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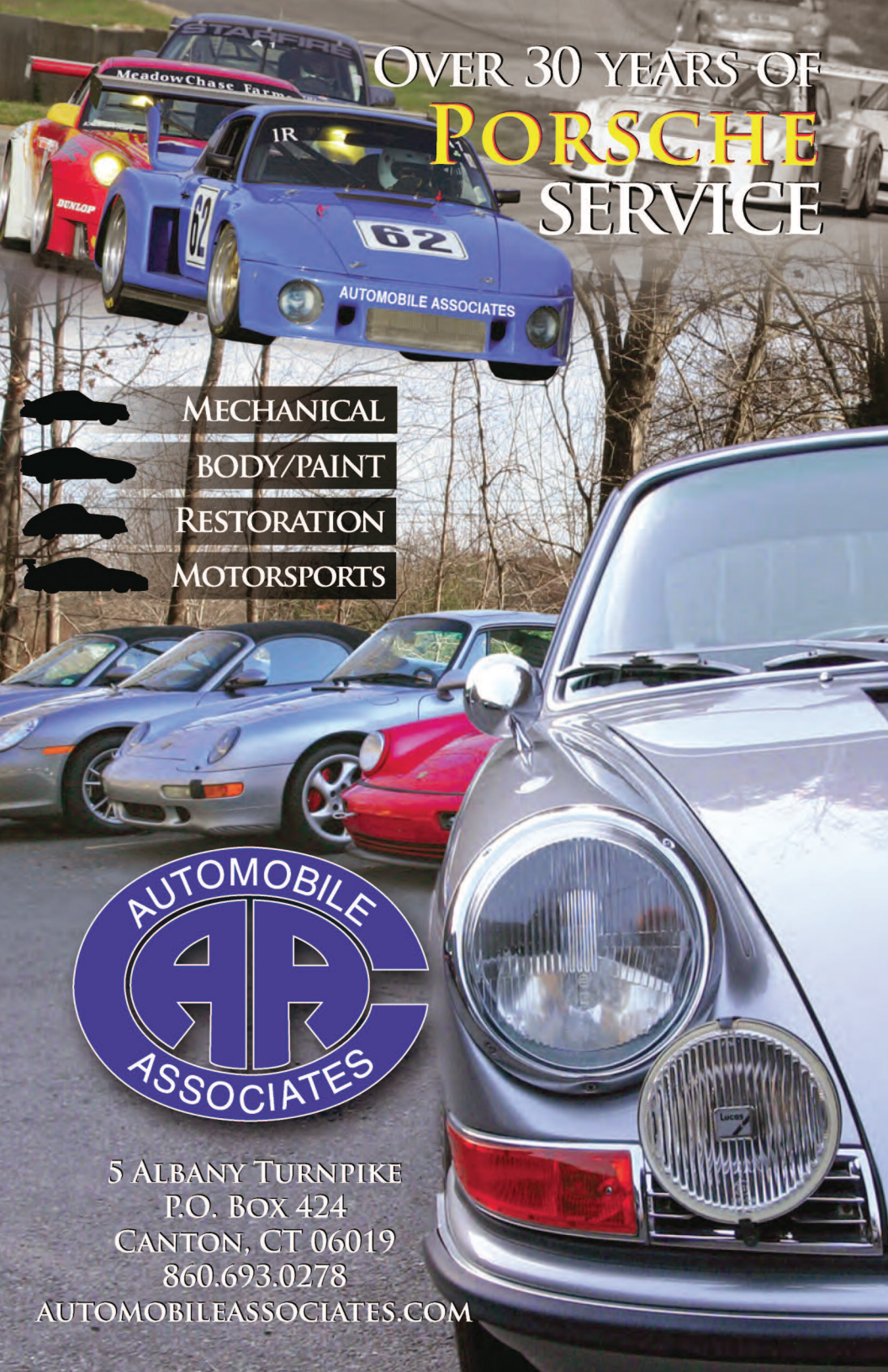


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VOLUME 36 NO. 3

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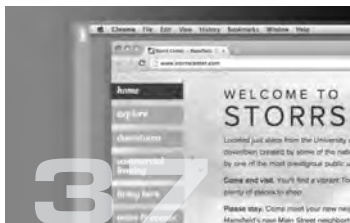
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CHALLENGE

Newsletter of the
Connecticut Valley Region
Porsche Club of America





COVER STORY

>>> Tom Torello brought this month's cover photo titled "Hey!, you can't park there", to the CVR Annual Meeting and PhotoFest in November 2012, taking home the award in the "Other" Category.

A perfect image for our March cover as nothing says Spring is coming like a Speed Yellow Carrera Cabriolet with the top down!

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John Karam
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Uncredited photos/text
and illustrations: Editor



>>> On January 19th CVR Members were treated to a very interesting monthly meeting at American Dry Stripping. Our story begins on page 46.

Todd Drury

NOT RECEIVING IMPORTANT CVR EMAILS?

- ✓ It's easy: just go to the cvrpca.org website — click on Email Blasts and enter your email address
- ✓ Learn instantly of last minute changes to event dates, times or venues
- ✓ The CVR membership list is NEVER shared or sold to outside organizations
- ✓ The cvrpca.org 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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News

1/12/13: Welcome to new Rally Chairperson, Lon Hungren
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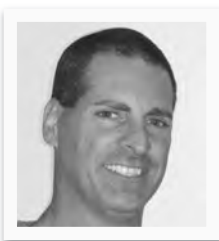
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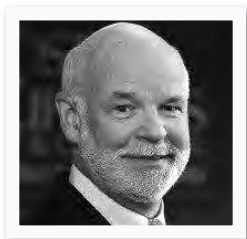
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MARCH MONTHLY MEETING

Date: Tuesday, March 12, 2013

Location: Automobile Associates of Canton
5 Albany Turnpike
Canton, CT 06019
(860) 693-0278
www.automobileassociates.com
Directions available on the web site

The award-winning restoration facility, Automobile Associates of Canton (www.automobileassociates.com) will host the CVR monthly meeting once again. Jim Newton, Scott McPherson, and Ken Bronsord can always be counted on to have something interesting in store for CVR members. This year, the date is Tuesday, March 12th. Please be sure to mark your calendar so you don't miss one of the year's most popular monthly meetings.

Please check the CVR website (www.cvrpca.org) for future updates regarding this meeting and others in case of unexpected changes in events.

Meeting Agenda:

6:30 – 7:30 pm Socializing and Buffet dinner compliments of Automobile Associates.

7:30 – 8:00 pm CVR Programs, Welcome new members, upcoming events and activities.

8:00 – 9:00 pm Our speakers this evening will be Travis Johnson, Sales Director of FORMULA 43 Wheels, and Bryan Hise of JRZ Suspension Systems. FORMULA 43 is a dedicated manufacturer of aftermarket automotive wheels, and JRZ Suspension systems have 50 years of experience in Research and Development of suspension and damper design for racing, rally and industrial applications.



The evenings program will also include a special CVR Award announcement.

Please RSVP by March 7th to cvrprogramvp@cvrpca.org with the number of people attending in your party. It helps with planning for seating and food.

MONTHLY MEETINGS

Todd Drury, Programs Coordinator

APRIL MONTHLY MEETING

Date: Tuesday, April 2, 2013

Location: SST Auto/Speedsport
52 Miry Brook road
Danbury, CT 06810
www.speedsporttuning.net
Directions available on the web site

Our April meeting will be at SST Auto/Speedsport (www.speedsporttuning.net) in Danbury, CT on Tuesday, April 2nd. SST/Speedsport will be showcasing the technicians and department heads of their three, distinct areas of expertise: Porsche street cars, European (Audi, VW, BMW and Mercedes) street cars and Porsche racing.

This will be an outstanding opportunity to go one-on-one with the guys who actually work on your cars. Learn maintenance tips and secrets, ask questions that you've always wondered about, enjoy an introduction to the latest tuning upgrades and mods and find out how to get the absolute best from your street or race car.

Cars will be on display and on lifts and in various stages of repair. Chances are, the SST/Speedsport guys will be working on a car like yours when you get here. Come prepared to use the shop as your classroom.

See you in Danbury!

Please check the CVR website (www.cvrpca.org) updates regarding this meeting and others in case of unexpected changes in events.

Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner compliments of SST Auto/Speedsport.
- 7:30 – 8:00 pm CVR Programs, Welcome new members, upcoming events and activities.
- 8:00 – 9:00 pm One-on-one with the SST/Speedsport guys

Please RSVP by March 28th to cvrprogramvp@cvrpca.org with the number of people attending in your party. It helps with planning for seating and food.



MEMBERSHIP SERVICES



>>> CLUB MEMBERSHIP UPDATES & RENEWALS MADE EASY

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

Just log into www.pca.org. 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.asp





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CVR EVENTS CALENDAR



MARCH 2013

- 4 Close for ALL April 2013 *Challenge* business
- 4 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 9 Driver's Education Workshop, On Track Karting, Brookfield, CT
- 12 March Monthly Meeting, Automobile Associates of Canton, CT 6:30 pm

APRIL 2013

- 1 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 2 April Monthly Meeting, Speedsport Tuning, Danbury, CT, 6:30 pm
- 5 Close for ALL May 2013 *Challenge* business
- 13 New Member Sampler, Heritage Hotel, Southbury, CT, 8:30 am
- 14 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 15 Driver's Education, Lime Rock Park, CT (All run groups)
- 25 Advanced Driver's Education, Lime Rock Park, CT
- 26 Advanced Driver's Education, Lime Rock Park, CT
- 26-27 CVR Club Race the "Twin Sprint Rumble", Lime Rock Park, CT

MAY 2013

- 3 Close for ALL June 2013 *Challenge* business
- 6 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 9 Driver's Education, Lime Rock Park, CT (All Run Groups)
- 10 Driver's Education, Lime Rock Park, CT (Beginners and Instructors)
- 14 May Monthly Meeting, Musante Motorsports, S. Windsor, CT, 6:30 pm
- 17-19 CVR Spring Tour, Whitefield, New Hampshire

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

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

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

Website Updates: www.cvrpca.org

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





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Connecticut Valley Region
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NEW MEMBER ACTIVITY SAMPLER

Mark your calendar! CVR is inviting all new members to our Annual New Member Sampler. Meet your Porsche Club activity chairs to learn more about the programs and activities that CVR offers its members!

It's not just the cars... it's the people!



Website



Concours



Driver
Education



Club
Race



Autocross



Programs



Special
Events/
Social



Community
Service



Rally



Membership



Challenge



Tour



Saturday, April 13th 2013

8:30 am - 12:00 pm

Heritage Hotel, Southbury, CT

Additional information and registration forms will be in the March Challenge

Questions?

membership@cvrpca.com

SAVE THE DATE

TWIN Sprint RUMBLE



Presented by **Danbury Porsche**
The Connecticut Valley Region Club Race

UNMUFFLED at Historic Lime Rock Park!

April 26-27, 2013

Racer Registration opens March 11th
www.clubregistration.net

REGISTER EARLY! Events sell out fast...



Contacts:

Volunteer Coordinator:	Allen Fossbender	race.volunteers@cvrpca.org
Race Registrar:	Jennifer Hansen	race.registrar@cvrpca.org
Race Director:	Bob Bradley	race.director@cvrpca.org



Advanced DE Thursday, April 25th (noise restricted)

Advanced DE Friday, April 26th (Unmuffled after 10 am run)

DE registration opens March 11th at www.clubregistration.net

DE Registrar: Susan Vaccaro – Email: dereg@cvrpca.org

Note: Lime Rock's 88 dB noise limit in effect for Thursday DE

THE SHORE LINE

Gary Hansen, CVR President

OUR ACTIVITY CHAIRS HAVE DONE IT AGAIN!

They have been busy pulling together their respective plans to deliver a fun packed calendar of events for 2013, and indeed they have! In fact, CVR has almost 50 activities/events lined up for this year. Check out our calendar in this issue of *Challenge*, and on-line to begin planning your year now! With such a wide and varied list of activities to enjoy, CVR is once again positioned to be one of the most active PCA Regions in the country.

I know many of us enjoy Porsche professional motorsports, whether we watch trackside or televised. It was great to see Porsche take the first four grid spots in the fiercely competitive GT class field of 36 cars at the 51st running of the Rolex 24 at Daytona. The pole position went to the Konrad Motorsport/Orbit Porsche 911 GT3 Cup piloted by Nick Tandy. (Unfortunately, the car was eventually sidelined with suspension damage.) Richard Lietz, last year's GT class winner, led for many laps in the Magnus Racing Porsche 911 GT3 Cup, but fell just short of a podium finish, coming in 5th, as the team struggled to conserve fuel in the closing laps. Hartmut Kristen, head of Porsche Motorsport was quoted as saying "That was certainly one of the most exciting 24 hour races. Our customer teams were right up there in the fight for victory. Last year we came home with a triple victory, this time others climbed the podium."

Although the 911 teams didn't fare so well this year, I'm sure our Cayman enthusiasts are very pleased indeed! Porsche Caymans swept the newly formed GX class, finishing 1st, 2nd, and 3rd. The class winner was the Napleton Racing entry with Shane Lewis, Jim Norman, Nelson Canache, and former overall winner, David Donohue piloting the machine to victory. Of particular interest to CVR members is that team Principal, Ron Barnaba (who is also General Manager of Napleton Porsche in Westmont, IL),

Just like the pro race teams need to be staffed with great talent every year, so does the CVR team. One of the initiatives I'm undertaking this year is to establish a multi-year planning process to better ensure the transition of Club leadership positions when vacancies arise.

was the guest speaker at the Musante Motorsports CVR monthly last May. CVR members had the opportunity to participate in a casual Q&A following Ron's informative talk about the Pirelli Cayman Interseries Endurance Cup Championship series which Napleton Porsche founded.

>>>continued on page 16

Just like the pro race teams need to be staffed with great talent every year, so does the CVR team. One of the initiatives I'm undertaking this year is to establish a multi-year planning process to better ensure the transition of Club leadership positions when vacancies arise. In the work place, such a process is referred to as "succession planning", "talent management", or "leadership pipeline". In the sports world, it's called "bench strength".

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Regardless of what it is called, this pro-active approach is critical to maintain the vitality and high standards of CVR as a club.

Regardless of what it is called, this pro-active approach is critical to maintain the vitality and high standards of CVR as a club. CVR activity chair positions provide excellent opportunities for members to lead and learn. Members can build upon their current skills or share their talents while benefitting the Club. These jobs can also position members to help move the Club forward in new directions. So I encourage all members to think about what they

have to offer, and in what areas they might engage — especially those who enjoy teaming up with other talented, high energy Porsche enthusiasts! The Board would like to hear from any member who thinks he or she might have some possible future interest in CVR leadership.

Although we need bench strength across the board, we are immediately looking for a Club member willing to serve as our Club Race Sponsorship Chair. I am personally handling this critical position now, and would truly appreciate the help. If you have sales or marketing experience, or if you would enjoy engaging with the many businesses that sponsor our race year over year, why not try your hand at helping CVR raise critical funding necessary to put on our club race.

To find out more, contact me by phone **860-339-5898**.

Or email cvrpresident@cvrpca.org.

2013 is going to be a terrific year — so hop in and buckle up! We are off to a great start, and there is plenty more to come. If you missed our January monthly meeting at American Dry Stripping in Milford, or our evening at Danbury Porsche last month, be sure to attend our next meeting at Automobile Associates on March 12th, and our Speedsport Tuning evening next month. I guarantee you will find these gatherings fun and informative.

I look forward to seeing you at our meetings and events. Happy motoring! 😊





TIME TO FLAG ALL OUR RACE FANS

Mark Your Calendars for April 26th & 27th

**BE PART OF THE ACTION FOR CVR's ANNUAL CLUB RACE
at Lime Rock Park!**

Volunteers are needed to help make our **2013 "Twin Sprint Rumble"**
a success!

We are looking for people who want to be in the thick of things — experienced
or not — for one or two days (Friday, April 26th and/or Saturday, April 27th).

Go to the CVR website at <http://cvrpca.org/> where
you will find it easy to sign up to help!

Questions?

eMail race.volunteers@cvrpca.org
or call 860-868-9298.



Thank you, and hope you sign up soon!

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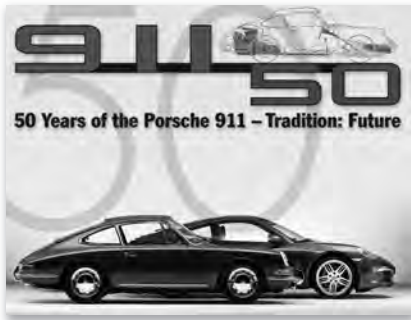
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BETWEEN THE LINES

Shelley Krohnengold, *Challenge* Editor

FIFTY YEARS OF TRADITION...

With spring right around the corner we have a nice large *Challenge* for you this month. Most of CVR's events have been scheduled and are in this month's issue to help you plan your driving season. The few things we are still waiting for will be finalized and on the CVR website by the time you read this. It goes without saying of course, that you should always be checking the CVR website anyway for any last minute changes that may have taken place after we went to press. If you have not already done so, please consider signing up for CVR's email blasts, this is the easiest way to find out about any last minute schedule changes, it's easy to do, just go to cvrpca.org and click on Email Blasts to enter your email address.



Our monthly meetings for March and April look like they will be quite interesting. At Automobile Associates of Canton this month Travis Johnson, Sales Director of Formula 43 Wheels, and Bryan Hise of JRZ Suspension

Systems will be giving presentations, and next month you will have an opportunity to go one-on-one with the skilled staff at SST Auto/Speedsport. The April meeting will be a good time to address any performance questions you may have. The owner of SST Auto/Speedsport, Spencer Cox has a new column in this month's issue titled "Track Craft".

Coverage of the January monthly meeting at American Dry Stripping that our new Programs Coordinators, Frank Sena and Todd Drury have put together begins on page 46. This story features some interesting photography by Todd, and Jean-Francoise Bulycz that shows the automobile restoration process from a unique perspective.

Details and registration form for the first CVR Rally of the season are also available this month (on page 37), Rally is back in the event schedule after a short hiatus and looks like it is going to be a great addition to the regular club event lineup.

Lastly, just as we were about to go to press, an excellent Press Release, "50th Anniversary" logotype and some photography from Porsche Cars, North America became available.

I scrambled at the very last minute to find some additional artwork and designed it to conform to the format of *Challenge*, I hope that you enjoy reading it as much as I did.



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

Driver's Education WINTER WORKSHOP

March 9th, 2013 Registration is required.

This is for all levels of Driver's Education participants, from beginners to instructors and should be a fun, informative morning.

The classroom venue will be held at the On Track Karting conference facility in Brookfield CT.

Please see **ClubRegistration.net** for event details.





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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 championship 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@cvrpea.org

FULL DAY

ADVANCED DRIVER'S EDUCATION

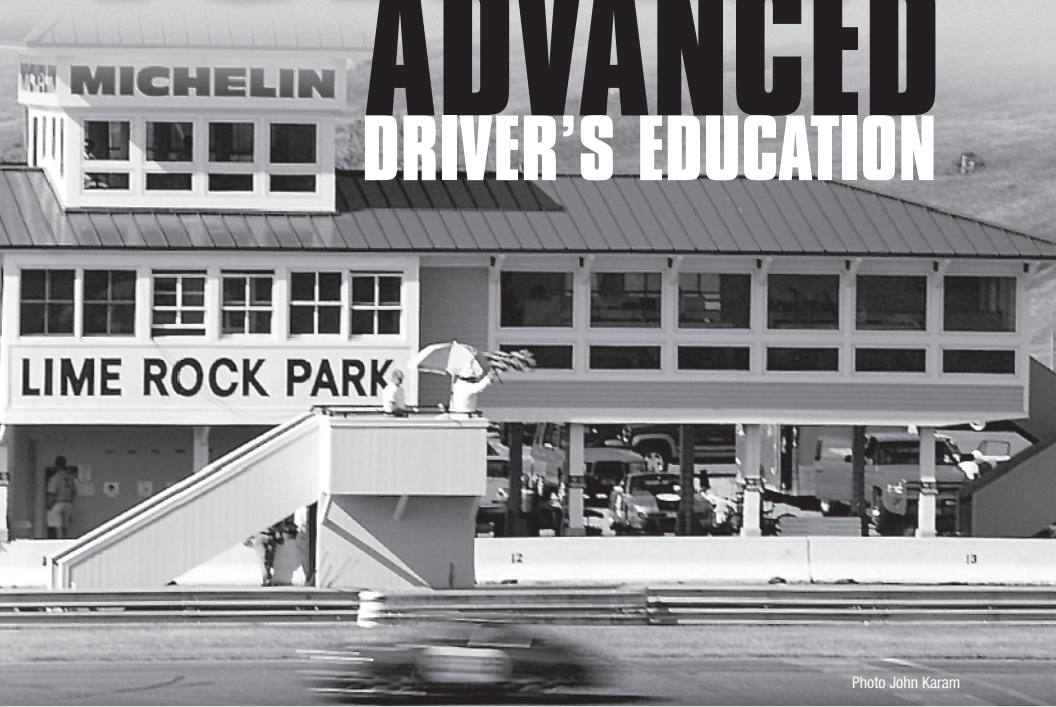


Photo John Karam

at LIME ROCK PARK Thursday, April 25, 2013

Advanced DE open to White*, Black, and Red Run Group Drivers

Registration opens March 11th at.....www.clubregistration.net

Questions: Dave Vaccarocvrdevp@cvrpca.org

DE Registrar: Susan Vaccaro.....dereg@cvrpca.org

* Minimum experience 5 days in White



ON TRACK

Dave Vaccaro, VP Driver's Education



So, you've never participated in a CVR Drivers's Education event. You love to drive your Porsche — from the speed, the looks, the way it handles corners to the pure sound of the engine. The CVR DE program has just the way for you to experience that great car of yours at speed, in a controlled, organized, fun-filled day. I've been asked "will my car get nicks or dings on the car from others kicking up debris? Is it safe? What is the process for signing up? Do I have to modify my car? What do I need for the day?"

Whenever we participate in any form of an on-track driving program we run the small risk of nicks, dings or incidents, just like when driving on the street. There are a few things you can do to protect your car from scratches or scrapes: the best is a paint protection product (3M Invisible Mask or other similar film) applied by a professional. Basic daily protection can be simple strips of blue painters tape, applied to front edges and then easily removed at the end of the day, followed up by a quick car wash with a little soap and water. There are also other temporary paint protection products that are a bit more difficult to apply (since they are "do-it-yourself products"), but just as effective. Incidents can and do happen on a very rare basis and I wish I knew the answer for eliminating these risks. The bit of advice that I can give to beginners is to take your time, never drive above your comfort level and listen to the instructor assigned to you.

The registration process is pretty straight forward - all you need to do is go to ClubRegistration.net and follow the directions on-line. If you can't find a specific event, narrow your search by clicking on 'Search For Events', click on 'By Category' and then pull down the Club tab to Connecticut Valley Region. All events (except for the Skid Pad/AutoCross event) have a two week cancellation policy, meaning that if you

The bit of advice that I can give to beginners is to take your time, never drive above your comfort level and listen to the instructor assigned to you.

cancel prior to the two week cut-off, you will receive a refund. There are no modifications needed to your car for a DE day. The only thing you need to do prior to the event is to take your car to a CVR approved shop for a tech inspection.

You can show up at the event with very little or with everything that you might think you'll need for the day. Most people bring drinks (non-alcoholic), breakfast and lunch, suntan lotion, a hat, a 2nd shirt and for those without a trailer, a big plastic trash bag to place all of your loose items (floor mats, EZ-Pass, radar detector, Chap Stick, phone, gum and whatever objects

>>>continued on page 27

2013 DRIVER'S EDUCATION SCHEDULE

Date	Run Group(s)	Track
Monday, April 15, 2013	All Run Groups	LRP
Thursday, April 25, 2013	Advanced White*, Black and Red Run Groups	LRP
Friday, April 25, 2013	Advanced White*, Black and Red Run Groups	LRP
Thursday, May 9, 2013	All Run Groups	LRP
Friday, May 10, 2013	Beginners and Instructors	LRP
Saturday, June 8, 2013	Skid Pad	LRP
Monday, June 17, 2013	All Run Groups	WGI
Tuesday, June 18, 2013	All Run Groups	WGI
Thursday, June 27, 2013	All Run Groups	LRP
Friday, June 28, 2013	Beginners and Instructors	LRP
Thursday, July 25, 2013	All Run Groups	LRP
Friday, July 26, 2013	Beginners and Instructors	LRP
Saturday, August 3, 2013	Advanced	LRP
Saturday, August 10, 2013	Beginners and Instructors	LRP
Monday, August 19, 2013	All Run Groups	LRP
Monday, September 9, 2013	All Run Groups	LRP
Monday, October 14, 2013	All Run Groups	WGI
Tuesday, October 15, 2013	All Run Groups	WGI
Friday, November 8, 2013	Advanced	LRP
Saturday, November 9, 2013	Beginners and Instructors	LRP

* Minimum experience 5 days in White | LRP - Lime Rock Park | WGI - Watkins Glen International

All information on this Schedule is accurate at the time of printing. Please remember to check the CVR Website for the most up-to-date information.



have accumulated in the back seat) removed from the interior of the car. If you don't have the time to pack a cooler, there is a snack bar at the edge of the paddock, selling breakfast, lunch and drinks.

For the morning of the event — you need to get there in time to find a place to park for the day (there is always someplace to park — it's not like going to the Mall four days before Christmas), empty all the items from the inside of the car onto that piece of plastic you brought from home, then head to Registration to get signed in, which includes signing the CVR waiver, getting a rungroup wristband and your instructor assignment card. Then, head back to your car and take it over to the track Tech Inspection area on pit lane with the properly filled-in tech form your shop gave you on the day you did the pre-tech.

Following Registration and Tech, there will be a drivers meeting for all drivers, under the Tower. You will hear about the day's activity and procedures,



plus learn about the flags and what they each stand for. After the drivers meeting you should find your instructor (if you didn't already meet each other earlier) and he or she will go over a few things that pertain to the event. We have several loaner helmets for first time participants. For those who don't like the idea of putting on a helmet worn by someone else, you should buy a head sock or new helmet (Snell 2005 or newer) prior to the event, from any one of the many sites online. DE is a lot of fun and a great way to really appreciate what your Porsche can do, from being a daily driver to driving it to limits you can never experience on the local roadways.

I look forward to meeting all of you new to the DE program. DE is all about safety and FUN! Register for a DE event and we'll see you at the track. 😊

Dave



>>> All of PCA DE minimum standards are listed on the PCA website. If you have any DE questions, please check out the CVR DE Guide at: http://www.cvrpca.org/docs/de/CVR_DE_GUIDE_2013.pdf



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

THE FINE PRINT

AM I COVERED WHILE DRIVING ON-TRACK?



Each year Porsche Club of America Regions organize many high-performance driver's education events.

Over the years PCA has earned a tremendous reputation for putting on educational, safe, and structured events. These events target what PCA members are most passionate about – appreciating the fine automobiles they own in a way that just can't be recognized in daily street driving.

For many years PCA driving enthusiasts had a sense of comfort knowing that their standard auto policies covered them while participating in PCA Driver's Education events. Most policies had language that only excluded coverage while participating in "timed or competition events." Since PCA DEs are educational in nature and untimed, most insurers would pay for damages incurred at these events. Incidents causing damage to vehicles at PCA DEs are rare, but when they do happen the damage can be significant.

Around the 2003-2004 timeframe, it seems that many insurance underwriters recognized the additional exposure presented by individuals involved in DEs and modified their exclusions section accordingly. At the beginning, a few companies implemented new language to exclude coverage "on a surface used for racing", "in a performance driving event", or even worse "at a racetrack facility." Since the initial rollout of the exclusions, it seems that the majority of auto insurers have followed suit with these restrictive exclusions for individuals involved in DEs.

Many PCA DE enthusiast members have researched this topic in the past, prior to 2003, and believe that they are still covered while driving in events. Enthusiasts must understand that insurers do have the ability to change policy terms at each policy renewal. The typical policy holder receives their renewal, looks at the bill, and sends a check to renew their policy. In the pages following that bill, insurers include a coverage update that details any policy

changes. Unfortunately these changes often go unnoticed by insurance consumers.

For individuals involved in DEs, it is very important to review your policy before you go to your next track event. Many insurance consumers don't file their current policies, but insurance agents will always send a copy of the current policy upon request. A quick review of the exclusions section of the policy typically reveals any language targeted at eliminating coverage while participating in events held at racetracks. Enthusiasts' vehicles are often the most treasured property they own, so it is important that they do their research and understand whether coverage is included under their standard policy while participating in DE events.

DE Participants that do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available. PCA has partnered with Lockton Affinity, the administrator of the HPDE Insurance Program. The PCA – HPDE Insurance Program offers single-event physical damage insurance at a very affordable rate. The premiums are based on value, and the average premium for our members is \$205 per event. When applying, PCA members can enter their member number to receive a 10% discount on their premium!

Do not assume that you still have coverage while participating in DEs based off of research or questions asked to your agent years ago. Before your next event, check your policy and go to that event knowing whether you will or will not be covered in the case of an unfortunate incident that causes damage to one of your most prized possessions. If your research shows that you do not have coverage, consider getting supplemental through the PCA – HPDE Insurance Program:

<http://cahpdeins.locktonaffinity.com>

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Discover why SpeedSport Tuning is Fairfield County's trusted resource for convenient, dependable and accountable expert Porsche service and support. We can take care of your daily driver, too.

Now offering over 8,000 sq. ft. of storage facility, adjacent to our 15,000 sq. ft. service floor. Call to reserve your space today!



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TRACK CRAFT

Spencer Cox, Chief Instructor



My father started in a DE program in 1965 with his new 356C coupe. He drove at Bridgehampton, Lime Rock and at Watkins Glen. I was the toddler, sitting on the grass, playing with my toy cars and hoping that, someday, I could drive on those tracks. My dad still has that 356C and I have been driving most of the tracks in the country since the age of 16.

At 20, I found myself helping fellow enthusiasts to drive better and to enjoy their cars to their full potential. Although I don't take responsibility, I am proud to have helped some young drivers at their start who became professional racers and, in a couple of cases, champions. In the last year, CVR approached me to teach the DE classroom sessions.

I thoroughly enjoyed the opportunity and, in future, hope to bring our students from flag awareness through speed secrets and into understanding race craft.



My approach as Chief Instructor will be to work with other instructors to teach the same habits and driving line to run group appropriate drivers. As the student progresses, the instructor will be able to scale up the technique. CVR has always been known as having among the best drivers and instructors

CVR has always been known as having among the best drivers and instructors in PCA and we are so very proud of that. My goal is to continue that tradition.

in PCA and we are so very proud of that. My goal is to continue that tradition. It might just be me, but I feel that at any Club Race, CVR has the most entrants. It might seem that way because these are the people that I know.

I plan to come up with a curriculum that we can follow that allows us to grow together from first time DE participants to PCA Club Racing Champions. If you know me, then you know how passionate I am about Porsche and the track.

Spring is just around the corner and we're just back from an amazing event at Sebring to kick off the 2013 season.

See you soon! 🍀

Spencer Cox
Chief Instructor

PYLON PLACE

Paul Kudra, Autocross Co-Chair



CVR AutoX Re-invented, Again!

By all counts, CVR's 2012 AutoX season was spectacular. Initiatives such as the AutoX-University measurably helped new and seasoned drivers learn some serious car control skills. Record attendance kept the events fun and built great friendships. Refinements to the course design philosophy kept the action fast and plentiful, giving far more runs into each event than any other club around. Each course had a featured corner that tied directly to the

AutoX-U lesson plan for that event allowing mastery of that skill with nothing to worry about other than the wrath of the ASPCC (American Society to Prevent Cruelty to Cones). Custom-framed artwork of iconic Porsche race cars and the "Cars-of-CVR" framed photos made the trophies truly collectable. Lastly, the most amazing year-end Championship Celebration ever, where the top twenty drivers were treated to a very special evening

>>> Join the class of 2013! AutoX-U morning lessons translate into...



featuring Porsche Sport Driving School lead instructor Cass Whitehead, thanks to the driving enthusiasts at Hoffman Porsche.

As great as all of that was, "Oooh Baby. Ya ain't seen nothin' yet". Last season was just practice. This year CVR AutoX is re-inventing itself, again! Inspired by CVR's renowned Drivers Ed program, our CVR AutoX program is now poised for a rebirth that will make learning accelerated car control a blast. Refinements to the **AutoX-U** curriculum; infusion of new equipment and cutting-edge technology; better branding with our new custom logo and collectable trophies; the introduction of our own "CVR AutoX Team" to further boost our events; formalized

Instructor curriculum and pre-season workshops to make our team even better (thanks for the tips Cass!); and many other improvements. And the best part is that we will even further enhance the great camaraderie. Everyone goes home with a smile.

>>>continued on page 33



...Real life driving skills at AutoX-U, as demonstrated here in the "classroom" by Jim Jannette.



Photos Sara Kudra



Paul Kudra

>>> Practice, practice, practice. The best way to get to Carnegie Hall; or even better, to the October 25, 2013 Championship Celebration powered by Hoffman!

>> Practice makes...Perfect! Randy Kudra getting an



1

2

Photos by James Ball

All of this would not be possible without you, our loyal driver core. So



to thank you we are starting a Driver Loyalty Program with fun and tangible benefits the more events you run. Not to mention that your skills will absolutely improve with every event and **AutoX-U** session making you more likely to qualify for the 2013 Champi-

onship Celebration powered by Hoffman. You heard me right; Elliot Matos at Hoffman Porsche has already reserved October 25th for this season's celebration event and is already putting plans in motion to make it even better than last year's event. I can't imagine how that is possible, but having gotten to know Elliot and the team at Hoffman, all I can say is come join the **CLASS OF 2013!** Our first event is scheduled for **April 14th, 2013** at the LAZ Lot in Hartford, CT (check civrpa.org for the latest information) and attending each event's **AutoX-U** is the best way to learn the skills that will get you on the invite list!

See you at the first event in April. Ya ain't seen nothin yet, indeed! 🍀

A+ on car placement in this AutoX-U lab practical!



3

91876

SAVE THE DATE

RALLY

IS

**CVR
STORRS
CENTER
RALLY**

BACK



Sunday, June 9, 2013



PLEASE REGISTER EARLY AS SPACE IN OUR FINISH VENUE IS LIMITED

RALLY

Lon Hultgren, Rally Chair



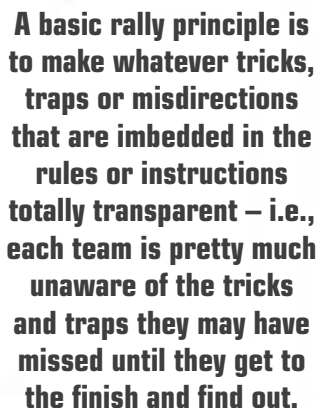
RALLY — IT'S NOT JUST THE CARS, IT'S THE INSTRUCTIONS!

Not that any of us need an excuse to get into our beloved P-cars, but some of us have very limited time and we need to combine our most excellent car time with other activities that provide interest, sooth the soul, make donations to worthy causes, etc., etc. So, as your new rallymeister, I am determined to make each rally something of an educational or historical experience. The first such experience (now scheduled for Sunday morning June 9th) will be to learn about and explore the new Storrs Center development area next to UConn, which I have had the good fortune to have had a hand in building – at least the public infrastructure parts of it.

I am currently creating a course-following rally (I prefer “course-following” to “gimmick” to describe a non Time-Speed-Distance rally) to begin and end in or near Storrs Center which, at the gathering at the finish, will include a brief (no more than 200 slides, ha ha) presentation on how this new downtown happened (is happening) and what’s in it now and what’s proposed in the near future. For now let’s just say it is a \$220M liveable, walkable series of roads, walks and buildings that is designed to make a “place” near UConn where there wasn’t much of anything before. The parking garage we just completed has two hours of free parking, and very few cars in it (as the development isn’t finished), so

we’ll assemble and finish there with a cool lunch available at the brand new Dog Lane Cafe (more details on the start and finish as the date approaches).

I fell in love with rallying years ago in the Sacramento Valley in Northern California back when I was attempting to drive British sports cars. These were



A basic rally principle is to make whatever tricks, traps or misdirections that are imbedded in the rules or instructions totally transparent – i.e., each team is pretty much unaware of the tricks and traps they may have missed until they get to the finish and find out.

course-following “trap” rallies consisting of a bunch of rules and route instructions designed to take you on a series of enjoyable roadways to a common finishing point At this finishing place (usually an interesting restaurant, inn or similar establishment)

>>>continued on page 37



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Redefining expectations, one customer at a time.

participants learn that the directions they followed were either spot-on (and hence scored highly) or not so much. A basic rally principle is to make whatever tricks, traps or misdirections that are imbedded in the rules or instructions totally transparent – i.e., each team is pretty much unaware of the tricks and traps they may have missed until they get to the finish and find out. This is done by having the route deviate from a common set of instructions at various points during the rally, but the deviations are only temporary and everyone eventually ends up sharing most of the rally route.

Here's an example: Let's say that you are driving east on Jones Road and your next route instruction says turn right onto Charles Lane, but Charles Lane is misspelled Charley Lane in the RIs. If you miss the misspelling you would incorrectly turn right on Charles Lane, hence the route divides into a correct route (still on Jones Road and not

on Charles Lane) and an incorrect one (on Charles Lane). Both routes are designed to rejoin each other shortly and the rally continues to its next series of instructions. To score teams taking each route, the rallymaster has to have a way to determine which route each team



traveled. This can be done by having each team write down something from each route on the rally scoresheet. This could be a coursemarker (a small sign placed on a utility pole with a number or number/letter combination) or by something on each route like the address of the first house past the Charles Lane intersection (“What is the number of the address of the first house on the right past the Charles Lane sign _____?”). The team on the correct

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route would write the next house's address on Jones Road in the blank on the scoresheet and the team on the incorrect route would record the first house's address on Charles Lane. The correct address (on Jones Road) might be worth a few points, the incorrect address (on Charles Lane) might be worth zero or even negative points. Both teams write down the address on their scoresheet thinking that they are on-course. Through a series of similar instructions the course of the rally is run and each team accumulates its score based on the route it determines is the correct (higher scoring) one.

Simple enough, right? Well I promise also to include some questions about the areas and places driven through or by on the rally, so that some scoring is based on observation and not all scoring is based on directions and their interpretation.

The "Storrs Center" rally will start about 9:30 AM and be over by 12:30 PM (lunch time). I don't have the whole route planned yet, but it shouldn't cover more than about 40 scenic road miles. There may be one or more checkpoints to give everyone a short break and possibly issue some supplemental instructions. The general instructions will be available a few weeks in advance for anyone who wants to get familiar with them ahead of time.

Assuming we have a great time on this first rally, a second rally will be held on October 27th in the southern or western part of the state. So come-on out and have some fun in your car and learn something about the place where the rally takes place! *Preregistration is required so we don't overrun the finishing venue.*

And one last thing, I could use some assistance both on the day of the rally and in the two weeks preceding it to proof-run the rally ahead of time, help staff checkpoints and score everyone, and sweep the rally route. If you would like to be part of this team (no experience necessary) please email me at rally@cvrpca.org. 🤝

THE DETAILS

This Rally will be "Course Following" (non TSD). PCA members in Porsches only due to limited space at the finish. 18 years minimum age for drivers (no age requirement for navigators/passengers). Drivers must be licensed and all participants must sign a waiver.

Starting Location: The new Storrs Center Parking Garage off Dog Lane in Storrs Mansfield, CT.*

*(Use 18 Dog Lane, Storrs, CT for the GPS address.)

Finishing Location: Storrs Center Parking Garage/Dog Lane Café on Storrs Road (Rte 195)

Garage opens to rally participants at 8AM. Pre-rally parking/driver's meeting on the 3rd level. Post-rally parking on the top (7th) level.

Drivers meeting/Route instructions given at 9:00 AM. 1st car off at 9:30 AM.

Registration Fee: \$30. Includes dash plaque, prizes and parking, but not lunch. Lunch will be dutch treat at the Dog Lane Café, at the corner of Dog Lane and Route 195 (Storrs Road).

Registration Deadline: June 3, 2013. *Preregistration is required.*



Registration Form

CVR Storrs Center Rally – Sunday June 9, 2013

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

Starting Location: The new Storrs Center Parking Garage off Dog Lane in Storrs Mansfield, CT. **(Use 18 Dog Lane, Storrs, CT for the GPS address.)*

Finishing Location: Storrs Center Parking Garage/Dog Lane Café on Storrs Road (Rte 195)

Garage opens to rally participants at 8AM. Pre-rally parking/driver’s meeting on the 3rd level. Post-rally parking on the top (7th) level.

Drivers meeting/Route instructions given at 9:00 AM. 1st car off at 9:30 AM.

Registration Fee: \$30. Includes dash plaque, prizes and parking, but not lunch. Lunch will be dutch treat at the Dog Lane Café, at the corner of Dog Lane and Route 195 (Storrs Road).

Registration Deadline: June 3, 2013. *Preregistration is required.*

Participants: Driver: _____

Navigator: _____

Mailing Address: _____

City, State, Zip: _____

Phone(s): _____

Email: _____

PCA Membership #: _____ (only one required)

Porsche to be driven in the rally: Model: _____ Color: _____ Year: _____

Rally experience: Yes No Number of rallies run: _____ Number of podiums: _____

General Instructions? (check please): via Email U.S. Mail

Please mail this registration form with a check for \$30 made out to “CVR-PCA” by June 3rd to:

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

Entries received will be confirmed by email.

Email contact: Rally@CVRPCA.org

**PLEASE REGISTER
EARLY AS SPACE
IN OUR FINISH
VENUE IS LIMITED**

REGISTRATION
NOW OPEN

SPRING TOUR 2013

Maria & Phil Capella, Tourmeisters



The Mountain View Grand Resort, Whitefield, New Hampshire, May 17–19, 2013

This year's Spring Tour will be like “déjà vu all over again”. We are returning to The Mountain View Grand Resort & Spa where we put on our first tour in the Fall of 2009. It is one of America's truly grand hotels. Combining first-class comfort with casual elegance and attentive, personalized service, this classic New Hampshire White Mountains resort presents a dazzling array of offerings and amenities all wrapped in a timeless storybook setting, delivered with attentive personal service you thought had disappeared forever. With views of the White Mountains through floor-to-ceiling windows and access to the prestigious Mountain View Spa, Mountain View Grand Resort & Spa offers hotel guests an experience unlike any other resort in the White Mountains of New Hampshire.

OVERVIEW

For loyal touring participants you know what to expect in terms of our format, so you can quickly scan this part. The format for the Spring Tour weekend remains the same as in the past. You'll travel to the Mountain View Grand on May 17th (Friday) on your own schedule. Dinner will be on your own Friday evening. Dining at the hotel includes the AAA Four Diamond-rated Main Dining Room to the more laid-back and cozy Tavern, serving New Hampshire comfort foods.



www.mountainviewgrand.com





Saturday (May 18th) is “tour day”. Following breakfast Saturday morning we’ll have our orientation meeting with drivers and navigators, after which we’ll start the driving part of our tour week-end. Our tour routes will take us through the White Mountain region of New Hampshire as well as a sojourn into Maine. Our lunch stop will be at the Bethel Inn in Bethel, Maine.

<< www.bethelinn.com

NOW FOR THE SPECIFICS:

Lodging/Breakfasts/Dinner Package

The Mountain View Grand with its stunning mountain scenery is near the town of Whitefield, NH. For the golfers in our group, the 9-hole Mountain View Grand golf course with magnificent White Mountains views was designed and built in 1900, by Ralph Barton, a professor of Mathematics at Dartmouth College and a renowned golf architect of the early 20th Century. The course was renovated in 1999, and again in 2006 and 2007 to recapture its original grandeur. Mountain View Grand Stables offer a variety of horse riding activities on the picturesque trails that pass through beautiful White Mountains’ high country and wooded areas. The hotel also has a custom-built movie theater and over 500 titles to choose from, the theater features overstuffed leather chairs.

Our package plan includes the following accommodation choices:

All packages include 2 nights lodging, buffet breakfast Saturday and Sunday, social hour with cash bar and sit-down dinner Saturday night. Price includes all taxes and gratuities. The hotel will set aside a parking area for the club. You are responsible for making reservations by calling 866-484-3843 and identifying yourself as part of the “Connecticut Porsche Club”. **The hotel will hold rooms for us up until April 2nd, after that there is no guarantee that rooms will be available.** Please note check-in time is 3:00 pm and check-out is 11:00 am.

The packages are:

- » **Standard Guestroom - Single Occupancy**
\$398.07 – Deposit of \$185 Required when booking guestroom
- » **Standard Guestroom - Double Occupancy**
\$471.32 – Deposit of \$200 Required when booking guestroom
- » **Superior Guestroom - Single Occupancy**
\$509.25 – Deposit of \$240 Required when booking guestroom
- » **Superior Guestroom – Double Occupancy**
\$582.50 – Deposit of \$260 Required when booking guestroom

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Children's meals will be added separately if requested at a price of \$13.08 (ages 6-11) for breakfast. Children 5 and under are free for breakfast. Dinner pricing is \$19.62 for children under 12 years old.

Note: If you choose to arrive early or stay longer, the hotel has given us the following rates for three days prior and three days after the tour: \$162.41/night for a Standard Guestroom and \$218.00 for a Superior Guestroom. Prices include tax.

Payment of Individual Accounts

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

Lunch and Registration Fee

The Tour lunch / registration fee is **\$66 per couple** (\$33 per person).

Please make your checks out to CVR/PCA and send them along with the CVR registration form below to us at the following address by April 27th:

Phil Capella
2380 Mountain Rd
West Suffield, CT 06093

Luncheon and registration fees will be non-refundable after May 3rd, two weeks before the start of our touring event.


Participant Information and Dinner Selection

We will continue the past practice of listing participant information in the handout package, unless you tell us otherwise. However, **we will still need** either your email address (preferably) or telephone number so that we can contact you in case the need arises.

Directions to the Mountain View Grand

From Hartford, New York and Points South

Follow I-91 North to I-93 South (Exit 19, Littleton, NH) Take I-93 South to Exit 41 (Littleton/Whitefield), turning left at the bottom of the ramp. Follow for 0.5 miles. At the lights, turn right onto Route 116 East and follow for 10 miles. Turn left onto Route 3 north and follow for 2.5 miles. Turn right onto Mountain View Road and follow for 0.25 mile. For those wanting less interstate travel, get out your New Hampshire maps and find your own interesting way to get there.



>>> Mt. Washington

CVR SPRING TOUR REGISTRATION FORM

Please provide the information below when you mail your check to us:

Names: _____
PLEASE PRINT LEGIBLY

Address: _____

Town: _____ State: _____ Zip: _____

Email: _____

Phone No.: _____

Car Model: _____ Year: _____ Color : _____

Please place a check here if this your first Tour with the CVR

Saturday Evening Dinner Selection	Quantity
Prime Rib	_____
Stuffed Chicken with Apple Brie & Cranberry	_____
Pan-seared Salmon with Avocado Mango Chutney	_____

Check-in

You will receive a package of information from us when you check in at the hotel. Contained in this package will be a complete agenda for the weekend and detailed driving directions for Saturday's tour. It will also tell you the exact time and location of the orientation meeting to be held Saturday morning. As in the recent past (to save time) we will also have CVR's "Release and Waiver of Liability and Indemnity Agreement" forms at the front desk for you to sign when you check in; **all participants must sign the release form.**

If you have any questions please email us at tourmeister@cvrpca.org.

We are looking forward to seeing you!
Maria and Phil Capella (Tourmeisters)



MONTHLY MEETING

January Monthly Meeting @ AMERICAN DRY STRIPPING

Story
Frank Sena

Photography
**Jean-Francoise Bulycz
and Todd Drury**

Graced by mild winter weather, over 80 CVR members — many of whom brought their Porsches out for some much needed exercise — showed up at American Dry Stripping in Milford.

Our hosts, owner Roger Van Brussel and past owner, now Chief Operating Officer, Gary Jones, set up several work stations where ADS employees demonstrated the steps that go into stripping metal and non-metal parts. One stripping method removes paint and rust and etches the metal surface for excellent paint adhesion. Another process removes powder coating from aluminum and steel parts, while yet another cleans welds from steel and stainless steel parts.

For other surfaces - paint, fiber glass, plastics, rubber bumpers and all fine sheet metal - a plastic media is used. However, unlike traditional stripping methods, ADS does not use chemical strippers, tank dippers, sandblasting, high pressures, irregular abrasives, or baking soda.

Also on hand, much to CVR members' delight, were three very special vehicles currently under different phases of stripping: a 1963 Porsche Cabriolet; an ultra-rare 1957 Stanguellini

(only four racers were known to have been brought to the U.S.); and 1952 Aston Martin DB2.

And, if the informative ADS presentation didn't already impress CVR members, Gary and Roger brought in two additional speakers whom they often work with after the stripping process is completed. As we soon learned, these companies are a perfect complement for post-stripping needs.

John Stolte, owner of Precision Powder Coating,

LLC in Plainville, gave an informative presentation of his company's process for powder coating any metal (other than white metal) as well as glass, wood and fiberglass which is able to withstand 450 degrees Fahrenheit. The number of

colors available is almost limitless - over 600 - and can be finished in translucent, chrome, textured, glossy, satin, metallic and high heat. Precision Powder Coating can also accommodate items as small as a Porsche hood crest!

Next up was former London, England native Steve Hall, owner of The Panel Shop in nearby Stratford. Starting as an apprentice in 1972, Steve learned how to fabricate body panels from Rolls-

>>>continued on page 46



Jean-Francoise Bulycz



Todd Drury



Todd Drury

>>> Some of the very special vehicles in various phases of stripping included a 1963 Porsche Cabriolet (top photos left to right), a 1952 Aston Martin DB2 (right), and an extremely rare 1957 Stanguellini (far right)



Todd Drury

>>> Steve Hall explained the panel shaping process in great detail

Royce master panel beaters. After becoming skilled on Rolls-Royce bodies, Steve then moved to Grand Prix Metalcraft and eventually to the U.S. Steve and his business partner, Mark Barton, himself a craftsman of Eng-



Todd Drury



Jean-Francoise Bullyez

lish Metal Forming by way of Aston Martin in the early 1970s, have fabricated auto bodies of some of the truly great marques – Bugattis, Ferraris, Alfas, Jaguars and the aforementioned Stanguellini and Aston

Martin, currently awaiting final stripping. Steve demonstrated his skills with a two square foot piece of aluminum shaped to fit a portion of the right rear quarter panel of the DB2

>>>continued on page 49



Todd Drury



Jean-Francoise Bujicz



Todd Drury

>>> CVR members were able to get close enough to the various projects in progress to be able to see first-hand the incredible amount of detail work that goes into a full restoration



>>> John Stolte, Precision Powder Coating



>>> CVR Club Race Director, Bob Bradley



>>> The steering wheel on the Stanguellini: it's a one of a kind, inlaid with multiple rare wood(s)

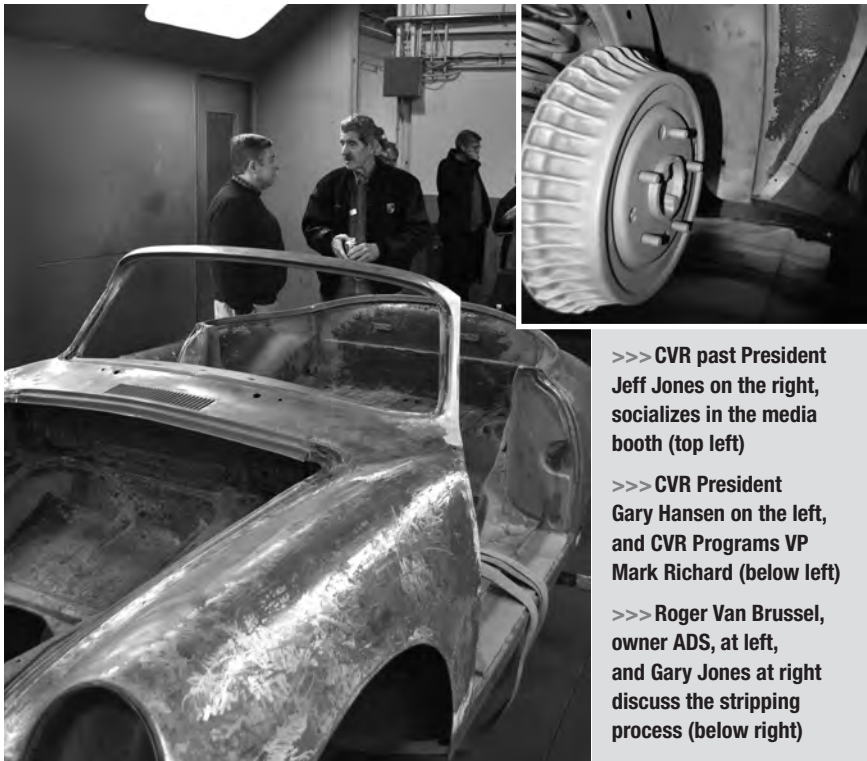


>>> John Gurrieri



>>> Thaddeus McLaurin

Photos on this page Jean-Francoise Butlycz



>>> CVR past President Jeff Jones on the right, socializes in the media booth (top left)

>>> CVR President Gary Hansen on the left, and CVR Programs VP Mark Richard (below left)

>>> Roger Van Brussel, owner ADS, at left, and Gary Jones at right discuss the stripping process (below right)



Photos on this page, Todd Drury

body at ADS. Using only an English Wheel, Steve estimated that four hours of hand-crafted work had already gone into that single piece.

Both John and Steve welcome all CVR members to visit their respective shops

and see them in action.

In perspective, our first event of 2013 was a terrific day of learning new information and discovering talented artisans who love what they do. Judging from the detailed questions from CVR members, we should

expect to see straightened body work, fresh powder coated parts and rust-free bodies this summer! 🌞



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Jean-Francoise Buljicz

40th

Sunday June 16, 2013



annual CVR Father's Day Concours

This Year's Theme: 40-40-50

- 40th CVR Concours
- 40th Anniversary of the 1973 Carrera RS
- 50th Anniversary of the introduction of the 901/911

Highlights:

- Special Display - 1973 911 RS's and Early 911's
- Winner's Circle
- "My Other Car" class

Details to follow in the April issue
and on the CVR Website


Porsche Club of America
Connecticut Valley Region
Since 1959

PORSCHE EMPORIUM

Peter & Janica Shafer



Porsche Club of America
Connecticut Valley Region

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1. Spray the product onto a clean folded microfiber towel and...Spray on onto the surface you are going to be cleaning. Hold the bottle 10-15 inches away from the non-porous surface and spray in a sweeping motion, for best results. Only spray on the large, flat areas. Do not spray into cracks, seams or other hard to reach areas.
2. Gently rub Freedom Waterless Car Wash onto the surface with that first towel. You want to always use the “wet on wet” method. Wet towel with a wet surface. This way there is nothing dry touching anything else dry.
3. After initially spraying on and gently rubbing in Freedom Waterless Car Wash, you will see a light haze appear. Quickly, before it dries, switch to a another clean micro-fiber towel and buff off the haze into a brilliant shine. That's it. It is really that easy. Continue on around the car until the entire vehicle is clean.

Porsche Club of America
Connecticut Valley Region

Emporium

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911 50

50 Years of the Porsche 911 – Tradition: Future



5

FIFTY
YEARS
OF THE
PORSCHE
911



Stuttgart. February 7, 2013

For five decades, the 911 has been the heart of the Porsche brand. Few other automobiles in the world can look back on such a long tradition and such continuity as the Porsche 911. It has been inspiring car enthusiasts the world over since its debut as the model 901 at the IAA International Automotive Show in September 1963. Today it is considered the quintessential sports car, the benchmark for all others. The 911 is also the central point of reference for all other Porsche series. From the Cayenne to the Panamera, every Porsche

is the most sporting automobile in its category, and each one carries a piece of the 911 philosophy.

Over 820,000 Porsche 911s have been built, making it the most successful sports car in the world. For each of its seven generations the engineers in Zuffenhausen and Weissach have reinvented it, time and time again demonstrating to the world the innovative power of the Porsche brand. Like no other vehicle, the 911 reconciles apparent contradictions such as sportiness and everyday practicality, tradition and innovation, exclusivity and social acceptance, design and functionality. It is no wonder that each generation has written its own personal success story. Ferry Porsche best described its unique qualities: "The 911 is the only car you could drive on an African safari or at Le Mans, to the theatre or through New York City traffic."

In addition to its classic yet unique lines, the Porsche 911 has always been distin-

guished by its advanced technology. Many of the ideas and technologies that made their debut in the Porsche 911 were conceived on the race track. The 911 was committed to the performance principle from the start, and motor racing is its most important test lab. From the very beginning it has been at home on circuits all over the world, earning a reputation as a versatile and dependable winner. Indeed, a good two thirds of Porsche's 30,000 race victories to date were notched up by the 911.

How Porsche celebrates the anniversary

For Porsche, the 50th anniversary of this iconic sports car is the central theme of 2013. There will be a wide variety of anniversary events, starting with the "Retro Classics" automobile show in Stuttgart. From 7 to 10 March the Porsche Museum will ring in the anniversary year with four special exhibits, an early-model 911 Turbo Coupé, a 911 Cabriolet study from 1981, a 1997 street version



Story and photography courtesy of Porsche Cars North America, Inc.

911 GT1 and the pre-series Type 754 T7. This chassis by Professor Ferdinand Alexander Porsche was a milestone on the way to the 911 design.

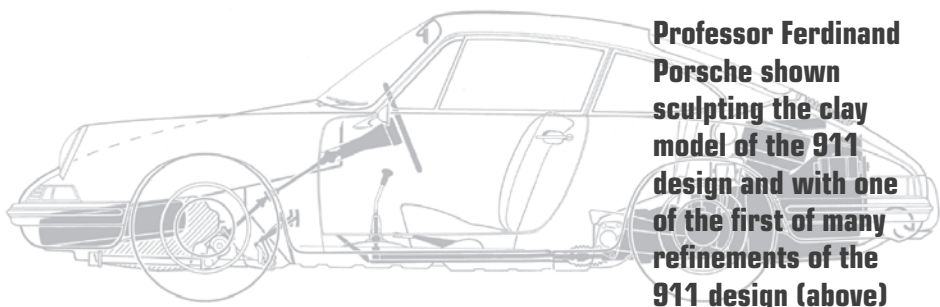
The company is also sending an authentic 1967 model 911 on a world tour. Over the course of the year, this vintage nine-eleven will travel to five continents where it will be shown in places like Pebble Beach CA, Shanghai, Goodwood UK, Paris and Australia. As an ambassador for the Porsche brand, this vintage 911 will be in attendance at many international fairs, historical rallies and motor sport events. Fans and interested individuals can follow the car's progress at www.porsche.com/follow-911 (end of February).

The Porsche Museum is celebrating "50 years of the Porsche 911" from



4 June through 29 September 2013, with a special exhibition featuring the history and development of the nine-eleven. In the

spring the museum's own publishing house, Edition Porsche-Museum, will publish an anniversary edition entitled "911x911."



Professor Ferdinand Porsche shown sculpting the clay model of the 911 design and with one of the first of many refinements of the 911 design (above)

**The First 911 (1963)
Birth of a Legend**

As the successor to the Porsche 356, the 911 won the hearts of sports car enthusiasts from the outset. The prototype was first

hp, giving it an impressive top speed of 210 km/h. If you wanted to take things a little slower, starting in 1965 you could also opt for the four-cylinder Porsche 912. In 1966 Porsche presented

ever safety cabriolet. The semiautomatic Sportomatic four-speed transmission joined the lineup in 1967. With the 911T of the same year, and the later E and S variants, Porsche became



>>>1965 911 coupe



>>>1972 Carrera RS

unveiled at the Frankfurt IAA Motor Show in 1963 as the 901, and renamed the 911 for its market launch in 1964.

Its air-cooled six-cylinder boxer engine delivered 130

the 160 hp 911 S, which was the first to feature forged alloy wheels from Fuchs. The 911 Targa, with its distinctive stainless steel roll bar, made its debut in late 1966 as the world's first

the first German manufacturer to comply with strict US exhaust emission control regulations. The Porsche 911 became more and more powerful as displacement increased, initially to 2.2 litres (1969) and later to 2.4 (1971). The 911 Carrera RS 2.7 of 1972 with 210 hp engine and weighing less than 1000 kg remains the epitome of a dream car to this day. Its characteristic "ducktail" was the world's first rear spoiler on a production vehicle.

The G-Series (1973) The Second Generation

Ten years after its premiere, the engineers at Porsche gave the 911 its first thorough makeover. The G model was produced from 1973 to 1989, longer than

by three-point safety belts as standard equipment, as well as integrated headrests. One of the most important milestones in the 911 saga was the 1974 unveiling of the first Porsche 911 Turbo with a three-litre 260 hp engine

cooler-equipped 911 Turbo 3.3. At 300 hp it was the best in its class. In 1983 the naturally aspirated 911 Carrera superseded the SC; with a 3.2 litre 231 hp engine, it became a favourite collectors' item. Starting in 1982,

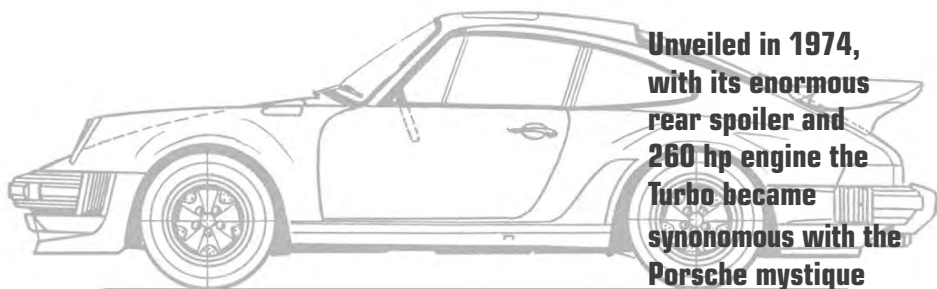


>>>1974 911 coupe

any other 911 generation. It featured prominent bellows bumpers, an innovation designed to meet the latest crash test standards in the United States. Occupant protection was further improved

and enormous rear spoiler. With its unique blend of luxury and performance, the Turbo became synonymous with the Porsche mystique. The next performance jump came in 1977 with the inter-

fresh air enthusiasts could also order the 911 as a Cabriolet. The 911 Carrera Speedster, launched in 1989, was evocative of the legendary 356 of the fifties.



**Unveiled in 1974,
with its enormous
rear spoiler and
260 hp engine the
Turbo became
synonymous with the
Porsche mystique**

The 964 (1988) Classic Modern

Just when automotive experts were predicting the imminent end of an era, in 1988 Porsche came out with the 911 Carrera 4 (964). After fifteen years of production the 911 platform was radically renewed with 85 percent new components, giving Porsche a modern and sustainable vehicle. Its air-cooled 3.6 litre boxer engine delivered 250 hp. Externally, the 964 differed from its predecessors only

slightly, in its aerodynamic polyurethane bumpers and automatically extending rear spoiler, but internally it was almost completely different. The new model was designed to captivate drivers not only with sporty performance but also with enhanced comfort. It came with ABS, Tiptronic, power steering, and airbags, and rode on a completely redesigned chassis with light alloy control arms and coil springs instead of the previous torsion-bar suspension. A

revolutionary member of the new 911 line right from the start was the all-wheel drive Carrera 4 model. In addition to Carrera Coupé, Cabriolet and Targa versions, starting in 1990 customers could also order the 964 Turbo. Initially powered by the proven 3.3 litre boxer engine, in 1992 the Turbo was upgraded to a more powerful 360 hp 3.6 litre power plant. Today, the 964 Carrera RS, 911 Turbo S, and 911 Carrera 2 Speedster are particularly in demand among collectors.

In 1988 the Carrera 4 became available as a Coupe, Targa, and Cabriolet



The 993 (1993)**The Last Air-Cooled Models**

The 911 with the internal design number 993 remains the one true love of many a Porsche driver. The remarkably pleasing design has much to do with this. The integrated bumpers underscore the smooth elegance of its styling. The front section is lower-slung than on the earlier models, made possible by a switch from round to polyellipsoid headlights. The 993 quickly gained a reputation for exceptional dependability and reliability. It was also agile, as the first 911 with

a newly designed aluminium chassis. The Turbo version was the first to have a bi-turbo engine, giving it the lowest-emission stock automotive powertrain in the world in 1995. The hollow-spoke aluminium wheels, never before used on any car, were yet another innovation of the all-wheel drive Turbo version. The Porsche 911 GT2 was aimed

at the sports car purist who cherished the thrill of high speeds. An electric glass roof that slid under the rear window was one of the innovations of the 911 Targa. But the real reason dyed-in-the-wool Porsche enthusiasts still revere the 993 is that this model, produced from 1993 to 1998, was the last 911 with an air-cooled engine.

>>>1993 911 (993) coupe



Dyed-in-the-wool Porsche enthusiasts still revere the 993, this model, produced from 1993 to 1998, was the last 911 with an air-cooled engine



**The 996 (1997)
Water-Cooled**

The 996, which rolled off the assembly line from 1997 to 2005, represented a major turning point in the history of the 911. It retained all the character of its classic heritage, but was an entirely new automobile. This comprehensively redesigned generation was the first to be driven by a water-cooled boxer engine. Thanks to its four-valve cylinder heads it achieved 300 hp and broke new ground in terms of reduced emissions, noise, and fuel consumption. The exterior design was a

reinterpretation of the 911's classic line, but with a lower drag coefficient (cW) of 0.30. The lines of the 996 were also a result of component sharing with Porsche's successful Boxster model. Its most obvious exterior feature were the headlights with integrated turn signals, at first controversial but later copied by many other manufacturers. On the inside, drivers experienced an entirely new cockpit. Driving comfort now also played a greater role alongside the typical sporty characteristics. With the 996 Porsche launched an

unprecedented product offensive with a whole series of new variations. The 911 GT3 became one of the highlights of the model range in 1999, keeping the tradition of the Carrera RS alive. The 911 GT2, the first car equipped with ceramic brakes as standard, was marketed as an extreme sports vehicle starting in the fall of 2000.



>>>1999 911 (996) coupe



>>>1999 911 (996) Carrera 4 coupe



Comprehensively redesigned, the 996 was the first generation to be driven by a water-cooled boxer engine

The 997 (2004) Classicism and Modernity

In July 2004 Porsche unveiled the new generation 911 Carrera and 911 Carrera S models, referred to internally as the 997. The clear oval headlights with separate blinkers in the front apron were a visual return to older 911 models, but the 997 offered more than just style. It was a high-performance vehicle, with a 3.6 litre boxer engine that turned out out 325 hp while the new 3.8 litre engine of the

Carrera S managed an incredible 355 hp. The chassis was also substantially reworked, and the Carrera S came with Porsche Active Suspension Management as standard equipment. In 2006 Porsche introduced the 911 Turbo, the first gasoline-powered production automobile to include a turbocharger with variable turbine geometry. A model update in the fall of 2008 made the 997 even more efficient thanks to direct fuel injection and a

dual clutch transmission. Never before had the 911 series made such extensive allowances to suit drivers' individual preferences, and with Carrera, Targa, Cabriolet, rear or all-wheel drive, Turbo, GTS, special models, and road versions of GT racing cars, the 911 family ultimately comprised 24 model versions.



The 997s clear oval headlights with separate blinkers in the front apron were a visual return to older 911 models



>>>2005 911 (997) Carrera coupe

The 991 (2011) Refined by Experience

This car, known internally as the 991, represents the greatest technical leap in the evolution of the 911. Already the class benchmark for decades, the new 911 generation raised performance and efficiency to new levels. A totally new suspension with a longer wheelbase, wider track, larger tyres and an ergonomically optimized interior – it all adds up to an even sportier yet more

comfortable driving experience. Technically, the 911 is the epitome of Porsche Intelligent Performance - even lower fuel consumption, even higher performance. This is due in part to the smaller 3.4 litre displacement in the Carrera basic model (yet developing 5 hp more than the 997/II), and to its hybrid steel/aluminium construction, which significantly reduces curb weight. Other innovations include Porsche Dynamic Chassis Control (PDCC) and

the world's first seven-gear manual transmission. The design of the 991 has likewise met with high critical acclaim. With its flat, stretched silhouette, exciting contours, and precisely designed details, the seventh generation of the Porsche 911 Carrera remains unmistakably a 911 that has once again succeeded in redefining the standard for automobile design. It is the best 911 of all time – until the next generation.



With its flat, stretched silhouette, exciting contours, and precisely designed details, the seventh generation of the Porsche 911 Carrera remains unmistakably a 911



>>>2012 911 (991) Carrera cabriolet

Porsche has once again succeeded in redefining the standard for automobile design. It is the best 911 of all time – until the next generation



T H E G E N E R A T I O N S

911 50

50 Years of the Porsche 911 – Tradition: Future



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



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58th Annual PCA PORSCHE PARADE



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CHALLENGE

March 2013 69

**PRELIMINARY
INFORMATION**



58th Annual PCA PORSCHÉ PARADE

Nestled on the shores of Lake Michigan and the Grand Traverse Bay, the Grand Traverse Resort and Spa will host our fun-filled 58th Porsche Parade this summer: June 23 through 29, 2013. With 900 acres of rolling greens, woodlands and waterfront, a multitude of vineyards, orchards and coastal roadways nearby, there is much to see, much to do, and much to enjoy!

The Porsche Parade is the PCA's annual convention. It is a week-long extravaganza of car events, tech sessions, social events and FUN. Whether you like to autocross, rally, tour or Concours, there is plenty to do and see. Attendance is roughly 2000 people, most of whom arrive in their beautiful and much loved Porsche automobile. The Parade is a great family vacation, and the Traverse City area has a wide variety of kid-friendly activities.

You must register in advance for Parade as there is no onsite signup. Registration opens March 12th. There will be a link to register on www.pca.org and parade2013.pca.org.

Competition

Parade has four competitive events each year:

The Porsche Concours d'Elegance gets started early on Monday, June 24th on the beautiful fairways of the Grand Traverse Resort. Whether you are an experienced Concours participant, a first time entrant, or a volunteer, there is an opportunity for every Parade entrant to get involved in this prestigious event. The Concours d'Elegance is not just about the competition, it's about getting involved and participating with others who share a common appreciation for the Porsche marque.

New this year! The Concours will include a "street" class for those who want to show their cars, but on more of an entry level. In the new street class, only the interior and exterior, including wheels and tires, will be judged.

The Mobil TSD Rally on Tuesday June 25th takes us in and around the beautiful vineyards, orchards, forests and dunes of the area in a rally that's sure to be remembered.

The Michelin Autocross is on Wednesday and Thurs-

day, June 26 and 27 at the nearby Antrim County Airport. With the Parade team promising a challenging old-school runway autocross, this is sure to be a fun event.

The Technical/Historical Quiz will be presented to those who dare on the morning of Friday, June 28. Entrants will be tested on their knowledge of general Porsche interests, mechanical details, and the historical aspects of the Porsche family, business, and the ever-growing line of models and variants. Be sure to study for a top score or just show up to see what you think you know. Source materials for studying will be available on the Parade website as the date draws near.

Banquets

As we say in PCA, it's not just the cars, it's the food! We host five banquets during the week at the resort. We also have two "open" nights for you to sample the local fare of Traverse City.

Other Activities

You can't do it all! We have activities for kids and teens, an Art Show, Goodie Store, a 5K run/walk, a Gim-

mick Rally, an RC contest, and our local Tourmeister has assembled several driving and van/motorcoach tours to show us the beauty and interesting locations around the Grand Traverse Bay area of Upper Michigan. We end the week with a true Parade of Porsches through the east side of Traverse City and up Old Mission Peninsula.

The Parade Tech Academy will be held Friday, June 28th, and once again, we have an exciting mix of our outstanding PCA Technical Committee and outside speakers. Michelin hosts a "drive and compare" where you can take laps in two identical Porsches, with two different types of tires. We will have a golf tournament on The Bear golf course at the resort, host to the state's oldest and most prestigious tournament, the Michigan Open Championship from 1985 through 2008.

Lodging

The Grand Traverse Resort and Spa is our host hotel, and can accommodate all Parade goers. The resort properties range from beachfront condos in a variety of configurations, to the centrally located hotel & tower rooms. Special PCA rates will be available; upon registration you will receive an authorization code to access these rates.

Entrant Eligibility and Fees

You must be a PCA member to register for Parade and only registered attendees may participate in Parade activities. Entrants and co-entrants must be PCA members, but they need not be family or affiliate members.

Automobile eligibility for the Autocross, Concours and TSD Rally is outlined in the Parade Competition Rules (PCRs) available on the pca.org website. An entrant and/or co-entrant may enter up to two automobiles (thus separate cars for the Concours, rally, and autocross), and only Porsches as defined in the PCRs may be registered. Entrants may participate in other events (such as tours or gimmick rally) in any automobile, even if it is not a Porsche.

Everyone signing up for Parade must pay an entrant fee of \$159, which covers the entrant and co-entrant.

JPP (Junior Participant Program) entrants are the sons, daughters, nieces, nephews and grandchildren of PCA members who are 16 or 17 years old. CAFF (College-Aged Family Program) entrants are the sons, daughters, nieces, nephews and grandchildren of PCA members who are 18-25 years old.

Fees for the four major competitive events are:

Concours – \$30 per car

Autocross – \$30 per driver

TSD Rally – \$15 per car,

Tech/Historical Quiz – \$15 per person.

Entrant fees for guests are as follows:

JPP/CAFF – \$20

Child age 13-15 – \$15

Child under age 13 – \$10

Adult guests – \$30

Other guests are welcome, however, only the entrant, co-entrant and JPP/CAFF entrants may enter the competitive events (except children ages 13-15 may register for the Tech Quiz). If other guests are PCA Members, they must submit their own registration and pay their own registration fee to enter the competitive events.

Additional fees apply for banquet tickets and selected other activities.

Questions?

If you have questions regarding Parade, please consult the Parade website at parade2013.pca.org. If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at registrar@pcaparade.org or call 503.579.3423 (please leave a message).



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!

Berg, Ethan J.
Lenox, MA
Affiliate: Jamie Berg
1993 968

Elde, Egil K.
Stamford, CT
Affiliate: Jorunn Anita Elde
1985 911

Fordyce, William A.
Lakeville, CT
1995 911 C2

Keady, Robert J.
Glastonbury, CT
Affiliate: Bridget Keady
2009 Carrera S

Kong, Jeffrey
Wilton, CT
Affiliate: Michael Hopp
2012 Carrera S

Lyman, Albert
Old Saybrook, CT
2000 Boxster

Manger, Robert
Redding, CT
Affiliate: Dianna Manger
1997 911

Messore, Ferdinand A.
Orange, CT
2013 Boxster S

Schmid, Ronald F.
Watertown, CT
2013 Boxster

Seiler, Matt
New Canaan, CT
2012 911

Spencer, Neil R.
Weston, CT
1997 993

Turino, Stephen
Charlestown, RI 02813
Affiliate: Barbi Beyer
2010 Boxster

Viselli, Dave
Milford, CT
1988 911

Transfers In

Kryder, Gregory
Westport, CT
Transfer from: Redwood
Affiliate: Kris Harvey
2008 Carrera

Odlum, Kevin M.
Brimfield, MA
Transfer from:
Northeast (NE)
2006 Carrera
2005 Cayenne

Tobin, Michael E.
Westport, CT
Transfer from:
Metropolitan New York
(MNY)
1987 911

For event updates
access our Website at:
www.cvrpca.org



DID YOU KNOW

The Connecticut Valley Region (CVR) of The Porsche Club of America (PCA) was founded in 1959 and consists of over 1,900 members in Connecticut and the surrounding area. Our goal is to provide numerous opportunities for our members to enjoy driving their Porsches and socialize with each other. Remember to check out the Calendar of Events on the Connecticut Valley Region website, 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.



MARCH 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

Blake, Brian
Rockville, CT

25 Years

Umstead, William
Lantana, FL

Fowler, Tom
New Hartford, CT

20 Years

Lewis, Jimmy Lew
Carlisle, MA

Conefrey, Dana
Norwich, CT

15 Years

Rogan, Tom
Old Saybrook, CT

Mallinson, Robert
Middlefield, CT

Landa, Richard
Trumbull, CT

Mason, Nicholas
Simsbury, CT

Caperino, Michael
Burlington, CT

Grunberg, Michael
Greenwich, CT

Camp, John
Cornwal, CT

Audia, David
Torrington, CT

10 Years

Coon, Todd
Longmeadow, MA

Emond, Ronald
Bridgeport, CT

Greene, Ron
North Grosvenordale, CT

Smith, Robert
Darien, CT

Clark, Peter
New Boston, NH

Mezzetti, Joseph
Clinton, CT

Liffmann, Joel
New Canan, CT

Bradley, Franklin
Orange, CT

Bradley, Bob
Guilford, CT

5 Years

Lee, Ron
Weston, CT

Smith, Robert
Stamford, CT

Lennon, Richard
Essex, CT

Mustafa, Ray
Woodbury, CT

Smith, Randall
Guilford, CT

Daly, Jim
Newtown, CT

Pellegrino, J.P.
Wilton, CT

Terk, Harold
Stamford, CT

Martin, Gene
Westport, CT

Walczak, Bruce
Newtown, CT

Blaylock, Brandon
New Canaan, CT





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PORSCHE CARS FOR SALE

1977 911S Targa Good condition, runs great, Mint Green, 97K miles, owned 17 years. Excellent interior, asking \$9,500. Contact George Wheeler 860-824-5887 or gwheeler912@yahoo.com. **3-13**

1983 944 SPEC SP1. 88 hi-comp. engine and DME fully rebuilt(photos) with only 8 weekends. Colorado car so no rust. Never wrecked. Built to limit of SPEC rules. 2 sets wheels. 2 seats. Manual steering. LSD. new clutch. Fresh brakes. Ready to race. Fairfield, CT. Call/email for details of build. Moving into vintage racing hence sale. \$8,000 gosselincreative@gmail.com 720-339-5658. **3-13**

1987 911 Carrera Coupe Black on Black WPOAB0913HS120370, 72,000 miles June 2012 top end rebuild and compression risen to Euro specs. Running Steve Wong Euro Carrera chip, Fabspeed CAT bypass pipe. Stock exhaust. Excellent condition, Runs Fantastic! \$29,000.00 Bob Orris, Colchester, CT 860-338-3364. **3-13**

1990 Carrera C4 Coupe. Guards Red with Black interior. Good paperwork, very well maintained and very good condition. \$22,600. Call 203-722-3682 or email jeffmatz@mindspring.com (6-11) **12-12**

1992 968 Coupe 98,400 org. miles, Blk on Blk, leather seats. New Blk leather covered dash-cost \$1,000! NEW tires, shocks, alignment, chip, and cat back hi-flo exhaust. RECENT- clutch, belt and water pump, battery, dash lights and gauges. 17" Cup wheels. Special multi-function radio w/2 CD players. Well maintained, no issues. Power driver's

seat, all books, and tire pump. 6 spd w/LSD. Paint and interior perfect. Must See-Must Sell. Best Offer over \$15,000. Car is in Redding, CT. Tony Nestora. Home 203-938-0408, Cell 203-856-9111. tonynestora@gmail.com **3-13**

1993 RS America Coupe Guards Red. Only 54K miles. Beautiful condition. Very clean and well maintained. Very fast, never raced. Asking \$42,000, might consider trade. Contact John at 860-536-0886 or email sutjohn@aol.com **9-11**

1993 Porsche Firehawk 968, Dave White built for the IMSA series, fully upgraded with the best of everything during my 10 years of ownership, configured for PCA SP3 and F-Stock, photos and build sheet available upon request. Asking \$35,000. Contact me at 908-612-9047 or e-mail joemansfield63@yahoo.com **12-12**

2001 F Class Boxster S Race-ready F Class 2001 Boxster S, PCA logbook, excellent condition. Full cage, Recaro seats, AIM dash, JRZ RS PRO, GT3 adjustable control arms, brake cooling ducts, new axles hubs, guard diff, recent trans rebuild and much more. Asking 37,500. Call Emerson at 203-730-0311 **2-13**

2002 GT3 Cup Factory Race Car. 10 hrs on engine, updated to 2005 spec. Recent transmission rebuild, AIM dash, three sets of BBS rims. Asking 74,450. Call Emerson at 203-730-0311 **2-13**

2003 911 Turbo Coupe, Arctic Silver/Black, 16K miles, 6-spd, pristine condition. Full supple leather, heated seats, stainless exhaust pipes, aluminum dials, & shifter, Porsche installed short shifter and cargraphic pedals.

>>>continued on page 77



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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.



Original owner - all documentation.
Maintained by a fanatic - never out in bad weather. Must see to appreciate. \$55,000.
Car is located in Westchester County, NY, call or email with questions. Fred. 914-714-3550. frdonner@gmail.com *9-12*

2004 GT3 VIN #WPOAC29944S692685, Carrara White / Black Leather. 23,500 miles. Second owner, Drivers Ed set up with 6-point Sabelt belts, full Dan Jacobs suspension modifications, updated Guards limited slip, GT3 Euro and stock GT3 seats, original wheels with new Pirelli's and CCW wheels with Michelin Pilot Sport Cups. Factory options include A/C, full leather with Red deviated switching and red belts. Center console delete. Always serviced regularly after every track event with Dan Jacobs, LLC. Full service just completed July, 2012. New windshield, front and rear bumpers recently painted by Auto Associates. \$59,500 Call David Frasco at 203-257-1607 or e-mail: dwfrasco@gmail.com *10-11*

OTHER CARS FOR SALE

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

2001 VW Golf 1.8T Indigo Blue with Black, custom built 1.8 engine, adj. coilover suspension, Recaro front seats, OZ Racing 8x18 wheels, 6-speed GTI trans with limited slip, 425 whp. A really fun car that also is docile around town and has passed CT emissions (twice). Placed 5th in CVR concours. A very good buy at \$12,000 and or make

trade offer. Contact James or John Rhine at: 860-236-3931 or j.rhine@comcast.net *11-12*

FOR SALE WHEELS & TIRES

Track Tires For Sale: 4 TOYO RA1 track tires. 255/40/17 & 275/40/17 good condition. \$250.00. Watertown, CT 860-945-3544, sylvain65@optonline.net *6-12 (12-12)*

Wheels & Tires: 4 Phone Dial rims 16", 2-7", 2-8" late off set and Spacers (if needed for mounting on early off set 944's may fit other cars, not sure, 1 1/4" front, 1 1/2" rear with lugs) no rash, 4-center caps included, 20 stock aluminum lugs, painted last year and run for 1 year, in great shape, 4 tires (not mounted) Kumho Ecsta Supra 2-245/45 ZR16, 2-225/50 ZR 16, some wear (not my tires, came with a set of rims I got) but go with these rims, local pick up Stamford, CT \$550.00 Jamesballchimney@aol.com *(6-12) 12-12*

Wheels & Tires: 4 "OZ" Racing Crono Evolution wheels, excellent condition, 17-8 with 225/45-17 Sumitomo HTR-Z-III Max Performance tires. Tires have 50% - 60% wear remaining. One wheel has slight road rash, remaining are very clean. Fits Audi or VW, \$425.00/obo, pictures available upon request, local pick-up preferred in Torrington, mafeaton@sbcglobal.net *8-12*

Wheels & Misc Items for 1987 911 Carrera: set of 7 & 8 X 15 Fuchs; set of 6 & 7 X 16 BBS wheels; front & rear Pagid race pads; front & rear Ferodo race pads; rear Ferodo pads; Butler race seat; Recaro seat; window net; roll bar. Contact Alan Larkin at 860-643-4607 or alarkin01@snet.net. *9-12*

Four wheels for 997 911S: Never used. \$2,000. Contact Tony D'Amelio 203-554 -7979 or damelio.t@gmail.com *11-12*

Wheels and Tires From '88 928 S4, two 7.5x16 and one 9x16 Porsche "Design 90" wheels, very nice condition, \$300.00 for the set or \$100. each. Also have two almost new Bridgestone RE 969AS tires, \$200. for the pair.

>>>continued on page 79

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In addition, one set of Lloyds burgundy floor mats - used only a couple of times for shows, \$100. Contact John Rhine at 860-236-3931 or j.rhine@comcast.net 11-12

Tires for Sale Winter Tires for Boxster.

2 - Bridgestone 255/40R/17 98V,
2 - Bridgestone 205/50R/17 93V. Like new,
\$225. Call Eric at: 203-338-1960 or
203-451-2603. eric.degoeijen@icloud.com
12-12

Wheels & Snow Tires Four 996 Factory
Porsche wheels with Dunlop SP Winter Sport
snow tires mounted (205/50R17-255/40R17).

Tires still have 2 or 3 seasons left. Come
off my Carrera 4. \$450 obo. Local pick-up
in New Fairfield, CT. 203-312-9343.
stirlenr@aol.com. 2-13

Wheels CCW Classics, (2) 9 X 17, (2) 11 X 17,
used on my 1972 RSR replica, will also fit
930, excellent condition, less than 500 miles
on them, \$1,200 OBO. Bob 203-984-0879
or rabrsr@gmail.com 2-13

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

Stock Exhaust from a 82 SC, includes heat
exchangers and crossover pipe. In good
condition. \$150 contact Joe at 413-531-0602
or email roxie911e@gmail.com 11-12

2004/2005 Carrera GT Luggage Purchased
my CGT with a partial luggage set, ordered a

>>>continued on page 80

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John Karam

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; Mainly 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**

Car Guy's Dream House in Ridgefield, CT Center Hall Colonial on park-like grounds. Over 4,000 sq. ft. with 4 bedrooms, 2.5 baths. Granite kitchen, master bedroom with fireplace, huge finished walkout lower level. Most importantly, features **garage for 4 cars plus a lift giving storage for an additional car, total of 5 cars.**

Aggressively priced at \$650K, excellent taxes, desirable location with beach rights. pamela.trusheim@gmail.com **8-12 (12-12)**

Garage Space for Rent have some garage space I would like to rent out this winter, if you or someone you know is looking, I have two spots available at a good rate. Garage is in Westport, dry, finished, climate controlled space, has a consistent temperature of 74°, the space holds six cars. Flexible entry and exit date. Your car will join a 1970 911S, 1966 VW Bug, 1956 Bug and a 1978 Mini Cooper. Limited access, locked and well protected. \$200. per month. Tom 203-246-1299 **11-12**

WANTED

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

The advertisement features a black and white photograph of the rear of a Porsche Boxster. The word "Boxster" is written in a cursive font above the word "REGISTRY" in large, bold, white block letters. Below the car, a laptop screen displays the website "www.boxsterregister.org" and a message: "A SPECIAL INTEREST GROUP OF THE PORSCHE CLUB OF AMERICA". The website URL "www.boxsterregister.org" is also printed at the bottom left of the ad. The top of the ad is decorated with a checkered racing flag pattern.

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Photo courtesy Porsche Cars North America

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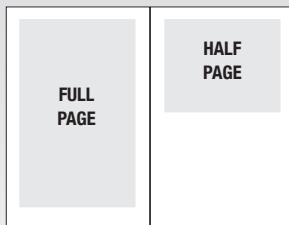
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12 Issues	\$ 1,440.	\$ 810.
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930 Special Interest Group

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993 Special Interest Group

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

Cayman Registry Advocate

Michael Souza (203) 278-3547
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Dennis Primavera (508) 224-1540
specialevents@cvrpca.org
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