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# 44



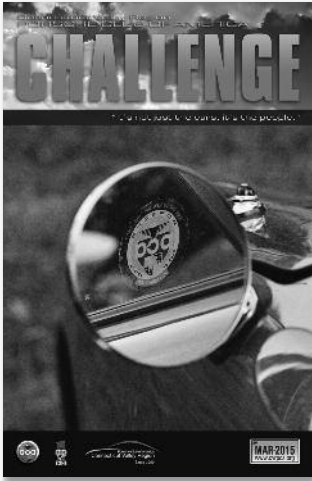
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## CHALLENGE

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





## Cover Story

Our March cover features this striking black and white award winning image (in the “Other” Category) from the 2014 CVR Annual Photofest.

The talented photographer is Aaron Diamond and the photo is entitled “PCA Reflections”.

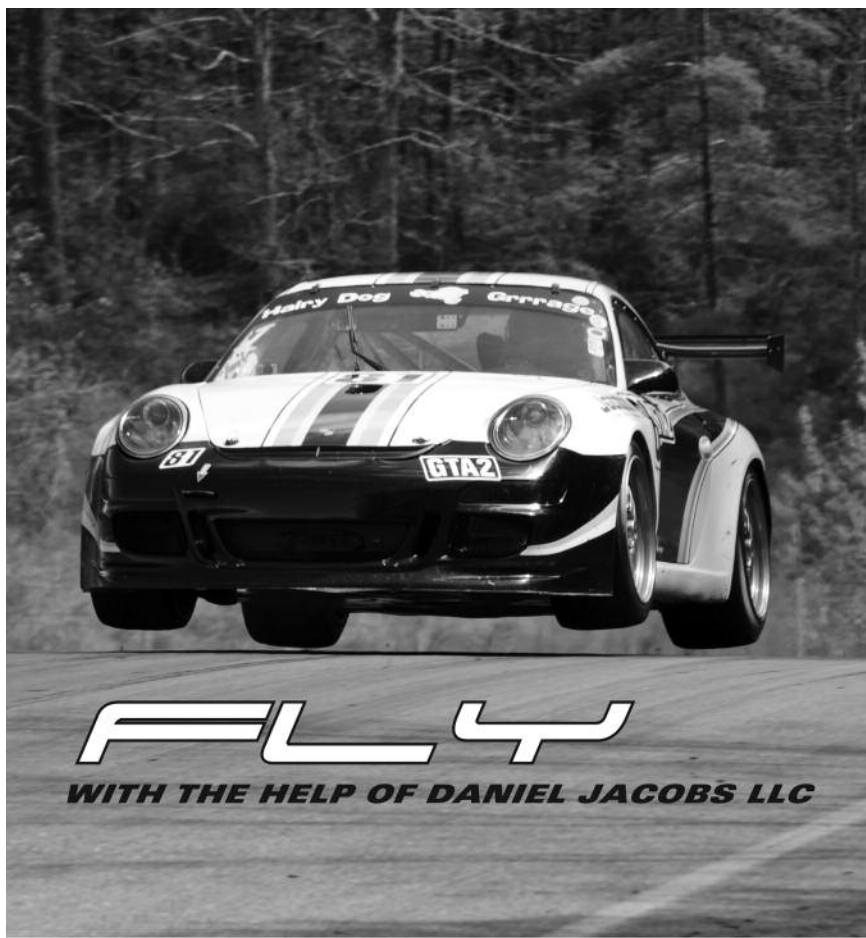
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**For CVR MEMBER ADDRESS AND INFORMATION CHANGES:** please log onto **www.pca.org** Click on **MEMBERSHIP** and select **MEMBER SERVICES**. Select the correct option in the drop down menu. By accessing this section, you are able renew your membership,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

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**See us on the web at [www.cvrpca.org](http://www.cvrpca.org)**



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# MONTHLY MEETINGS

Frank Sena, V.P. Programs



## MARCH MONTHLY MEETING

**Date:** Tuesday, March 10, 2015

**Location:** Automobile Associates of Canton  
5 Albany Turnpike  
Canton, CT 06019  
(860) 693-0278  
[www.automobileassociates.com](http://www.automobileassociates.com)  
Directions available on the website.

Automobile Associates of Canton ([www.automobileassociates.com](http://www.automobileassociates.com)) will host the CVR monthly meeting once again. This year's date is Tuesday, March 10th. Please be sure to mark your calendar so you don't miss one of the year's most popular monthly meetings. Tour the Automobile Associates of Canton facilities where their staff of automotive technicians provide diagnostics, service and maintenance, repairs, performance improvements, track preparation and restoration services.

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

### Meeting Agenda:

- 6:30 – 7:30 pm Socializing and dinner compliments of Automobile Associates of Canton.
- 7:30 – 8:00 pm CVR club business; programs, welcome new members, upcoming events and activities.
- 8:00 – 8:30 pm Speaker: Our guest speaker is Skip Barber. A five time National Champion, Formula 1 and GT car driver, and founder of the Skip Barber Racing/Driving School. A true racing legend, Skip needs little introduction and remains active today as the owner and operator of Lime Rock Park. He will provide an update of Lime Rock Park activities and events for 2015.
- 8:30 – 8:45 pm Raffle and Closing Remarks



Please RSVP by March 3rd to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org) with the number of people attending in your party. It helps with planning for seating and food.

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# MONTHLY MEETINGS

Frank Sena, V.P. Programs



## APRIL MONTHLY MEETING

**Date:** Tuesday, April 14, 2015

**Location:** Black Horse Garage  
726 Union Avenue  
Bridgeport, CT 06607  
(203) 330-9604  
[www.blackhorsegarage.com](http://www.blackhorsegarage.com)  
Directions available on the website.

We are pleased to announce a new venue for our CVR Monthly Meetings, as the world-renowned Black Horse Garage in Bridgeport, CT will host our meeting on Tuesday, April 14th. ([www.blackhorsegarage.com](http://www.blackhorsegarage.com)) The Black Horse Garage facility is over 40,000 square feet and houses over 100 vehicles of all makes and models. From engine building, to coachwork, paint, upholstery, metal fabrication, and woodwork, Black Horse Garage does it all. Black Horse Garage is famous for work on some of the world's most exclusive automobiles. Many of its clients are some of the wealthiest and most powerful people in the nation.

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

### Meeting Agenda:

- 6:30 – 7:30 pm Socializing and dinner compliments of Black Horse Garage.
- 7:30 – 8:00 pm CVR club business; programs, welcome new members, upcoming events and activities.
- 8:00 – 8:30 pm At the present time the full evening program is still being worked out. Please check the CVR website for updates.
- 8:30 – 8:45 pm Raffle and Closing Remarks

Please RSVP by April 7th to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org) with the number of people attending in your party. It helps with planning for seating and food.



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# CVR EVENTS CALENDAR



## MARCH 2015

- 2 Deadline for ALL April 2015 *Challenge* business
- 2 CVR Board of Directors Meeting, Gusto's, Milford, CT, 6:30 pm
- 10 Monthly Meeting at Automobile Associates, Canton, CT, 6:30 pm
- 14 Drivers' Education Winter Workshop, On-Track Karting, Brookfield, CT

## APRIL 2015

- 1 Deadline for ALL May 2015 *Challenge* business
- 6 CVR Board of Directors Meeting, Gusto's, Milford, CT, 6:30 pm
- 11 New Members Activity Sampler, Crowne Plaza Hotel, Southbury, CT, 8:30am
- 13 Drivers' Education, Lime Rock Park
- 14 Monthly Meeting at Black Horse Garage, Bridgeport, CT, 6:30 pm
- 23-24 Advanced Drivers' Education, Lime Rock Park
- 24-25 CVR Club Race "The Twin-Sprint Rumble", Lime Rock Park

## MAY 2015

- 1 Deadline for ALL June 2015 *Challenge* business
- 1-3 CVR Spring Tour, Woodstock, VT
- 4 CVR Board of Directors Meeting, Gusto's, Milford, CT, 6:30 pm
- 11 Drivers' Education, Lime Rock Park
- 31 CVR Spring Rally, South Windsor/East Windsor/Enfield area

All dates and information on this Calendar are accurate at the time of printing. Please remember to check the CVR Website for the most up-to-date information.



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

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

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

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# FROM THE CLOUDS

Steve Cloud, CVR President

Photo John Karam

## AWARENESS, RESPONSIBILITY AND ACCOUNTABILITY

**There are three necessary steps to create positive change in our lives...**

**Awareness, Responsibility and Accountability.** At the writing of this article, I am AWARE of the bitter cold, Responsible for keeping myself and my family warm and toasty, and Accountable to continue this care, (by paying the fuel truck as it slides down the driveway). Let's put this into action towards all the wonderful upcoming CVR events that are listed in the calendar starting in the spring. Ahhhh, the end of the cold winter must be near.

March is when the days are longer, the snow is melting and the CVR calendar gets busier, so please check it out! We have lots in store for you.

The annual meeting at Automobile Associates is guaranteed to stimulate your senses. This year, the true racing legend, Skip Barber, will be our guest speaker. Skip will be discussing the future at LRP along with some stories from the past. A large turnout is anticipated so, if you plan on attending, please sign up in advance so we can plan accordingly. As Skip will discuss a myriad of racing activities, our own club race crew is planning for their annual April race, The Twin Sprint Rumble. March is the time to think of volunteering for this exciting club event and we need your help. It takes over 100 volunteers to run this wonderful event, please look to

*Challenge* for information on volunteering... after all, this is how I got my start in CVR several years ago.

Never too far from the racetrack, Dave Vaccaro and his Drivers' Ed team are also extremely busy. The DE end of winter workshop is scheduled for March and registration opens for the first two Drivers' Ed events at Lime Rock Park. Other notables for March

**March is when the days are longer, the snow is melting and the CVR calendar gets busier, so please check it out! We have lots in store for you.**

include the ongoing registration for the spring tour at the Woodstock Inn in Vermont, and the highly anticipated New Member Sampler occurring on April 11. The Member Sampler, in case you are not familiar, is a great time to talk to all the activity chairs and see what events are the most suited for you and your Porsche. So... be Aware of the calendar, Responsible for attending these great events and Accountable to sign up and have FUN! 🍷

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# BETWEEN THE LINES

Shelley Krohnengold, Challenge Editor

HE'S BAAACK...

**Punxsutawney Phil, prognosticator of all things winter, has once again seen his shadow, and the cold weather is indeed here with a vengeance.**

But do not despair, because spring is right around the corner, and our CVR Activity Chairs are hard at work on the upcoming seasons schedule of events.

With Club Race next month, a full season of Drivers' Education days — at four different tracks this year, AutoX, Rally, Coffee Runs, Tours and Monthly Meetings, the list goes on and on.

With that in mind I'd like to take this opportunity to remind everyone

that All CVR board members and chairs are unpaid volunteers. They give their time and energy selflessly in order for all club members to be able to enjoy the many great events available to them. I am honored to be a member of the CVR family, it is a privilege to be able to work together with such a great group of people. The common bond that brings us together is our enjoyment of our cars, and our common desire is to share that with other like-minded individuals.

A heartfelt thank you, to all of you, for all you do. 🐹

—cvreditor@cvrpca.org



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# MEMBERSHIP SERVICES



## CLUB MEMBERSHIP UPDATES & RENEWALS MADE EASY

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

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

## PCA MEMBERSHIP RECRUITING

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

## NOT RECEIVING IMPORTANT CVR EMAILS?

- ✓ It's easy: just go to the [cvrpc.org](http://cvrpc.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 [cvrpc.org](http://cvrpc.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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# 2015 ACTIVITY CHAIRS



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

# The Right Road Means *Everything*

As an avid member of the PCA CVR, I would welcome the chance to discuss a financial planning tune up with my fellow Porsche 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.



Jay M. Diamond, Advisor and Managing Principal

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# ON TRACK

Dave Vaccaro, VP Driver's Education



**It's time to start picking out which CVR DE days are for you, for this 2015 season.** By the time you read this month's *Challenge* article, the CVR DE schedule for this year will have been posted on both ClubRegistration.net and the CVR web pages. I know that many of you have already blocked the dates off on your calendar, anxiously waiting for the DE season to begin.

CVR's DE program has multiple events to choose from this year, with events at Lime Rock Park, Watkins Glen, Thompson Speedway and the addition of the new Palmer Motorsports Park in Palmer, MA. The Palmer track is located between Rt. 91 and Rt. 84, off the Mass Pike. We haven't narrowed down the local accommodations yet but since the track is close to Sturbridge, there will be plenty of places to choose from.

It looks like it will be another fun year at CVR — for those of you planning on doing WGI this year, the Glen will be closing for repaving mid-summer, so that means we will only be having one event there this year. For the past few years, our event has followed Father's Day. This year, Father's Day is a week later so for all of you who couldn't get away because of the holiday, this year you can. Since we expect to fill the event, register early. We like to put a comfortable cap on the amount of drivers in each rungroup — we don't fill the rungroups to the max car count on the track like other regions do at WGI. Having 50 plus cars in a group leads to the possibility of "trains" and that is just not fun. If you are planning on

going to the Glen you should book your hotel room now, especially if you plan on staying at the Harbor Hotel (which offers a car club rate, but you have to ask for it).

Remember that CVR members have priority on acceptance at the time of registration opening. As most of you know, our Green & Yellow rungroups sell out quickly — so if you have your heart set on a specific event, register and pay on ClubRegistration.net as close to registration opening (1 p.m.) as possible. This goes for all events at all tracks.

**As most of you know, our Green & Yellow rungroups sell out quickly — so if you have your heart set on a specific event, register and pay on ClubRegistration.net as close to registration opening (1 p.m.) as possible. This goes for all events at all tracks.**

I recently had a club member ask about bringing his and his wife's Subaru to a CVR DE. Our policy is that we are Porsche only at LRP, but allow instructors to drive the "other car" at other events. The "other car" policy is for non-LRP events and is for instructors only. We sell

# 2015 DRIVERS' EDUCATION SCHEDULE

Event Date	Track	Run Group(s)	Registration Opens	Registration Closes
Saturday, March 14	"On Track Karting" - Workshop		12-Feb	2-Mar
Monday, April 13	LRP	Regular	3-Mar	1-Apr
Thursday, April 23	LRP	Advanced	9-Mar	11-Apr
Friday, April 24	LRP	Advanced	9-Mar	11-Apr
Monday, May 11	LRP	Regular	1-Apr	30-Apr
Saturday, June 6	LRP	Skid Pad	5-May	25-May
Mon/Tues, June 15/16	WGI	Regular	4-May	2-Jun
Thursday, June 25	LRP	Regular	15-May	11-Jun
Saturday, July 11	LRP	Beginner 1/2 Day	29-May	28-Jun
Fri/Sat, July 24/25	TSMF	Regular	2-Jun	11-Jul
Friday, Aug 7	LRP	Advanced 1/2 Day	2-Jul	25-Jul
Saturday, Aug 8	LRP	Beginner 1/2 Day	3-Jul	25-Jul
Tuesday, August 18	Palmer	Advanced	18-Jun	15-Jul
Thursday, Sept 10	TSMF	Regular	31-Jul	28-Aug
Thursday, Sept 24	LRP	Regular	14-Aug	11-Sep
Fri/Sat, Oct 9/10	Palmer	Regular	26-Aug	28-Sep
Friday, November 6	LRP	Advanced 1/2 Day	28-Sep	27-Oct
Saturday, November 7	LRP	Beginner 1/2 Day	29-Sep	28-Oct

LRP - Lime Rock Park | WGI - Watkins Glen International | TSMF - Thompson Speedway Motorsports Park | Palmer - Palmer Motorsports Park

1/2 days shared with Club Lime Rock = same amount of track time as a regular event

All registration is on **ClubRegistration.net**

Registration opens at 1 p.m. (12 central)

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.



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out our events at LRP and I just don't find it fair that we would let another marque of car into the event over a PCA member who actually wants to drive his or her Porsche. We also don't let anyone in an instructed rungroup drive any car except for a Porsche at a CVR DE. Our instructors know Porsches, inside and out, with knowledge learned from owning, working on, driving and instructing in Porsches. Our beginner students should have confidence in knowing that their instructor knows what to expect from the car. On occasion, we have been lenient with non-instructed rungroup drivers at other tracks, when we know the drivers' history. I have heard from so many (or most) of our drivers that they appreciate that they, as Porsche Club Members, are driving on track with other Porsches.

As for the driver who wanted to bring his Subaru to the track, actually calling it a "throw-away car", I sure hope that you all can appreciate not going door to door with a "throw-away car" next to your beautiful SC, 993, 964 Turbo, or even better, your 991 GT3. No, we're not snobs and we all have other cars, be it a Honda, a Toyota or Chevy or any one of the other

many car makes out there (some nicer than others). The bottom line is we are a Porsche Club and if we can survive as Porsche-only at our DE events, then why shouldn't we? I mean no disrespect to any other car or the owner, but the reality is you can't please everyone all of the time. Oh, and the last time I checked, there is no other class or area for non-Porsches in Club Racing.

With our awesome instructors introducing DE to beginner Porsche drivers, we are continuing the growth of our club. Our DE program is a great breeding ground for future club racers. Some drivers go on to only race, others stick with both DE and racing. Some decide that DE is the best 'bang for the buck'. We are so lucky within CVR to have such great track drivers, in DE, racing & AutoX. And to now have four different tracks on our schedule, there has to be at least one (if not all) to make our drivers happy.

Hope to see you all soon and I look forward to a safe and fun 2015 DE season. 🍀

Dave



>>>Bradley Ursprung at Thompson Speedway Motorsports Park

# Drivers' Education WINTER WORKSHOP

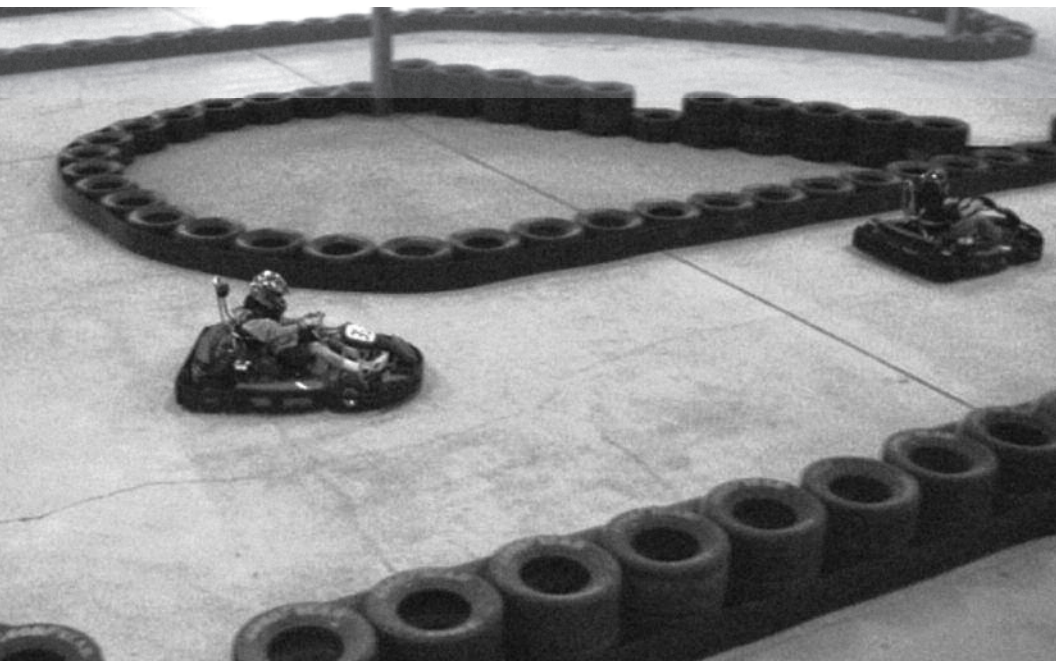
**Saturday, March 14th, 2015**

**Registration is required. Opens February 12 and closes March 2.**

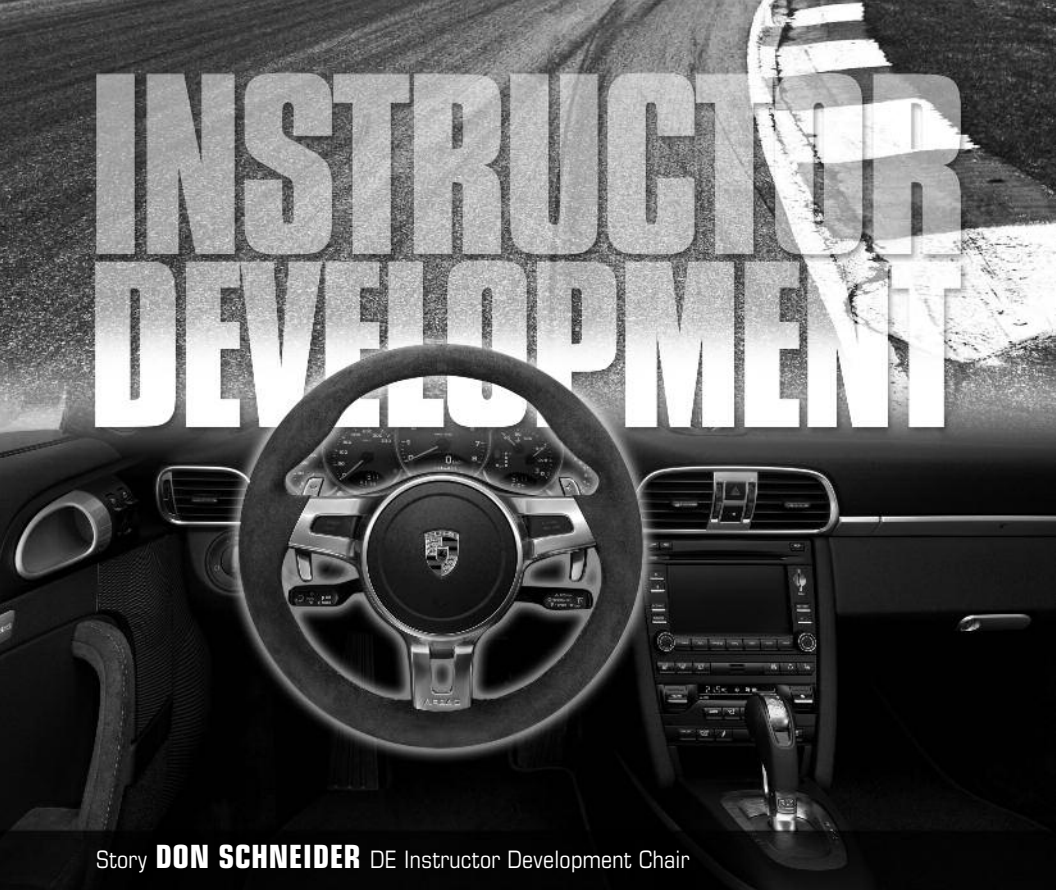
*This is for all levels of Drivers' Education participants, from beginners to instructors and should be a fun, informative morning.*

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

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



# INSTRUCTOR DEVELOPMENT



Story **DON SCHNEIDER** DE Instructor Development Chair

**Instruct:** “to furnish with knowledge, esp. by systematic method; teach; train; educate.” That’s what Webster’s Dictionary has to say in part about the definition of the word instruct. In 2014, I assumed the position of Instructor Development Chair for CVR. This decision was not made without serious thought as I had very big shoes to fill with Fred Staudinger retiring after many years in the position. A big thank you goes to Fred for all his hard work and dedication in helping develop an outstanding group of instructors for CVR. I’m among that group and I remember Fred’s comments on several of my checkout rides as I advanced through the CVR DE program. I now pass along that wisdom to my students.

**Now that I have had time to study some of the work done by previous Chief Instructors, as well as others dedicated to improving and developing the CVR DE program, I have a much better**

**understanding of why the CVR DE program is considered one of the best, as well as a leader in PCA.** My first thought about writing this article was to define what it takes to become a CVR Instructor but

Dave Vaccaro wrote an excellent article in the August 2012 *Challenge*, detailing the process. I would recommend reading that article as it's very informative.

## **As instructors, it's our job to identify issues before they become a serious situation for the driver and the instructor.**

I decided to take a different path and discuss what lies beneath the rules and regulations. We all know, or should know, the advancement requirements in the DE program. What we may not know is why CVR follows the rules more closely than some other regions. CVR believes in building a driver like you would build your house. You start with

the best foundation you can create. Without a strong foundation we all know what can happen. When disaster hits the house, it's usually not too pretty. CVR gives students much more instructed time than any other region I'm familiar with. This builds the foundation for all your subsequent driving and perhaps racing days ahead. It seems as though every new driver wants to get signed off as soon as possible. Perhaps we all thought that there wasn't much more we could learn as we believed we were masters of our craft after just a few track days. Most of us have witnessed a few of these drivers who were signed off too soon. Usually the errors they make are executed without serious damage; other times a little more than their ego gets bruised. I think most CVR students understand why CVR gives you more instructed days. Unfortunately, students from

## **As a CVR member ... we know you have what it takes**

Lime Rock Park is throwing the green on bringing in knowledgeable men and women to work corners and flag during its 2015 major-event season. Experience is not necessary - we'll train you in the particulars - but as a driver you already know the fundamentals.

Flagging is not only a terrific way to enjoy big-time racing extremely up close, but it's the single most important factor in driver safety.

### **2015 Major Event Schedule:**

May 22-23, SCCA Trans-Am  
July 24-25, IMSA Tudor United  
Sept. 4, 5 & 7, VSCCA Historic Festival 33

**\$50/day End of Day Picnic Additional Guest Pass**

Please contact Andy Smith, Lime Rock Park Flagging Chief  
860.496.1141 / [asmith@snet.net](mailto:asmith@snet.net)





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other regions are not used to having an instructor in their car after being signed off as solo in their region but not meeting the CVR requirements for solo.

CVR has an amazing group of dedicated and talented instructors who have years of experience in all things Porsche. As instructors, it's our job to identify issues before they become a serious situation for the driver and the instructor. Instructors are required to climb in the right seat of a car with a driver they may have only met a few minutes before. In the first minutes, an instructor needs to assess the student, their car, track conditions and develop a plan to keep the student safe, happy and motivated to learn. The instructor needs to possess an amazing wealth of knowledge about much more than getting the car around the track. Instructors need to have eyes on all four sides of their heads, stay calm in all situations and be able to communicate in a respectful yet commanding way. The list goes on and on. Talk to a seasoned instructor and they all have their favorite story to share about a situation they experienced. I've heard of and seen some very interesting decisions in other regions where drivers are suddenly made instructors without proper training and testing. I question the validity of such a move. Perhaps the on-going need for instructors is the reason behind these decisions. One must ask is it fair to the new instructor or their student to put someone in the right seat without the proper training? Just because someone is a good or even great driver does not mean they will be a great instructor.

Being able to drive well is no doubt important but only one small piece of the instructor puzzle. After some contemplation about this practice I've come to this conclusion: I believe you could put a student, who is an average driver, in a car and he or she could drive safely around the track without ever having an instructor in the car.

The next question that needs to be asked is what did they learn on their solo drive? Not a whole lot they didn't already know. That's where the instructor comes into the picture.

## **Being able to drive well is no doubt important but only one small piece of the instructor puzzle.**

They help the student build the foundation to become a superior driver who can make intelligent decisions in milliseconds, adjust to changing conditions, develop their senses so they become one with their car, respect their fellow drivers and most importantly of all, know what to do if it all goes bad. I don't believe there is the perfect instructor any more than driving the perfect lap but it's clear that developing your instructors the way CVR does produces instructors who are better prepared to keep their students safe and enhance their on-track experiences.

CVR was one of the first regions in PCA to document and create a progression plan not only for student drivers but for instructors also. This plan became the blueprint for the National Training Program. The plan clearly states the criteria to be in a position to be asked to consider joining the training program. A large part of being asked is feedback from the existing instructor group as they have interacted with the candidate both on and off the track. In short, a candidate earns their way into the program. At times there are potential candidates who are not asked because they only drive at a couple of events per season; others decide to go racing or move on to something else. It takes time and dedication to move into the training program. Once in the program a candidate is mentored by experienced instructors and after



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a sufficient number of these sessions taking place over the course of multiple events, the candidate is assigned a student. At least six training days are required with a student. The students' feedback cards are monitored and if the candidate receives high marks they then take the National Classroom Training and a final test both on and off the track. During this time the instructor candidate has a mentor as well as support from the entire instructor group to answer questions, encourage and coach them through the training. This appears to be a long, drawn out process but if a candidate is able to attend enough events, it can be completed in less than one season. I believe if it takes too long, the candidate loses interest and tends to forget what they learned during their mentoring.

It becomes clear that CVR does not take the transition to becoming an instructor lightly. We all understand that the future of the DE program depends on our ability to identify and develop new instructors. The entire instructor team gets great satisfaction in seeing new,

well trained, high quality instructors join our group. It's my goal as Instructor Development Chair to work closely with the Driver's Education VP, Registrar, Chief Instructor as well as fellow instructors to develop the best group of new instructors possible. I believe this program is one of the best of any region and I'm proud to be part of it. Driving our Porsches on a racetrack should be something that challenges us to become better drivers both on and off the track. Without quality instruction, few students will ever experience what their Porsches are truly capable of.

If you have never attended a DE, I encourage you to come to an event to enjoy a day watching your fellow Porsche owners have some fun. Or sign up for an event on [ClubRegistration.net](http://ClubRegistration.net) and join us for a day of "wow, I never thought I could enjoy my Porsche this much". I look forward to seeing everyone at the track in 2015.

Don



Todd Pajonas

# NEW MEMBER ACTIVITY SAMPLER

Come and share a morning with your fellow Porsche enthusiasts, meet the club's volunteer activity chairs and learn about all the exciting activities and events that CVR offers!

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



Website



Concours



Driver  
 Education



Club  
 Race



Autocross



Programs



Special  
 Events/  
 Social



Community  
 Service



Rally



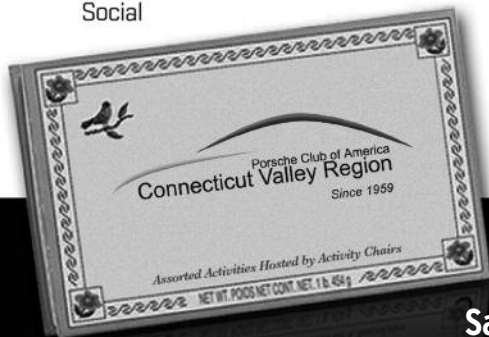
Membership



Challenge



Tour



**Saturday, April 11th 2015**

8:30 am - 12:00 pm  
 Crowne Plaza Hotel,  
 Southbury, CT

**Questions?**

[membership@cvrPCA.org](mailto:membership@cvrPCA.org)

**Please RSVP by April 4th, 2015**

**Come and share a morning with your fellow Porsche enthusiasts**, meet the club's volunteer activity chairs and learn about all the exciting activities and events that CVR offers!

The agenda for this year's Sampler includes welcoming comments by CVR President, Steve Cloud and information sessions hosted by activity chairs from Driver Education, Programs, Club Race, Concour, Monthly Programs, Tour, Autocross, Rally, Social and Special Events, *CHALLENGE*, Porsche Emporium, Membership and Website.

The morning begins with arrivals and sign-in at 8:30 am with a complimentary breakfast.

The activity information session will begin at 9:00 am. We will hold a mini concour on the grounds of the Crowne Plaza Hotel so be sure to bring and "show" your Porsche.

Please complete the attached registration form and mail with payment as instructed on the form.

If you have any questions about the New Member Activity Sampler, please send us a note at [membership@cvrpca.org](mailto:membership@cvrpca.org).

We look forward to seeing you on Saturday, April 11th.

Warmest regards,  
Lisa & Chris Musante  
CVR Membership Chairs

**NEW MEMBER ACTIVITY SAMPLER registration form**  
**Crowne Plaza Hotel, Southbury, CT**  
**Saturday, April 11, 2015 | 8:30 am - 12:00 noon**  
**\$20.00 Per Person/\$30.00 Per Couple (Free if under the age of 18)**  
**Please RSVP by April 4th, 2015**  
**BE SURE TO BRING AND SHOW YOUR PORSCHE**  
**AT THE MINI-CONCOURS!**

Please complete and mail this form along with a check payable to CVR/PCA to:  
Chris & Lisa Musante  
63 Round Hill Road  
Coventry, CT 06238

Full Name: \_\_\_\_\_

PLEASE PRINT LEGIBLY

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

Town: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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

PCA Membership number (required): \_\_\_\_\_

Phone No.: \_\_\_\_\_

Porsche Car Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

Names of others attending with you: \_\_\_\_\_





# FULL DAY

## ADVANCED DRIVERS' EDUCATION

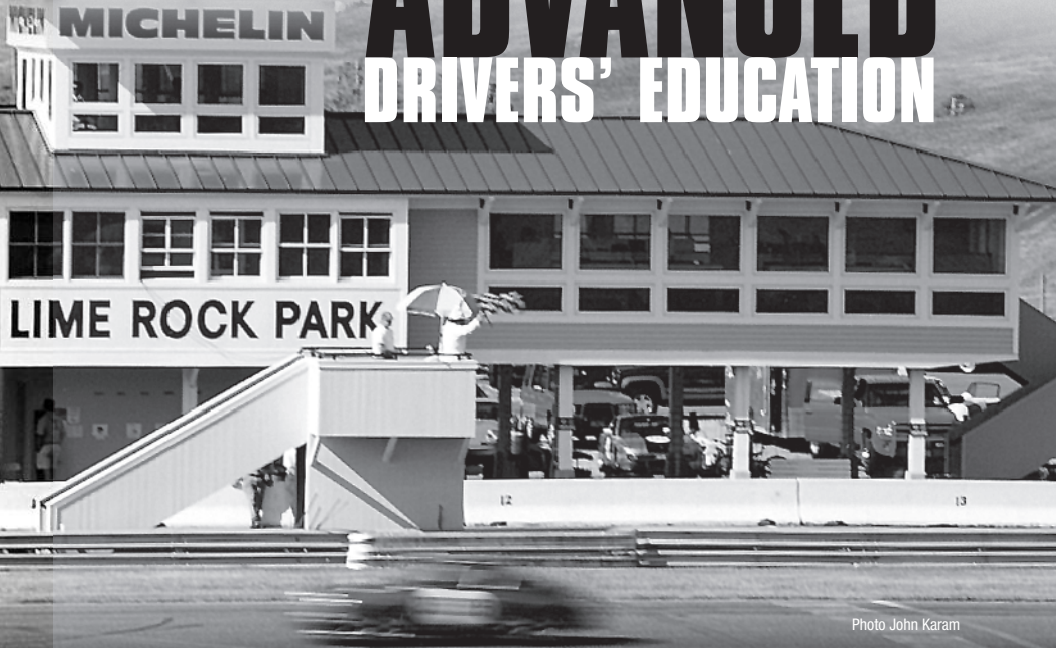


Photo John Karam

# at LIME ROCK PARK Thursday, April 23, 2015

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

Check CVR Website for registration dates ....[www.clubregistration.net](http://www.clubregistration.net)

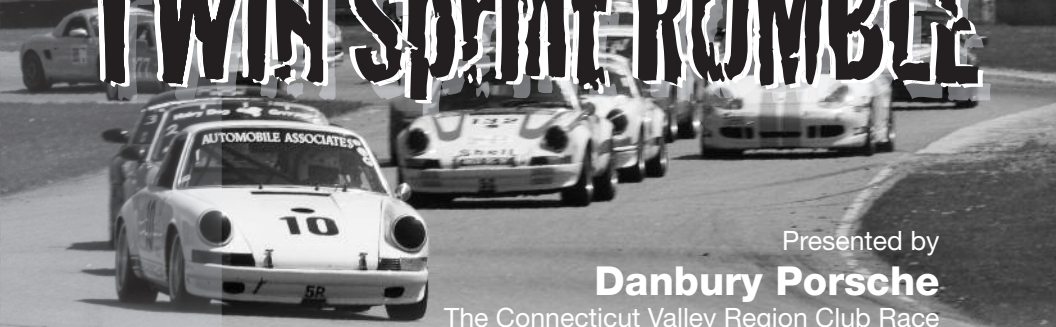
Questions: Dave Vaccaro.....[cvrdevp@cvrpca.org](mailto:cvrdevp@cvrpca.org)

DE Registrar: Susan Vaccaro.....[dereg@cvrpca.org](mailto:dereg@cvrpca.org)

# SAVE THE DATE

# TWIN Sprint RUMBLE

Photo: John Karam



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The Connecticut Valley Region Club Race

## UNMUFFLED at Historic Lime Rock Park!

## April 24-25, 2015

Check the CVR Website for registration opening date: [www.clubregistration.net](http://www.clubregistration.net)

**REGISTER EARLY!** Events sell out fast...



### Contacts:

Volunteer Coordinator: Mark Lewis

Race Registrar: Debbie Cloud

Race Director: Bob Bradley

[race.volunteers@cvrpca.org](mailto:race.volunteers@cvrpca.org)

[race.registrar@cvrpca.org](mailto:race.registrar@cvrpca.org)

[race.director@cvrpca.org](mailto:race.director@cvrpca.org)



**Advanced DE Thursday, April 23rd (noise restricted)**

**Advanced DE Friday, April 24th (Unmuffled after 10 am run)**

DE Registrar: Susan Vaccaro – Email: [dereg@cvrpca.org](mailto:dereg@cvrpca.org)

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

# VOLUNTEERS WANTED!

## TIME TO FLAG ALL OUR RACE FANS

Photo: John Karam

**Mark Your Calendars for April 24th & 25th**

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

Volunteers are needed to help make our **2015 "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 24th and/or Saturday, April 25th).

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](mailto:race.volunteers@cvrpca.org)  
or call 203-544-7061.



*Thank you, and hope you sign up soon!*

# RALLY

Lon Hultgren, Rally Chair



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

**WINTER** has put a big dent on our preparation work for the first rally of 2015, which will be Sunday morning May 31st. It will be on a wonderful bunch of two-lane roads in the South Windsor/East Windsor/Enfield area of northern and eastern Connecticut. However, to finish the rally we need to be able to stop (pull over) along the route to construct the “traps” (i.e., find the signs that will be an integral part of the rally’s instructions/

So our field work on this rally will have to wait until the shoulders on the roads reemerge.

At press time for this issue of the *Challenge*, we have not yet selected the starting and finishing venues for this rally. (This also requires some reconnaissance along the rally route.) So for now, please just pencil in Sunday May 31st on your activity calendar for a great time charging (or crawling) your way along the rally route. When we have the start/finish locations selected, we will post them on the web page and we will definitely have them set for the registration forms that appear in the May *Challenge*.

Anyway, to continue our treatise on sign gimmicks which we will feature in at least part of this rally, here’s some additional ways we can trap rallyists into misinterpreting the signs that will be used: **Narrowly define either the shape or the color of some signs, and then use a sign or two in the rally that don’t meet these definitions.** Example: *Definition: “Street name signs will have light colored letters upon a darker background.” Gimmick: A street sign with black letters on a white background... which doesn’t meet the definition, so you shouldn’t use it!*

**Define the location of signs that can be used relative to the rally route and their specific orientation at intersections.** Example: *Definition: “Valid signs will be located either to the left or the right along the route you are directed*



gimmicks), and because of the recent snow storms, there isn’t any place to stop along the roads without impeding traffic!

to travel.” *Gimmick: A sign on the road beyond an intersection at which you are directed to turn right would not be “along the route you are directed to travel”*, so if the route instructions tell you to do something using that particular sign, it is most likely a trap and shouldn’t be done.

**Sign location traps using tricky definitions of “at”, “before” or “after”.** If a route instruction told you to turn (or do something else) “at”, “before” or “after” you pass a certain sign or landmark, you might get trapped if the definition in the general instructions said something like “*Before — Immediately prior to and not beyond an object, landmark or sign.*” So if you were instructed to turn right “before” a stop sign at a T intersection, you shouldn’t do it because you couldn’t do so “before” you reached the sign. But if the stop sign was on your left in an island (possibly at a Y intersection and

you could initiate the right turn “before” the stop sign, you could indeed correctly turn right.

As reported last month, the rally “loop” near South Windsor has been selected and has even been field-modified to stay off a couple of dirt roads that were inadvertently included. Our work will continue on this rally sooner than later (I hope), and we trust you will have fun interpreting the signs we pick for it. If you see a silver Boxster or 911C4S parked precariously along the side of a road in the rally area this spring, stop and say hello. We might even show you where one of the checkpoints will be and recruit you to staff it on the spot!

Lon Hultgren  
Rally Chair  
[Rally@CVRPCA.org](mailto:Rally@CVRPCA.org)  
[@B3mth911](https://twitter.com/B3mth911)



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# EMPORIUM

## PORSCHE EMPORIUM

Peter & Janica Shafer



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Porsche Club of America  
Connecticut Valley Region

### How to Use Freedom Waterless Car Wash

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

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# MONTHLY MEETING

## January Monthly Meeting @ TRAILER DEPOT



Story **Jeffrey Coe**

Paul Roth

**Another new year saw the CVR gang kicking the season off with our annual pancake breakfast held at The Trailer Depot in Northford.** I don't know how they do it but just as in past years, we were greeted with a perfect sunny January day. Almost 100 CVR members made the trek to socialize, inspect the trailers, and dine on those delicious Chips Pancakes. Mike Duhamel and his staff at the The Trailer Depot had the venue all set for us while George Chatzopoulos and Diane of The Trailer Depot made sure that there were

plenty of pancakes. After our hearty breakfast and socializing, the meeting kicked off with a warm welcome to the exciting 2015 calendar of events.

**>>> Though the daytime temperature was cold, the perfect sunny January day tempted many CVR members to drive their Porsches to Northford**



Cheryl Caouette



>>> CVR President, Steve Cloud acted as MC for the days events (at right)

>>> CVR VP Drivers' Education, Dave Vaccaro goes over the schedule for the upcoming Drivers' Ed Season at Lime Rock, Watkins Glen, Thompson Speedway, and the newest CVR venue, Palmer Motorsports Park (far right)

>>> Club Race Director Bob Bradley (bottom left)

>>> CVR Rally Chair Lon Hultgren (bottom right)



Cheryl Caouette



Paul Kudra



Cheryl Caouette



Cheryl Caouette



Cheryl Caouette



Cheryl Caouette

Paul Kudra



Cheryl Caouette



Cheryl Caouette



>>> **CVR Tourmeister Karen Russell fills members in on the upcoming Fall Tour (top left)**

>>> **CVR Concours Chair Mike Keller (top right)**

>>> **CVR President, Steve Cloud presents CVR Certificate of Appreciation to R.J. Lorenzi, owner of Car Lifts Plus (above)**

>>> **CVR VP Programs, Frank Sena (middle left)**

>>> **Paul Kudra, CVR AutoX Co-Chair talks about what is planned for the upcoming season (bottom left)**

Attendees heard from many of the CVR Activity Chairs as they reviewed their plans for 2015. There will be no shortage of great activities for CVR members to volunteer their time or take part in! We concluded the meeting with the raffle and a number of attendees, including one of our brand new members, went home with some great prizes. 2015 is now off to a great start and we look forward to seeing you at the February monthly meeting held at SpeedSport Tuning. Stay warm and remember, spring will be here soon! 🌸



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# SAVE THE DATE

PLEASE JOIN US ON **SUNDAY JULY 19 2015**  
FOR THE 42<sup>ND</sup> ANNUAL CVR CONCOURS

## CT Valley Region

PORSCHE CLUB OF AMERICA

40<sup>th</sup>  
ANNIVERSARY  
OF THE PORSCHE TURBO

The Porsche Turbo was introduced to America in 1976 and in the forty years since has achieved near legendary status.

Please join us at Cranbury Park in Norwalk, CT to help celebrate the 40th Anniversary of this iconic speed machine.

We cordially invite all 911 Turbos in the Northeast to participate in our display. All Porsche owners are also invited to participate in our People's Choice Concours.

Please contact our CVR Concours Chair or check the CVR Website for more details on how to participate.

Concours@cvrpca.org | [www.cvrpca.org](http://www.cvrpca.org)



Porsche Club of America  
Connecticut Valley Region

Since 1959

**In preparation for our celebration of the 40th anniversary of the 911 Turbo at this year's CVR Concours, we'd like to present an archival look into the different 911 Turbos offered through the years. As you might expect, our history lesson begins with the originator... the 930 911 Turbo.**

Story **Mike Keller\***  
CVR CONCOURS CHAIR



\* Derived from Prescott Kelly's wonderful 930 Turbo article in the October 2014 issue of Panorama (pages 66-78).  
Photos Courtesy Porsche Cars, NA unless indicated otherwise.



**For those with gasoline in their veins,** the word “turbo” conjures up a 911. It’s not that Porsche invented turbocharging — which has been around since the early 1900s — but Porsche deserves credit for popularizing it in the modern era, both on the track and on the street.



# The 930 Turbo

Derived from Prescott Kelly's wonderful 930 Turbo article in the October 2014 issue of *Panorama* (pages 66-78).

**While the Turbo is still Porsche's top-of-the-line road warrior**, the Type 930 and its long line of Turbo successors are approaching their fourth decade (which has now arrived since the publishing of this article) as a separate model in Porsche's product line. That would be a historic run for a sports car if not for the Turbo's older "little" brother — the normally aspirated 911, now 50 years young.

Porsche's newly appointed president at the time, Ernst Fuhrmann, debuted a 911 Turbo concept car at the Frankfurt show in October 1973. While BMW had already announced its market-ready 2002 Turbo in August, Porsche's Turbo was a handsome, RSR 3.0-body 911 in silver with "Turbo"

emblazoned on its flanks. While the engine was a wood mock-up, Porsche reported that its flat six would displace 2.7 liters, making 280 hp, and push the 911 to 160 mph.

The public had good reason to believe that a turbocharged street Porsche was on the way. The company, meanwhile, embarked on two development programs — one for a street car and one for a race car. Development of the road-going Turbo encountered problems as Porsche management and engineers sorted out how to spec the car, how to engineer the car, how to market it, and how to price it.

Porsche ultimately created a 3.0-liter engine

that produced 260 horsepower with 253 lb-ft of torque for European models. U.S. models would make 234 hp and 246 lb-ft due to emissions requirements and lower-grade gasoline. To deliver that power, and more to come, Porsche designed a new Type 930 gearbox. It was derived from the five-speed Type 915 introduced for the 1972 model year, but it was a four-speed unit with heavier construction. While some called the four-speed unit a step backwards, Porsche wouldn't address the critics until the 1989 model year.

The 930's suspension was similar to the 3.0 liter Carrera RS/RSR, with beefed-up anti-roll roll bars and torsion bars as well as new, stronger trailing arms. Wheels remained 15 inches in diameter, and looked small in the 930's flared rear fenders at seven and eight





**“Off boost, the Turbo is less torquely and less responsive than the... 911S; drop down to 2000 rpm and it’s even more fussy and juddery (sic) than the S. But when the tach needle swings past 3000 rpm, look out. There’s no sudden surge of power as there is with the cammy S. Rather, the buildup is rather subtle... It takes the driver a moment or two to realize (that) some awesome unseen force is pushing him back into his seat and thrusting (the car) forward at an incredible rate.”**

inches wide with 185/70R15 and 215/60R15 tires.

The debate about how to position the new Turbo was decided by top management. While Porsche considered making it a pure performance model like the Carrera RS, that did not suit corporate financial interests. The Turbo would be a top-of-the-line model, with many luxury features fitted as standard equipment and a premium price to match.

A U.S. market 1976 930 Turbo carried a base price of \$25,880. This was a significant leap from a 1976 911S that sold new for \$13,845. Standard equipment on the Turbo included air-conditioning, AM/FM/stereo, electric antenna, power windows, and full leather (for the American market only). The only available options at the time were an electric sunroof at \$675, a limited-slip differential at \$345, and uprated starter at \$50, paint-to-sample colors at \$250, and “Turbo” exterior decals for \$120.

Road & Track’s driving impressions of the 930 were mixed: “Off boost, the Turbo is less torquely and less responsive than the... 911S; drop down to 2000 rpm and it’s even more fussy and juddery (sic) than the S. But when the tach needle

swings past 3000 rpm, look out. There’s no sudden surge of power as there is with the cammy S. Rather, the buildup is rather subtle... It takes the driver a moment or two to realize (that) some awesome unseen force is pushing him back into his seat and thrusting (the car) forward at an incredible rate.”

The 1977 model year saw small changes, including all of the alterations introduced in the J-Body series 911 for 1977. The Turbo got new 16x7- and 16x8-inch Fuchs alloy wheels for 1977, which allowed the use of low-profile Pirelli tires sized 205/55R16 and 225/50R16 in lieu of the previous tall-wall Dunlops. Sales increased to 1,422 units, compared to 1,174 sold in 1976 (US sales totaled 530 in '76 and 727 in '77).

The big news for 1978 was in the engine compartment. Adopting more racing technology, Porsche added an intercooler to lower inlet air temperature and get a more condensed, more powerful air charge. Porsche engineers also increased displacement from 2993 to 3299 cc. While maximum boost remained set at 0.8 bar (11 psi), boost onset dropped from a typical 4000 rpm to 3000 rpm. Horsepower moved up to 300 hp



in Euro trim, or 265 hp in U.S. specification due to emissions regulations.

The 3.3-liter Turbo excited both road testers and the general public. Although the car was really no faster than the old 3.0-liter, there was a significant upgrade in technology and greatly increased low-end driveability. Sales responded. The tally for the 1978 model year came to 1,257, of which 461 went to the U.S. For 1979, Porsche sold 2,052 units, with 1,200 coming to the U.S.

The high sales figure in the U.S. was certainly a result of Porsche's announcement that it would drop the 930 in the U.S. after 1979 due to more stringent U.S. emissions regulations. Porsche calculated that the Turbo would lose about 25 horses and become even more tail-heavy – already

at a marginally manageable 36/64 front-to-rear split.

When American Peter Schutz became president of Porsche in 1980, he began to lobby for a U.S. Turbo. On less than firm footing against Weissach engineers, it took some time. By 1985, however, the 930 was on its way back to the States. Re-engineered for the 1986 model year, the car included newly designed catalytic converters and delivered 282 horsepower in U.S. trim. The rear wheels grew again, now to 16x9s. Sales blossomed. Porsche sold close to 2,500 Turbos for the 1986 model year, with nearly 1,400 of them sold to a hungry U.S. market.

Product development on the 930 slowed once again, with only minor running changes for the next couple of years. Sales, however, amped up in the 1987 model

year thanks to new Targa and Cabriolet versions. The last meaningful instance of the 930 product improvement came in 1989, when Porsche adapted the Getrag-built, five-speed G50 gearbox for the Turbo. Alois Ruf had pioneered a five-speed gearbox unit for his 911 specials, basing it on the 930 gearbox. That slight, comeuppance — together with continuing requests from customers and dealers — led to the upgrade that was made possible by the significantly stronger new gearbox first used on 911s in 1987. The G50 also makes the 1989 911 Turbos extremely popular with collectors.

Lookout next month as we delve into the history of the immediate successors to the 930, the 964 and 993 Turbos.

**We are particularly interested in having an exhibit of early 911 Turbos at this year's CVR Concours.** Additionally, our special display also aims to showcase the evolution of the 911 Turbo. If you have any 911 Turbo variant, we'd love to have your car on display at the Concours. Please contact Mike Keller at: [concours-chair@cvrpca.org](mailto:concours-chair@cvrpca.org) or call him at **860-227-1184** for more details on registering for the event.

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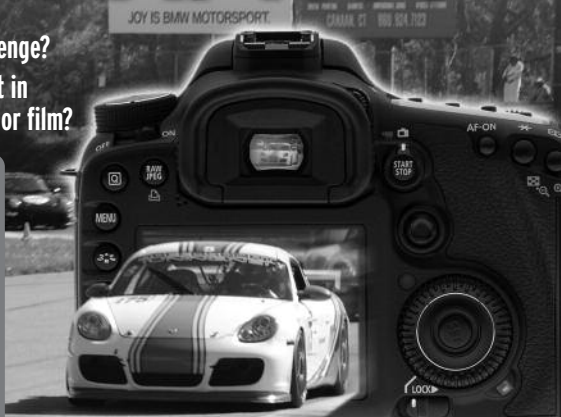
# INTERESTED IN PHOTOGRAPHY?

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

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

No need to invest in expensive equipment. Use what you have. There is also no added membership cost.

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



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# WELCOME TO

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

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

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

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

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

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

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

### 2014 CVR CLUB RACE PHOTOS

### OTHER CVR EVENT PHOTOS

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

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

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

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

Connecticut Valley Region/Porsche Club of America

#### 2014 CVR Club Race

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

ALBUMS

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Connecticut Valley Region/Porsche Club of America

#### Storage Race Group

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Click check boxes to select pictures. Then click "Order Items."

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# TRAVELING SPRING TOUR 2015

Maria & Phil Capella, Tourmeisters



## The Woodstock Inn, Woodstock, Vermont, May 1-3, 2015

**The 2015 Tour will be based in Woodstock, VT and will allow us to explore some great Porsche roads in Vermont.**

The Woodstock Inn in Woodstock, VT ([www.woodstockinn.com](http://www.woodstockinn.com)) will be our base of operations. The Inn is located in the heart of Woodstock that has been described as “the prettiest small town in America” thanks to its nostalgic main street, rural attractions and untouched panoramas. Stroll the afternoon away and let the village of Woodstock take you back in time. Find unique gifts and simple treasures in the quaint town center, just steps from The Woodstock Inn. Shop and explore local boutiques, art galleries, antique shops,

and specialty food stores or enjoy a relaxing evening on the “Village Green” While you’re here, be sure to stop in to the landmark old-time country store,



F.H. Gillingham & Sons General Store. Our driving tour on Saturday will take us on country roads in Green Mountains of Vermont and to our destination for lunch, The Quechee Club in White River Junction, VT.



[www.woodstockinn.com](http://www.woodstockinn.com)

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## OVERVIEW

For loyal touring participants, you know what to expect in terms of the format, so you can quickly scan this part. The format for the Tour weekend remains the same as in the past. You'll travel to the Woodstock Inn on Friday on your own schedule. You will receive an information packet with all the details for the weekend's events. Dinner will be on your own Friday evening.

Saturday is "Tour Day". Following breakfast Saturday morning we'll have our meeting with drivers and navigators, after which we'll start the driving part of our tour weekend. Our lunch stop will be at The Quechee Club in White River Junction, VT.

There will be a group dinner on Saturday night and breakfast on Sunday morning.



---

## NOW FOR THE SPECIFICS:

### Lodging/Breakfasts/Dinner Package

The package price: \$403.32 Single Occupancy / \$501.44 Double Occupancy

The package includes 2 nights lodging, buffet breakfast Saturday and Sunday, and a dinner Saturday night. Price includes all taxes and gratuities. The hotel will set aside a parking area (including an underground garage) and car washing station for the club. You are responsible for making reservations by calling the hotel's Reservations Department at 866-592-9611 and identify yourself as part of the Connecticut Valley Region Porsche Club of America group. A deposit of 50% of the total room charge plus tax and resort fee is required at the time of booking (Visa, MasterCard, and American Express accepted).

**All reservations must be received by March 16, 2015.**

**Hotel Reservation Form will be available on the CVR website and contains the information pertinent to making your reservations.**

**When you make your reservation, they will also take your Saturday evening dinner selection:**

- Grilled Sirloin Medallions
- Pan Seared Salmon

**The hotel will hold rooms for us up until March 16th, after that there is no guarantee that rooms will be available.** After March 16th, requests for rooms will be confirmed on a space and rate availability basis. >>>continued on page 56

Please note check-in time is 3:00 pm and check-out is 11:00 am. When notified in advance, the Inn will be able to provide luggage storage space for guests who arrive early or depart after the requested check-out time. Package also includes admissions to Billings Farm, admission to Racquet & Fitness Club and High-speed internet.

ADDITIONAL PERSON CHARGE: \$30.00 per additional person, per night charge applies to more than two adults occupying the same room. Children 17 years and under are complimentary when staying in the same room, utilizing existing bedding and traveling with an adult. Maximum guestroom capacity is four guests.



### CVR SPRING TOUR REGISTRATION FORM

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

Name(s): \_\_\_\_\_  
PLEASE PRINT LEGIBLY

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

Town: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone No.: \_\_\_\_\_

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

PCA Membership No. (required): \_\_\_\_\_

Car Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color : \_\_\_\_\_

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



---

## CANCELLATION POLICY:

Individual deposits will be refunded less a \$30 processing fee if the reservation is cancelled more than 14 days prior to group arrival. Cancellations made within 14 days will forfeit the full deposit.

## 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/Registration Fee

The Tour lunch / registration fee is **\$70 per couple** (\$35 per person).

**Please make your checks out to CVR/PCA and send them along with the CVR registration form to us at the following address by April 3rd:**

Phil Capella  
2380 Mountain Rd  
West Suffield, CT 06093

**Luncheon and registration fees will be non-refundable after April 17th,** two weeks before the start of our touring event.

## Participant Information

We will continue the past practice of listing participant information in the hand-out 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.

Invariably new friends are made during our touring events and this information helps folks stay in touch with one another.

## 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](mailto:tourmeister@cvrpca.org).

We are looking forward to seeing you!

*Maria and Phil Capella  
(Tourmeisters)*

*Caroline and Alan Davis  
(Assistant Tourmeisters)*



SAVE THE DATE

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- ✘ Rallies
- ✘ Tours
- ✘ Tech Sessions
- ✘ Social Events
- ✘ Kids Events

**Registration Opens:**  
**Tuesday, March 17, 2015**  
**at 12:00 Noon EST**

**Spas | Golf | Casino | Stables | Carriage Rides | Trolley**

**Learn More and Register at [parade2015.pca.org](http://parade2015.pca.org)**

# The 60th Annual Porsche Parade!

**The Porsche Club of America cordially invites you to attend our 60th Annual Porsche Parade Celebration in French Lick Indiana from June 21-27, 2015.** Our 60th Parade coincides with the Club's 60th Anniversary Celebration, and we're planning a series of special events at French Lick that will pay tribute to the cars and people who have made us the greatest single marque sports car club in the world. The 60th Parade will rightfully pay homage to the members and events of our past, but will also celebrate the Club's newest enthusiasts who will shape our future.

**Parade Registration will open to PCA members on Tuesday, March 17, 2015 at 12 Noon EDT.** The best place to read about Parade activities is <http://parade2015.pca.org/>

For the first time in recent memory, we have not one, but TWO resort properties awaiting your visit, both listed in the National Register of Historic Places. The 3,000 acre compound also features three golf courses and a world class spa at each facility.

The French Lick Springs Hotel, established in 1832 and the larger of the two resorts, will be host to many of our familiar Parade activities. This city and the resort were named for an early French fur trading outpost and nearby salt lick. They recently completed a 600 million dollar restoration, bringing many comfortable present day amenities to surroundings that are authentic to the mid-19th century when the current facility was built. It is perhaps most known for their medicinal springs – "Pluto Mineral Water". The actual spring is still part of their landscape, and the Gardens nearby will host our Welcome Party as well as various activities throughout the week.

Known as the 8th wonder of the world, and just down the street, you'll find the West Baden Springs Hotel. This resort is home to the most breathtaking feature of our combined facilities this year; a free-span dome, the largest in the world until the Houston Astrodome was built in the 1960's. An architectural marvel, this breathtaking Atrium will host our Concours and Victory banquets.

Our Concours will be held a few steps through the covered bridge from the north end of the French Lick property. Rallies will depart from the grounds of the West Baden, and banquets will be held on both properties. The Parade 60th year museum, Hospitality, Goodie Store, seminars and many meetings will be at French Lick. Both resorts have lots of parking and car wash stations.

For those of you who are new to Parade, you need to register for Parade on the PCA or Parade website before getting access to the codes necessary to hold your room. Therefore, we recommend browsing all necessary information prior to opening day so you're ready to go. You'll need to know what events you want to enter, as well as which hotel is your preference. The registration guide will be on the Parade website by March 1st.

We will have our full complement of competitive events: Concours, TSD Rally, Autocross (at the nearby French Lick airport), and Tech Quiz. Add to that the Tours, Gimmick Rally, Golf Tournament, Art Show, Michelin Drive and Compare, Kids' events, Tech Academy, cooking school, 5K run/walk, Parade of Porsches and more – you'll be kept busy!

## Introducing the 2015 Porsche Macan Life, intensified.



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\*Starting at prices are base MSRP excluding destination and options. See dealer for details.



## The benchmark in its class: the Porsche Cayman GT4

*New member of the GT family at Porsche*

Stuttgart—4/February 2015

**The new member of the Porsche GT family is the Cayman GT4. This is the first time Porsche is introducing a GT sports car based on the Cayman which has components of the 911 GT3.** A lap time of 7 minutes and 40 seconds on the North Loop of the Nürburgring

positions the Cayman GT4 as the new benchmark at the top of its market segment. It also makes a clear statement that Porsche will continue to promote radical two-door sports cars in the future – sports cars that are developed at the Motorsport department in Weissach.

The engine, chassis, brakes and aerodynamic

design of the Cayman GT4 are configured for maximum driving dynamics; yet the top model still retains the versatility and everyday utility that are typical of the two-seat Porsche coupe. It is powered by a 3.8-litre flat-six engine with 385 hp (283 kW), which is derived from the 911 Carrera S engine. Its power is always transmitted by a

six-speed manual gearbox with dynamic gearbox mounts. The Cayman GT4 accelerates from zero to 100 km/h in 4.4 seconds; its top speed is 295 km/h. The car's NEDC fuel consumption is 10.3 l/100 km. The chassis – which features a 30 mm lower body position and a generously sized brake system – consists nearly





entirely of components from the 911 GT3.

Fit for the circuit race track: first Porsche Cayman with downforce at both axles

On its exterior, the Cayman GT4 is clearly differentiated from related mid-engine coupes. Three distinctive inlet openings at the front and a large fixed rear wing are part of an aerodynamic package which is systematically designed for downforce. Upon request, the Cayman GT4 can be equipped even more comprehensively for sporty use. Options include the PCCB ceramic brake system, full shell seats made of carbon fibre reinforced plastic (CFRP), a custom Sport Chrono Package with the



unique Track Precision app and a Club Sport Package.

The interior of the Cayman GT4 is designed so that the driver and front passenger can experience unfiltered driving enjoyment. They sit on sport seats, upholstered in a combination of leather and Alcantara,

which are distinguished by very good lateral support. The new GT4 sport steering wheel guarantees ideal control and direct steering feedback due to its compact dimensions.

Technical aspects of the new GT sports car are based on the 911 GT3. As a mid-





engine sports car and a prime example of driving dynamics in its class – it follows the conceptual tradition of such cars as the 904 GTS, 911 GT1, Carrera GT and 918 Spyder.

GT sports cars from Porsche embody the most

passionate connection possible between everyday driving and the race track and thereby the sporty core of the brand: Intelligent Performance. Four out of five drivers of Porsche sports cars with this classification also use them on the race track.

The Cayman GT4 celebrates its world premiere in early March at the Geneva International Motor Show. It can already be ordered now, and it will arrive at dealers at the end of March. In Germany, the price of the Cayman GT4 is 85,779 euros (\$97,180 USD) including VAT and country-specific features. 🌐



# 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!

Robert Coffin  
Canton, CT  
2014 911 GT3

Dominick Golia  
Guilford, CT  
1983 911 SC Targa

Per Hellsund  
Old Saybrook, CT  
2014 911 Turbo

Dennis Hickey  
Farmington, CT  
2006 911 Carrera S

Richard Hopwood  
Seymour, CT  
2009 911 Turbo Cabriolet

Bob Kieffer  
Wilton, CT  
1999 911 Carrera 4

John Kovalcik  
Westwood, MA  
2010 Panamera 4S

Phillip Krall  
Essex, CT  
2009 911 Carrera S

Bryan Lambert  
Southampton, MA  
2000 Boxster S

Erik Lange  
Loudinville, NY  
2003 911 Carrera

Lucky Leone  
Providence, RI  
2013 Panamera GTS

Jack Miner  
Canton, CT  
2006 Cayman S

Georg Peters  
Easton, CT  
2015 Macan Turbo

Ramon Rosado  
Manchester, CT  
2001 911 Carrera

Brett Wentzell  
South Glastonbury, CT  
1985 911 Carrera Targa  
*Affiliate:* Fred Wentzell

Richard Wood  
New Canaan, CT  
2005 Boxster

Joe Zaraschi  
Essex, CT  
2008 Cayman S

# PCA ANNIVERSARIES



## MARCH 2015 PORSCHE CLUB MEMBER ANNIVERSARIES

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

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West Hartford, CT  
*Affiliate:* Laura Kerrigan

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Stamford, CT  
*Affiliate:* Melissa Levethan

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*Affiliate:* Suzanne Duffy

Gary Gudinkas  
West Suffield, CT  
*Affiliate:* Mary Adams

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Westport, CT  
*Affiliate:* Alex Neury

Daniel Bergeron  
Bristol, CT  
*Affiliate:*  
Barbara Bergeron

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*Affiliate:* Patricia Bassett

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Thomas McCaughey  
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Susan McCaughey

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## PORSCHE CARS FOR SALE

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

**1970 914/6** Race Ready or DE, 300+hp professionally built 3 liter race engine (custom pistons, valves, rods, titanium), 915 Velios conversion transmission with custom gears, Pete Weber SS headers with Phaze 9 & 10 exhaust (runs at 89 decibels), 2 sets of Panasport 3-piece custom wheels, Tangerine Racing camber boxes and reinforced trailing arm brackets, ERP front race suspension, custom valved Bilstein adjustable gas shocks, big red brake calipers (993), IQ3 Data Management system and gauge. Also available 24' ATC trailer with electric/ cabinets/air conditioning and a great awning. PCA GT4. This is a 57 second car at Lime Rock. \$30,000 [dcafro@gmail.com](mailto:dcafro@gmail.com), Dave 860-450-6933 **(11-13) 6-14**

**1973.5 911 T Coupe**, Sepia Brown with Tan interior. Stunning car in stunning original condition. 860-350-1140 email: [forzamot@aol.com](mailto:forzamot@aol.com) **3-15**

**1979 Porsche 911SC Coupe Project Car**, 111,000 miles, Roller, "Bodyman's Special", Dark Green with Black interior. Repair panels

included. Engine, transmission and other parts needed to complete the project are available separately. Asking \$5,500. Call or email for photos. Mark 860-783-5895 or [hdbmw911@yahoo.com](mailto:hdbmw911@yahoo.com) **11-14**

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

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

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



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

**1987 944, White, N/A Track Car.**

#JT6HF10U8X0062984. Never raced, taken me from Green to Red in DE and is still a blast to drive. Excellent starter car for anyone interested in DE or Club Race. Learn to drive with this very forgiving setup. Extremely reliable, cheap to run. Many engine, suspension, interior mods performed by Musante Motorsports. Over \$75,000 invested, asking \$10,000, firm. Please email for list of components and pics - rsnapmd@aol.com or see me @ the track - #711 *5-14*

**1989 Porsche 944 S Turbo**, Black with a Black interior. 911 turbo brakes, wheels, K29 turbo charger, very detailed service history. New Clutch. Ready to go. \$18,500. 860-350-1140 email: forzamot@aol.com *3-15*

**1990 Carrera 4 Targa** Red with Black interior never raced 100,000 gentle miles. Supercharged and maintained by Automobile Associates. New clutch & clock sound system with Bluetooth very nice joy to drive \$27,500 firm. Tom Gelbach @ 860-478-4397 or tom.gelbach@wegetthemessage.com *1-15*

**1991 Porsche 911 C-4 Convertible**, Black with tan interior. 62k miles. Extremely well serviced car with all issues addressed. About as nice as you are going to find in a 964 C-4 convertible \$38,000 860-350-1140 email: forzamot@aol.com *3-15*

**1993 Porsche 968 Coupe**, White with Blue interior. 143,000 miles, clean car, looks like it has less than 50k miles. Very good service

history. \$9,500. 860-350-1140 email: forzamot@aol.com *3-15*

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

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

**2008 911 Carrera S Cabriolet**, Midnight Blue Metallic, Black leather interior, Black top. 49,000 miles. Mint condition. Manual 6-speed, Bi-Xenon headlamps, 19" wheels with crested colored caps, heated seats, navigation module for PCM, Bose high end sound package, self-dimming mirrors, Tooki hands-free telephone module. Always serviced at the dealer, all service records available. Always garaged, never driven in snow, never tracked. Clean Carfax. \$55,000. Carlo Badioli 914-643-9560, c.badioli@att.net *1-15*

**2008 Cayman**, Meteor Grey Metallic, Black interior, 11,700 miles. 5 Speed, Bi-Xenon headlamps, 18" S wheels with crested colored caps, sound package plus, floor mats & heated seats. Always garaged, stored winters, fair weather use only, non-smoker, never tracked, factory cover & Bluetooth. Dealer serviced, records and window sticker available. \$31,500. Contact Angelo at aaalonzo@icloud.com or 203-444-7144 *7-14*

>>>continued on page 68

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## FOR SALE WHEELS & TIRES

**2009 Boxster Tires**, Continental all season, no wear almost new. Front 235/40 ZR18 95Y M-S - DWS model, Rear 265/40 ZR18 101Y M-S - DWS model. Asking \$500, Email: rowcropper1@gmail.com *2-15*

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

### Wheels and Tires for sale:

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

**2. Set of Porsche OEM Cayman S (987) - Sport Design Turbo Wheels** - TPS worked when taken off '08 Cayman S, F: 19 x 8; ET57; (997.362.156.04); Michelin Pilot Sport - 235-35-19 - 4/32 remaining, R: 19 x 9.5; ET46; (997.362.158.07); Michelin Pilot Sport - 265-35-19 - 2/32 remaining. First US \$1,100 takes these.

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

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

**Parts and Wheels.** Four used original Fuchs 17", 7 & 8s, rims with new H2O Hoosiers. All straight and true. \$1,900. Four used Fiske 17", 8 & 9s rims. One of the rims is brand

new. All straight and true. \$2,500. One Used original 1986 911 Carrera wing, White. Good condition. \$500. One used GT 3.8 RS wing mounted on a Carrera read deck lid. Good condition. \$500. Two used leather back rests for 1986-1989. Very good shape. \$100.00 One used roller for 1986-1989 911. \$100.00 Email: peter@palmerhouse.com or info@palmerhouse.com *5-14*

## FOR SALE PARTS & OTHER

**PINK 5pt Racequip Harness**, BRAND NEW IN BOX. 3in belts, camlock buckle, 5pt, SFI certified. Accidentally received three for christmas, so I am keeping two and looking to sell this one. Great quality harness! The belts are not long enough to bolt to the floor, will be fine connecting to a harness bar. Shoulders adjust from 15" to 40" and lap belt adjusts from 22" to 60". www.racequip.com for more information on the harness. Asking \$140 OBO plus shipping. Please don't hesitate to contact me with questions my name is Brittany, Location: Coventry CT email: sandersonphotography87@yahoo.com Phone: 860-202-6595 text/or call *2-15*

**Exhaust System**, 2012 (991) Carrera S. New. Complete Stock exhaust with control panel for interior dash. Removed from car when purchased. \$1,000.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 *10-14*

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

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

**Set of Orange Side Marker Lights**, 2012 (991) Carrera S. New. Removed from car when

purchased. \$60.00, plus S&H or pick up. Contact Andrew at agolden97@earthlink.net or 203.219.8089 **10-14**

**Interior Aluminum Accent Pieces,**

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

**Set of LED Orange Side Marker Lights,**

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

**Exhaust System, 996 OEM.**

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

**Parting Out**

a clean, low mileage 1999 boxster. Black exterior, Light Grey interior. All parts except convertible top, wheels and engine. Less than 50K miles. all parts are in very nice or excellent condition. Clean bumper covers, \$200 ea. 5-Speed transmission \$500. (tested, good). Contact 203-927-0334 or bdimetres@gmail.com **7-14**

**Porsche Parts for Sale:** Horn wing for 1969-1973 911, 1969 Front suspension cross bar, disc brake backing plate, front headlight bucket with headlight retainer and red engine shroud for 82 SC. emailgnl2000@charter.net for more info and pictures **6-14**

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

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

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

**DAS Sport Roll Bar for Sale.** Bolt in roll bar will fit 996 sunroof coupe (possibly non-sun roof coupe also). The bar is in excellent condition with all mounting hardware included. Asking \$975. (prefer local pick up in CT area but will ship for actual cost). Contact David Mancini at 203-606-3876 or email: damancini@comcast.net **4-13**

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**For Rent. New Heated Garage Space.**

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

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

**WANTED**

**Porsche 911 Coupe or Targa.**

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





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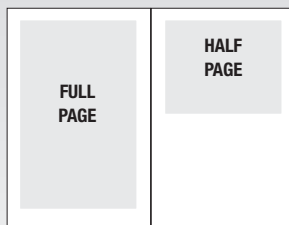
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Mike Odierna (203) 653-4173  
mikeo993@yahoo.com

### Cayman Registry Advocate

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

### Boxster Registry Advocate

Dennis Primavera (508) 224-1540  
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987 DFI (Box/Cay) '09-	\$1,095	Cayenne 2007- (all)	\$1,195
997 (all)	\$995	Carrera GT	\$3,995

### Turbo cars:

993 Turbo	\$1,549 Exchange
996 Turbo/GT2	\$1,549
997 Turbo	\$1,995
997 DFI Turbo	\$1,995
Cayenne Turbo	\$1,395
Cayenne DFI Turbo 2007-	\$1,395

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