past Porsche publications, but something different and extremely unique to me. I wanted to keep the car factory authentic in every way, and I now consider it

to be the best available. Securing these many factory interior pieces has been an amazing experience. I've had a great time removing and installing these new parts. Porsches are built and engineered so well that with the proper instructions they come apart and go back together perfectly. I would like to thank the many DIY articles posted online by fellow Porsche enthusiasts.

Their experiences and techniques were absolutely necessary in helping me properly remove and correctly install these parts.

If you see me at a future Monthly Meeting or CVR event, please stop by as I'd be happy to show you this bespoke car. 🍷

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 **CIRCUIT OF THE AMERICAS™**

# Lone Star Le Mans





## Story and Photography by Gary Danis



When you think of the biggest sports car racing weekend, names like the 24 Hours of Daytona and the 12 Hours of Sebring come to mind. Since 2013, both have been eclipsed by the Lone Star LeMans at the Circuit of the Americas (COTA) near Austin, Texas in terms of the variety and cars racing. COTA, home of the United States Grand Prix, hosted the IMSA Tudor Championship, The

Continental Tire Challenge, The Porsche GT3 Cup, and for the second year in a row, the World Endurance Championship (WEC). To make the long weekend special, Porsche of North America sponsored a Porscheplatz at the top of the hill just off Turn 1 to revel in one of the largest gathering of Porsche race machines.



>>>The #22 WeatherTech GTD Porsche 911 GT America driven by Cooper MacNeil and Leh Keen and the #910 GTLM Porsche 911RSR driven by Frederic Makowiecki and Patrick Pilet in the Esses



**The paddock areas were jammed** with trailers and sports cars of all types. BMWs, Corvettes, Mustangs, Mazdas, Aston Martins and our favorite Porsches which were the largest group by far. COTA is a huge facility, however it must be a huge task to configure the paddock area for all the assembled race teams, not to mention parking the trailers. Practice started on Thursday for all the cars followed by the first races on Friday.

Bookending the first race day on Friday were two Porsche GT3 Cup races. Starting with the GT3 Cup race earlier this year at Lime Rock, the author started to follow Angel Benitez, Jr. of Miami Florida, a 2013 Porsche Development driver. Angel drives for Avid Motorsports, a one-car team and is in the midst of a very

**>>> The Circuit of the Americas famous 251 foot tall observation tower, designed by Miró Rivera Architects. The structure features an observation platform 230 feet above ground level that provides a spectacular 360-degree panorama of the circuit.**



>>> Porsche 911 GT America, GTD driven by  
Henrique Cisneros and Kuba Giermaziak



>>> Porsche 911 RSR, GTLM driven by  
Patrick Long and Michael Christensen



>>> Porsche 911 GT America, GTD driven by  
Mike Vess and Mike Skeen

competitive session, currently in third place. His results for the weekend were a third and sixth, the latter due to an electrical problem.

The next races on Friday were the Continental Tire Challenge where Porsches tend to be the distinct underdogs due to the “balance of power” adjustments, which limits Porsche’s capabilities. The best opportunity for Porsche is in the Street Tuner division where the Cayman’s capabilities shine. No Cayman S’ here, it’s stock cars with a 2.9 liter competing against all comers. The Murrillo Cayman driven by Jeff Mosing and Eric Foss took a second place position on the podium.



>>> The Extreme motorsports LMP2 HPD ARX-03b driven by Ed Brown and Johannes van Overbeek (top)

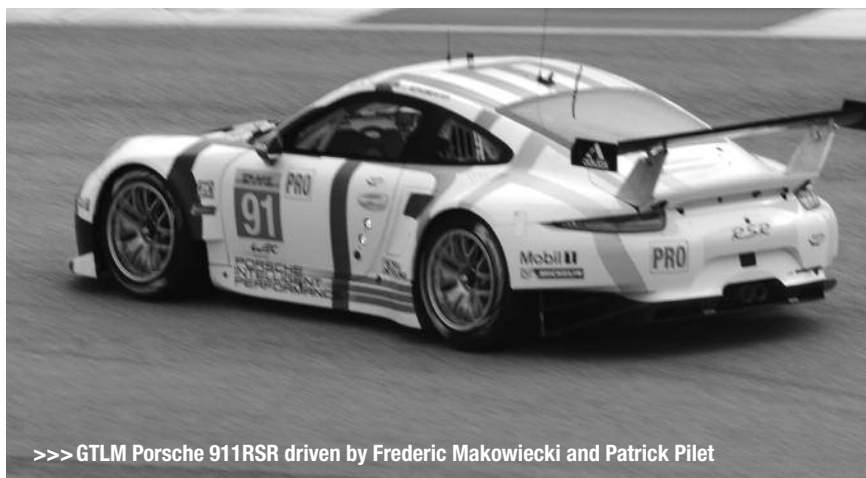
>>> GTLM Chevrolet Corvette C7R driven by Jan Magnussen and Antonio Garcia (middle)

>>> BMW Z4 GTE GTLM car of Dirk Muller and John Edwards (bottom)

>>> The Porsche 919 LMP1 with Brendon Hartley and Formula 1 ace Mark Webber sharing the driving (right)







>>> GTLM Porsche 911RSR driven by Frederic Makowiecki and Patrick Pilet





>>> The Riley Ford EcoBoost LMP Car driven by Oswaldo Negri Jr. and John Pew



On Saturday, it was the big show starting with the Tudor United Sportscar Championship. In GT LeMans, Porsche Motorsports of North America brought three factory cars to maintain its

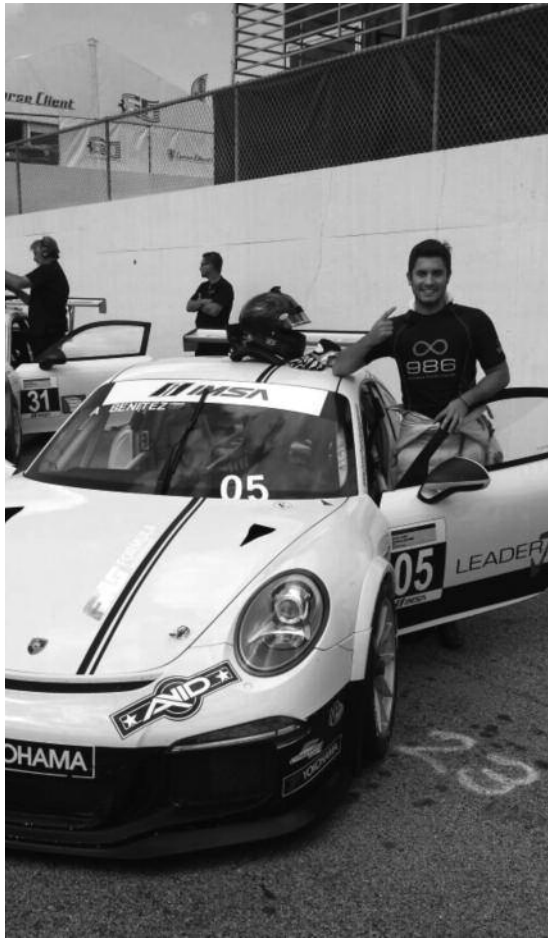
lead in the manufacturers' standings. Unfortunately, a little bad racing luck and two strong Vipers swept the first two places, with Patrick Long and Michael Christensen taking third place on the podium with their 911 RSR. In GT

Daytona, Andy Lally and John Potter took second place in their Porsche 911 GT America.

The last event of the day starting at 5 PM was the WEC. In LMP1, the Porsche 919 gave a good fight including the fastest lap of the day but had to settle for a fourth and fifth. Audi ruled the day finishing one-two.



“Starting with the GT3 Cup race earlier this year at Lime Rock, the author started to follow Angel Benitez, Jr. of Miami Florida. A 2013 Porsche Development driver, Angel drives for Avid Motorsports, a one-car team and is in the midst of a very competitive session, currently in third place. His results for the weekend were a third and sixth, the latter due to an electrical problem.”







**>>> WEC Drivers Brandon Hartley, Timo Bernard, and Mark Lieb and from Porsche Motorsports NA (top)**

**>>> Jen Walther, President, Porsche Motorsports North America with drivers, Michael Christensen, and Patrick Long (above)**

Porscheplatz was Zone 5. Hats off to Lynn Friedman Zone 5 representative. Guests included members of the WEC team, LMP1 drivers Brandon Hartley, Timo Bernard, and Mark Lieb and from Porsche Motorsports NA, Patrick Long and Michael Christensen, PCA President Manny Alban and

Executive Director Vu Nguyen. Porsche Chairman Matthias Müller was at the track but remained in the pits with the WEC team.



# INTERESTED IN PHOTOGRAPHY?

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Porsches in the medium of digital imaging or film?

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John Karam

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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](mailto: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

**2014 CVR Club Race**  
Photos from the 2014 Club Race at Lime Rock Park on April 28th and 29th.

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  - 12226000.0000783125" x 12298000.0000783125" \$27.00
  - 12298000.0000783125" x 12370000.0000783125" \$27.00
  - 12370000.0000783125" x 12442000.0000783125" \$27.00
  - 12442000.0000783125" x 12514000.0000783125" \$27.00



## **Porsche at the Los Angeles Auto Show with three novelties** *911 Carrera GTS, Cayenne GTS and Panamera Exclusive Series celebrate world premiere.*

*Los Angeles — 19/November 2014*

**At the end of the year, Dr. Ing. h.c. F. Porsche AG is celebrating three world novelties at the Los Angeles Auto Show 2014.**

The sports car manufacturer is presenting two new GTS models, the 911 Carrera GTS and the Cayenne GTS, at the Porsche press conference in the Petree Hall of the Convention Center at 12:05 p.m. (PST), 09:05 p.m. (CET), on November 19. Porsche is also exhibiting the

Panamera Exclusive Series, one of 100 units of the limited special edition of the Panamera Turbo S Executive.

The four variants of the 911 Carrera GTS close the gap between the 911 Carrera S and the 911 GT3. The model available as coupé or convertible is

equipped with either rear-wheel or all-wheel drive and develops 430 hp (316 kW). The Sport Chrono package and other sporty optional features are fitted as standard equipment. The Cayenne GTS develops 440 hp (324 kW) and has an even sportier tuned PASM chassis with a ride height

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lowered by 24 millimetres, providing a further boost to driving performance. The third novelty at the Auto Show is the Panamera Exclusive Series which offers an especially luxurious combination of performance and exclusivity.

Porsche is on a stable and profitable growth course on the US market. In the period from January to October 2014, the sports car manufacturer recorded an increase of eleven per cent over the same period last year with over 39,000 cars delivered. The United States therefore remains the primary market for



Porsche. The 911 scored a significant upswing with more than 8,700 units delivered, one in six Porsche buyers opted for a Boxster or a Cayman. About one in three Porsche cars sold

there was a Cayenne. Panamera sales rose by eleven per cent and round off the Porsche success together with the successful launch of the Macan. 🍷



# 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!

Mary Lou Alberetti  
New Fairfield, CT  
2006 Boxster

Tom Bagwell  
East Otis, MA  
2009 911 Carrera 4S  
Cabriolet

David Bentley  
New Canaan, CT  
2015 Boxster

Michele Caniato  
Westport, CT  
2015 Macan S

Matthew Cassella  
Branford, CT  
1985 911 Carrera

John Cude  
Oxford, CT  
2004 911 Turbo Cabriolet

Patrick Dooling  
Prospect, CT  
2007 911 Carrera S  
Affiliate: Don Dooling

Greg Dorsi  
Bloomfield, CT  
1988 944S

Scott Gamber  
New Canaan, CT  
2008 911 Carrera  
Cabriolet

Rob Good  
Watertown, CT  
2003 911 Carrera 4S

Mitchell Harris  
Avon, CT  
1999 911 Carrera 4

Ron Henderson  
Bolton, MA  
2013 Panamera

Marc Jeffreys  
Willington, CT  
2002 911 Carrera 4S

Ehren Johnson  
Annapolis, MD  
1997 Boxster

Dan Koenigsberg  
Woodbridge, CT  
2013 911 Carrera S

Kailash Krishnaswamy  
Bristol, CT  
2012 911 Carrera S

Erik Lillibridge  
Bloomfield, CT  
2002 911 Carrera 4S

Jeff Lombardi  
Greenwich, CT  
2010 911 Carrera 4S  
Cabriolet

Rob Lynch  
Fairfield, CT  
1999 Boxster

David MacIntyre  
Fairfield, CT  
2014 Cayman

Philip McGurk  
Acton, MA  
2007 911 Carrera 4S

Randall Mirque  
Stamford, CT  
2006 911 Carrera  
Cabriolet

Joe Piorun  
Simsbury, CT  
2006 911 Carrera S

Edward Piteo  
Wolcott, CT  
1999 Boxster

Charles Plakias  
Southwick, MA  
1995 911 Carrera

Rocky Reid  
New Canaan, CT  
1973 911T

Frank Silardo  
Woodbridge, CT  
1972 911

Scott Smith  
Riverside, CT  
2003 911 Turbo

Noah Starkey  
Somerville, CT  
2009 Cayenne S

John Tanner  
Becket, MA  
2013 Boxster  
Affiliate: Rebecca Tanner

E. Terris  
APO, AE  
2007 Cayman

Mike Wittman  
Fairfield, CT  
2013 911 Carrera

Carl Zuckerberg  
Westport, CT  
1988 911 Carrera Targa

## PCA ANNIVERSARIES



### DECEMBER 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.

#### 20 Years

Walter Sheahan  
Woodmont, CT

Drew Wendelken  
Granby, MA

#### 10 Years

Leo Kamin  
Branford, CT

Edward O'Connor  
Branford, CT

Mark Palmer  
Winsted, CT

Scott Taylor  
West Simsbury, CT

Joseph Weinstock  
Brookfield, CT

Tracy Breen  
Torrington, CT

Michael Iapaluccio  
New Fairfield, CT

Steve Lovelace  
Andover, CT

Gary Radocchio  
Woodbury, CT

Joseph Walton  
Wellesley, MA

#### 5 Years

Elaine DeFrancisco  
Rocky Hill, CT

Jason Henry  
Monroe, CT

Alan Luchette  
New Canaan, CT

Mark Ricciardelli  
Old Saybrook, CT

Glenn Rozum  
Bethany, CT

Samuel Sullivan  
Fairfield, CT

Giovanni Tomasi  
Coventry, 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](http://cvrpca.org), mark your calendars and sign up for the next activity that appeals to you. Then all you have to do is count the days until the time comes when you and other enthusiastic club members get together to have fun.



The Mart is a free service to PCA members. Submit non-commercial ads including PCA Membership # and region to: **CHALLENGE c/o Krohnengold, 30 Greenwich Hills Drive, Greenwich, CT 06831** or email to: [cvreditor@cvrpca.org](mailto:cvreditor@cvrpca.org) by the closing date published in the Monthly Calendar. Ads will run for two months (+) as space permits. All ads are subject to editing. For commercial or non-PCA member ads, include \$15 per insertion with ad. All insertions limited to 15 lines in The Mart format.

## 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](mailto: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](mailto:dcafro@gmail.com), Dave 860-450-6933 *(11-13) 6-14*

**1979 Porsche 911SC Coupe Project Car**, 111,000 miles, Roller, "Bodyman's Special", Dark Green with Black interior. Repair panels included. Engine, transmission and other parts needed to complete the project are available separately. Asking \$5,500. Call or email for photos. Mark 860-783-5895 or [hdbmw911@yahoo.com](mailto:hdbmw911@yahoo.com) *11/14*

**1981 Porsche 911SC Targa Project Car**, 55,000 miles, Roller, theft recovery, approx. 75% restored. Perfect body and Black paint. Choice of Black or Camel interior. Engine, transmission and other parts needed to complete are available separately. Asking \$6,500. Call or email for photos. Mark 860-783-5895 or [hdbmw911@yahoo.com](mailto:hdbmw911@yahoo.com) *11/14*

**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 Trailex trailer. \$23,000. [mrackow@cox.net](mailto:mrackow@cox.net) *9-14*

**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 (Sicks 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**

**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 aalonzo@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,

>>>continued on page 68

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, \$7,500 860-659-0474 or email f.garufi@cox.net **6-14**

## FOR SALE WHEELS & TIRES

**Winter tire/wheel package for 1997-2001 BMW 528i** (but tires could be remounted to fit other vehicles). Blizzak WS60 (225/55R16) snow tires mounted/balanced on (4) Mille Miglia MM-11-2 (16 x 8) wheels with lug bolts. Tires purchased from Tire Rack October 2011. Essentially full tread; wheels in excellent condition, no curb rash. Pick up only in Central CT. Package cost \$1,050; asking \$650. Contact: Frank Zawacki, 860-667-3576, frankzwac@aol.com **12-14**

### 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

**996/997 Car Cover, OEM EQUIPMENT** indoor cover. Lightly used in very good condition with color Porsche crest on hood. Includes storage bag. \$125 or B.O. Frank 860-930-3426 **12-14**

**Exhaust System**, 2012 (991) Carrera S. New. Complete Stock exhaust with control panel for interior dash. Removed from car when purchased. \$1,000.00, 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**

## MISCELLANEOUS

**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 70

### For Rent. New Heated Garage Space.

Located in E. Windsor just off I-91.  
30' x 50' x 16' High Bays with 14 x 14  
overhead door, pass door, propane heat, floor  
drains and bathroom. Can hold 10-12 cars.  
413-530-0873 campbell.j@verizon.net 9-14

**Selling: Panorama** - January 1982 to  
present. CT Valley Region *Challenge* Mag. -  
December 1981 to present. *Porsche* Mag.  
(1st 5 issues) then changed to *Excellence* -  
January 1987 to No. 218 dated May 2014.  
Reasonable offers accepted. Rich Wisniewski,  
Norwich, CT 860-823-1206 or  
Rwisniewski356@gmail.com 10-13

### WANTED

#### Porsche 911 Coupe or Targa.

Any condition considered. 860-350-1140  
forzamot@aol.com 4-14 (4-15)



## PORSCHE CLUB OF AMERICA 912 & 912E REGISTER



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

For news from PCA regions, factory news, videos, and various articles see the 912 & 912E Register page on Facebook at:  
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Photo courtesy Porsche Cars North America



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**TIRE RACK**  
.com

**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](http://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.



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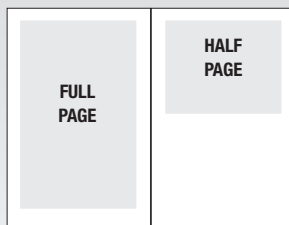
No. of Insertions	Full Page	Half Page
12 Issues	\$ 1,440.	\$ 810.
6 Issues	\$ 750.	\$ 430.
3 Issues	\$ 405.	\$ 225.
1 Issue	\$ 155.	\$ 90.

Cover ads are 12 month commitments only.

Inside Front \$ 2,645.

Inside Back \$ 2,645.

Outside Back \$ 990.



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](mailto:cvreditor@cvrpca.org) for more details and specifications.*

### Display Ad Dimensions (H x W in inches)

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Half Page	3 <sup>5</sup> / <sub>8</sub> " x 4 <sup>1</sup> / <sub>2</sub> "	3.625" x 4.5"
Inside Front/Back Cover	8 <sup>1</sup> / <sub>2</sub> " x 5 <sup>1</sup> / <sub>2</sub> "	8.5" x 5.5" (Full Bleed)
Outside Back Cover	4 <sup>1</sup> / <sub>4</sub> " x 5 <sup>1</sup> / <sub>2</sub> "	4.25" x 5.5" (Bleed left, right and bottom)

Challenge Advertising Rates January 1, 2014



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Tire Rack/CVR Affiliation .....	www.tirerack.com .....	71
TR Building and Remodeling .....	www.trbuilt.com .....	38

## SPECIAL INTEREST GROUPS



### 356 Special Interest Group

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### 930 Special Interest Group

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### 993 Special Interest Group

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### Cayman Registry Advocate

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### Boxster Registry Advocate

Dennis Primavera (508) 224-1540  
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boxsterregister.org

### 912 & 912E Registry

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

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