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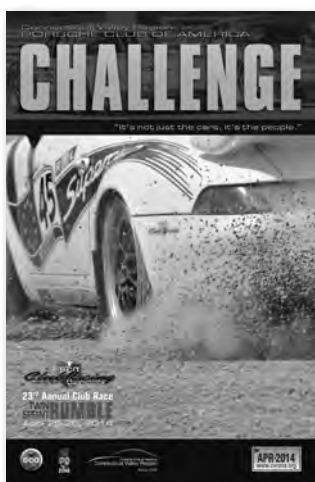
Features

- 52** Tech Session at The Hairy Dog Grrrage
- 57** Trailer Depot Monthly Meeting
- 63** Monthly Meeting at ED's Garage Doors/
Car Lifts Plus
- 70** 911+1=912
- 76** On the Road – The 24 Hours of Daytona

CHALLENGE

Newsletter of the
Connecticut Valley Region
Porsche Club of America





Cover Story

Just a not so subtle reminder that the annual CVR Club Race, the “TWIN-SPRINT RUMBLE” is coming up on April 25-26 at Lime Rock Park.

Kathy Cloud took first place in the “Action” category of this past year’s Photofest with this dynamically cropped image entitled “Playing in the Dirt”.

The #45 Porsche Supercup car putting a wheel onto the track apron just happens to belong to Kathy’s husband, and CVR Vice President, Steve Cloud.

Upcoming Events

- 9** April Monthly Meeting at SST Auto/Speedsport Tuning
- 11** May Monthly Meeting at Musante Motorsports
- 13** CVR Events Calendar
- 22** Drivers’ Education Winter Workshop
- 24** 2014 Drivers’ Education Schedule
- 22** CVR Club Race “Twin Sprint Rumble”
- 27** Full Day Advanced Drivers’ Education
- 28** New Member Activity Sampler
- 46** 2014 AutoX Schedule
- 50** Kent Falls Coffee Run
- 51** 2014 Coffee Run Schedule
- 62** CVR Spring Tour 2014
- 72** CVR Annual Peoples Choice Concours
- 74** CVR 55th Anniversary Celebration
- 83** CVR 2014 Fall Tour Preview

Departments

- 2** Cover Story
- 4** Editorial Staff
- 4** Contributing Writers and Photographers
- 5** Board of Directors
- 7** Membership Services
- 15** The Shore Line
- 19** Between the Lines
- 20** Activity Chairs
- 23** Emporium
- 25** On Track
- 31** Rally
- 37** Pylon Place
- 86** In The News
- 88** New Members & Anniversaries
- 91** The Mart
- 99** Advertising Rates and Specifications
- 100** Advertisers Directory
- 100** Special Interest Groups



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and illustrations: Editor

>>> **The CVR 2014 Spring Tour to the Turning Stone Resort Casino, in Oneida, New York on May 2 – 4, 2014 is right around the corner. If you have been thinking about registering, now is your last opportunity. See page 62 for details.**



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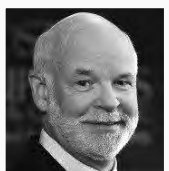
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Just log into www.pca.org. Click on **MEMBERSHIP** and select **MEMBER SERVICES**. Select any one of the four options in the drop down menu. Member Record, Renew Membership, Online Profile, Replacement Membership Card. By accessing this section, you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

PCA MEMBERSHIP RECRUITING

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

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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MONTHLY MEETINGS

Frank Sena, V.P. Programs

APRIL MONTHLY MEETING

Date: Tuesday, April 15, 2014

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

Our April meeting will be at SST Auto/Speedsport (www.speedsporttuning.net) in Danbury, CT on Tuesday, April 15th.

The Special Guest Speaker this month will be celebrity detailer, YouTube/DRIVE CLEAN star and Porsche owner Larry Kosilla, sharing some of his expert detailing tips with CVR members at this exclusive appearance. Larry is sought after to maintain some of the world's most valuable cars, and also has a global following for his expertise – a recent video installment on a Porsche barn find has garnered nearly 800,000 views! And when he couldn't find satisfactory products, Larry developed the revolutionary AMMO Car Care line.



In addition to Larry's presentation, 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, 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.

See you in Danbury!

Please check the CVR website (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 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 Special Guest Speaker: Larry Kosilla!

Please RSVP by April 2nd to cvrprogramvp@cvrpca.org with the number of people attending in your party. It helps with planning for seating and food.

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.



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MAY MONTHLY MEETING

Date: Tuesday, May 13, 2014

Location: Musante Motorsports
1257 John Fitch Blvd., Unit 12
South Windsor, CT 06074
www.musantemotorsports.com
Directions available on the website

Our May meeting will be at Musante Motorsports in South Windsor, CT on Tuesday, May 13th. (www.musantemotorsports.com). Musante Motorsports is a state-of-the-art 10,000 square foot full service shop for all Porsche models and a 9,000 square foot auto body partnership. Owner Chris Musante and wife Lisa have been avid Porsche enthusiasts since 1984 when they first owned, drove and competed with their Porsches in high speed driving events. Chris used his love of mechanics and his engineering background to further pursue his passion starting out by repairing local fellow Porsche enthusiast cars in his garage in Manchester, CT. The word spread, business increased, and Carrera Motorsports was opened in 1985. The name was changed to Musante Motorsports in 1989.

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

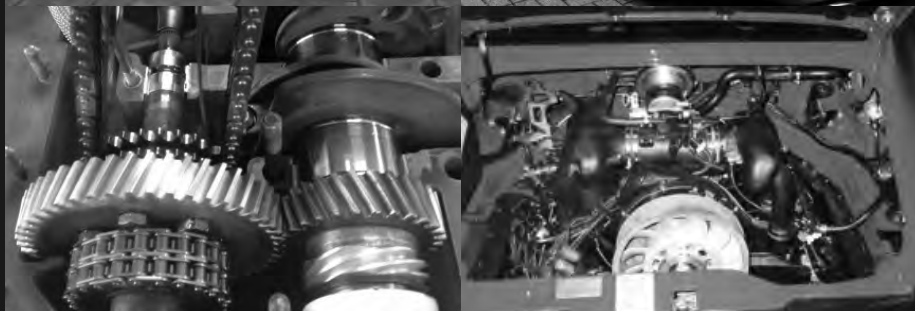
Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner compliments of Musante Motorsports.
- 7:30 – 8:00 pm CVR Programs, Welcome new members, upcoming events and activities.
- 8:00 – 8:30 pm Tonight's special guest speaker is Josh Vanada, General Manager, Thompson Speedway Motor Sports Park (TSMP). Josh will update us with the current status of the new TSMP track, facilities and activities for 2014. Don't miss it!

Please RSVP by May 2nd to cvrprogramvp@cvrpca.org with the number of people attending in your party. It helps with planning for seating and food.



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APRIL 2014

- 2 Close for ALL May 2014 *Challenge* business
- 7 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 12 Kent Falls Coffee Run 8:30 am
- 13 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 14 Drivers' Education, Lime Rock Park, CT (All Run Groups)
- 15 April Monthly Meeting at Speedsport Tuning, Danbury, CT, 6:30 pm
- 19 New Member Sampler, Crowne Plaza Hotel, Southbury, CT
- 24 Advanced Drivers' Education, Lime Rock Park, CT (before Club Race)
- 25 Advanced Drivers' Education, Lime Rock Park, CT (with Club Race)
- 25-26 Club Race, the *Twin Sprint Rumble*, Lime Rock Park, CT

MAY 2014

- 1 Close for ALL June 2014 *Challenge* business
- 2-4 Spring Tour 2014, Turning Stone Resort, Oneida, NY
- 4 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 5 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 10 Kensico Dam Coffee Run 8:30 am
- 12 Drivers' Education, Lime Rock Park, CT (All Run Groups)
- 13 May Monthly Meeting at Musante Motorsports, S. Windsor, CT, 6:30 pm
- 18 AutoX, LAZ Lot, Hartford, CT, 8:00 am

JUNE 2014

- 1 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 2 Close for ALL July 2014 *Challenge* business
- 2 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 7 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 7 Drivers' Education, Lime Rock Park, CT (Skid Pad)
- 8 Spring 2014 Rally, Southbury, CT
- 10 June Monthly Meeting at Dan Jacobs, LLC, Oxford, CT, 6:30 pm
- 12 Drivers' Education, Thompson Speedway, CT (Instructors and Black)
- 15-21 Porsche Parade, Monterey, CA
- 16 Drivers' Education, Watkins Glen, NY (All Run Groups)
- 17 Drivers' Education, Watkins Glen, NY (All Run Groups)
- 21 Zig-Zag Lower Connecticut Coffee Run 8:30 am
- 29 AutoX, LAZ Lot, Hartford, CT, 8:00 am

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.

SAVE THE DATE!

SPRING TOUR 2014

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

The Turning Stone Resort is a premier four-season, destination resort in Upstate New York, near beautiful Oneida Lake.

The resort offers world-class gaming, golf, entertainment, accommodations and spa facilities, and has earned AAA Four Diamond ratings for The Lodge, The Tower Hotel, and Wildflowers restaurant.

www.turningstone.com



THE SHORE LINE

by Gary Hansen, CVR President & Jennifer Hansen, Hansen Team Manager

Now that spring is finally in the air, members will find that CVR activities are blossoming right along with nature. Get ready to “start your engines”, because the wheels of CVR are beginning to roll!

It all begins with our first Drivers' Education event at Lime Rock on April 14th, followed quickly by the Activity Sampler on April 19th, then an Advanced Drivers Ed on April 24th, topped off with two days of Club Racing on April 25th-26th!

Our annual Club Race is a terrific competitive event, but the accent is always on “club”. After all, CVR's Club Race is typically the largest member participation / social event that we put on for members! It's an exciting weekend where club racers from CVR and PCA regions near and far test their racing skills against one another on a historic racetrack. You don't have to be a racer or a race volunteer to enjoy the action. Members are encouraged to come as race spectators. Bring the family, bring friends; admission is FREE and there is exciting action on the track Friday and Saturday. So head on out to Lime Rock Park and watch some great cars and talented drivers perform all day long! I'm sure everyone will enjoy the sights and sounds of this very special motorsports event.

My article in last month's *Challenge* hinted at some special plans in the works for the celebration of CVR's 55th anniversary. Well, I'm happy to report that lovers of old cars, beautiful cars,

fast cars, and collectible cars (and doesn't that pretty much describe everyone in CVR?) are in for a real treat. Circle your calendars for Labor Day Weekend and plan to be at Lime Rock Park on Sunday or on Sunday and Monday for

Circle your calendars for Labor Day Weekend and plan to be at Lime Rock Park on Sunday or on Sunday and Monday for a very unique celebration of our region's 55th anniversary.

a very unique celebration of our region's 55th anniversary. Every year on Labor Day Weekend, Lime Rock Park hosts a Vintage Racing Festival that includes an incredible “Sunday in the Park Conours” and fantastic vintage racing on track on Monday. To celebrate our 55th anniversary, CVR members have an opportunity to attend the Sunday in the Park Concours and the Monday Vintage Racing for only \$55 for the two days. BUT WAIT! That's not all. The \$55 ticket price includes special Porsche Parking, a buffet luncheon on Sunday, and all-day access to a private tent with seating and complimentary water both days. BUT WAIT! We're not done yet. On Sunday, CVR attendees will be treated to a private presentation (under the tent) by



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Ron and Elly Schmid with some of their favorite things at their Connecticut farm.



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



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racing legend Sir Stirling Moss and his lovely wife, Lady Suzie Moss. The gate entry, parking, tent, luncheon, and the celebrity presentation represent a \$120 value for which CVR members will pay only \$55. But WAIT! Yes, there's more: commemorative gifts, and raffle prizes. And, for all our racing fans who will

plan to be back on Monday for the on-track action, you can choose to purchase a special VIP boxed lunch for your dining pleasure under the tent or to take with you to your favorite viewing spot around the grounds. An offer like this can't last forever, and it won't. CVR's Special Events team is working out all the details with Lime Rock Park. Look for ordering instructions in next month's issue of *Challenge*. To take advantage of the special \$55 anniversary price you will need to purchase your tickets through the Lime Rock Park website between May 1st and July 1st. (Tickets might still be available after July 1, but the price will start at \$75).

I look forward to seeing you at our many meetings and events between now and the Labor Day anniversary celebration. Happy motoring! Happy Spring! 🏁



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BETWEEN THE LINES

Shelley Krohnengold, *Challenge* Editor

ONE FROM THE ARCHIVES...

It is a little known fact, but not every one of Ferdinand “Butzi” Porsches’ designs were ultimately as successful as his concept for the vehicle we all enjoy driving today.

After he saw Englishman Donald Campbell set a new water speed record of 325.09 kph (202 mph) in 1955, Butzi decided to create a radical watercraft to bring the speed record “back home to Germany where it rightfully belonged”.

Working in secrecy, Porsche and engineer Dr. Ernst Fuhrmann developed a radical marine engine based on the type 547. A four-cylinder boxer design, displacing an enormous 11.3 liters.

Even more astounding than the engine was the propulsion system that they devised. In a complete break with Porsche tradition, they decided to “pull” rather than “push” their craft through the water utilizing the unique Reisend Super-Wirbel (Rapid Super-Swirl) bow-puller concept.

In early 1957 they brought their design, nicknamed Wirbelnde Démon (Whirling Demon) to Lake Möritz in northern Germany for testing, having retained the eclectic gentleman boat racer Fartweig “Quacky” Kügelgen to pilot the Démon on her shakedown.

After several low speed test runs, Kügelgen resolved to see how she would handle at speed. Though Porsche and Fuhrmann cautioned him to take it easy, Kügelgen ignored their advice and gave it full throttle on his next run.

After first downing several glasses of Bassermann Trocken Jesuitengarten he roared away from the dock in a huge cloud of spray and exhaust screaming “Geh mir aus dem Weg, Stinkende Fisch!” (Get out of my way stinking fish). Regrettably, the wind had picked up during Kügelgen’s refueling stop turning the previously calm lake surface into a full-blown whitecapped hell.

When last seen, Quacky was clocked at over 356 kph before being vaporized. Despite frenzied rescue efforts, no trace of Kügelgen was ever found.

Sadly, all photos, films and negatives of the Wirbelnde Démon were destroyed in a wine cellar flooding disaster at the Chalet Porsche in Salzburg.

Fortunately for us, before the first test, Porsche had given an interview to a young writer named Ralph Nader and an illustration of the Démon was used on the *Popular Science* April 1957 cover. Happy Spring!

—cvreditor@cvrpca.org



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

SAVE THE DATE

TWIN Sprint RUMBLE



Presented by
Danbury Porsche
The Connecticut Valley Region Club Race

UNMUFFLED at Historic Lime Rock Park!

April 25-26, 2014

Photo: John Karam

Check the CVR Website for registration
opening date: www.clubregistration.net

REGISTER EARLY! Events sell out fast...



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Race Registrar: Jennifer Hansen
Race Director: Bob Bradley

race.volunteers@cvrpca.org
race.registrar@cvrpca.org
race.director@cvrpca.org



Advanced DE Thursday, April 24th (noise restricted)
Advanced DE Friday, April 25th (Unmuffled after 10 am run)
DE Registrar: Susan Vaccaro – Email: dereg@cvrpca.org
Note: Lime Rock's 88 dB noise limit in effect for Thursday DE

PORSCHE EMPORIUM

Peter & Janica Shafer



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Connecticut Valley Region

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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.

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2014 DRIVERS' EDUCATION SCHEDULE

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

* Minimum experience 5 days in White.

LRP - Lime Rock Park | WGI - Watkins Glen International | TSMP - Thompson Speedway Motorsports Park
All information on this Schedule is accurate at the time of printing. Please remember to check the CVR Website for the most up-to-date information.

ON TRACK

Dave Vaccaro, VP Driver's Education



I don't know about you but I am ready for some 80 degree days and some seat time at the track. By the time you get this month's article, hopefully all of the snow and ice has melted away and we've had some rain to clean the roads off of all that salt and sand and whatever else they put down on the road.

We will have completed our first event of the year with our DE Winter Workshop held in March. I will follow up with the particulars next month since this article's deadline is before we have the event.

With the approaching DE season coming up for us here in New England, some of you were fortunate enough to have gone down to Sebring, Florida for some warmer weather and track days with other clubs. The PCA event at Sebring always seems to be a big draw for Connecticut DE drivers and club racers. It's always a nice break in the middle of winter to get in some t-shirt wearing weather. Most all of our local shops go down to Sebring for their customers, from full-on race support to DE track support, so next year, if you just can't wait until the weather breaks to get on the track, there is always Florida for the cold months. Plan ahead and ask your shop about transportation and track support for some winter time driving.

Back to reality in the cold, snowy North East—we have all of our days posted for this year and as I write this month's article, registration has opened up for our first driving event of the year, April 14th at Lime Rock Park. The sign up was what we expected—very fast, with everyone anxious to get back to the track. If that's a sign of the year ahead, that's great.



Remember, we have the new track this year at Thompson Speedway. The track will have a similar car count capacity as what we have for LRP, so remember to sign up early to guarantee yourself a spot to be one of the first to drive the new Thompson DE road course. I look forward to seeing you all soon—old friends and new. Be safe, have fun. 😊

Dave

>>> Thompson Speedway Paddock and Garages

CHALLENGE

April 2014 25



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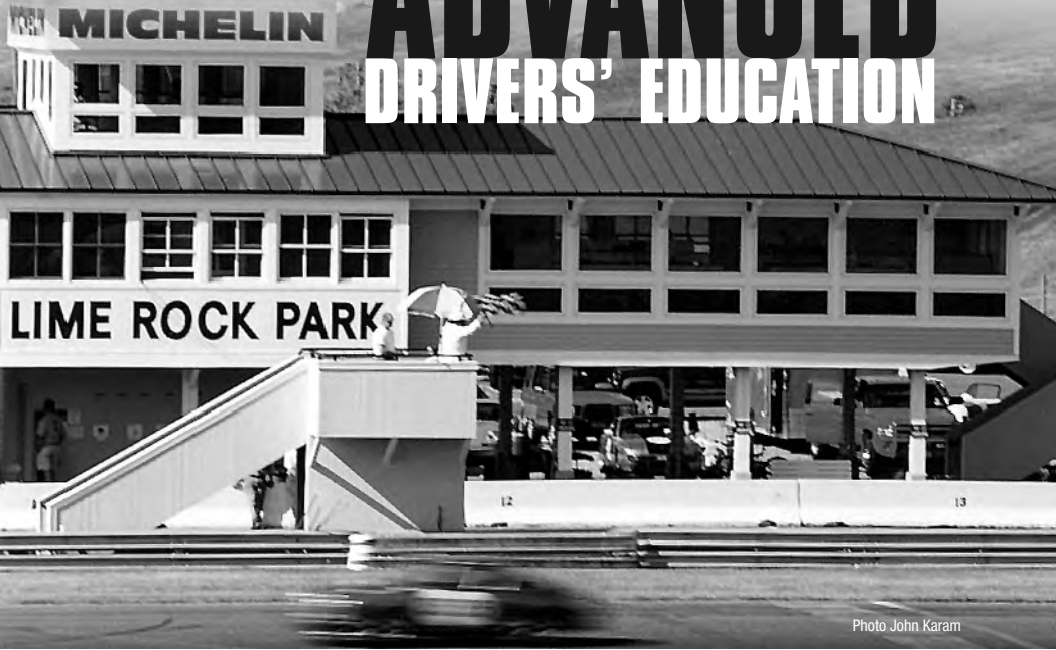


Photo John Karam

at LIME ROCK PARK Thursday, April 24, 2014

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

Check CVR Website for registration dateswww.clubregistration.net

Questions: Dave Vaccaro.....cvrdevp@cvrpca.org

DE Registrar: Susan Vaccarodereg@cvrpca.org

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!

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Website



Concours



Driver
Education



Club
Race



Autocross



Programs



Special
Events/
Social



Community
Service



Rally



Membership



Challenge



Tour



Saturday, April 19th 2014

8:30 am - 12:00 pm

Heritage Hotel, Southbury, CT

Questions?

membership@cvrpca.com

The agenda for this year's Sampler includes welcoming comments by CVR President, Gary Hansen and information sessions hosted by activity chairs from Drivers' 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.

We look forward to seeing you!



**NEW MEMBER ACTIVITY SAMPLER REGISTRATION FORM
CROWNE PLAZA HOTEL, SOUTHBURY, CT
APRIL 19, 2014**

\$35.00 Per Attendee (Free if under the age of 18)

Please RSVP by April 11th, 2014

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Names of others attending with you: _____

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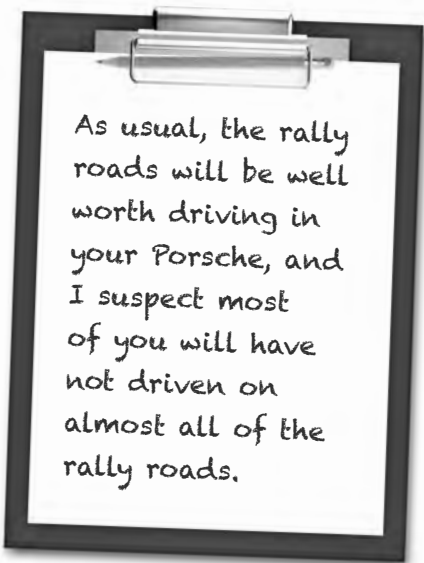
RALLY

Lon Hultgren, Rally Chair



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

The Rally route and starting venue are now set for the Spring 2014 Rally, and it is time to reserve the 8th of June for a great romp through the Towns surrounding Newtown. As usual, the rally roads will be well worth driving in your Porsche, and I suspect most of you will have not driven on almost all of the rally roads.



The starting place will be the Starbucks in the Southbury Green Plaza at 775 Main Street S. in Southbury. At the finishing restaurant, also in Southbury, you will be able to have lunch whilst we score the rally and give out the rally participation and winner's

prizes. Please use the registration form that appears here in the *Challenge*.

As noted in last month's rally column, this rally will consist of two parts. Everyone will participate in the Poker Run where each team will draw a card at each checkpoint and compete for the highest poker hand. In a second entirely optional part (for those who want to do a little gimmick rallying as well as the Poker Run), one leg of this five leg rally will have interpretable instructions and coursemarkers that will allow rally teams to compete on this one leg for a separate prize based on the correct interpretation of the instructions (and solving of the gimmicks/puzzles for this leg). Because most of this rally is just driving from checkpoint to checkpoint, it will be a little longer (miles driven) than the recent 2013 rallies, but everyone should finish easily by 1:00 PM.

Incidentally, your rallymaster got very lost in setting up the rally route, so I would highly recommend you bring and use your GPS for this event... if nothing else, to be sure you know what road you are on at all times. I got lost because a bridge was out on one of the roads I selected for the rally and the detour put me on roads that had the same names but were in a different Town (on the rally route), so it took me a while to figure out exactly which road in which Town I was on. Not to worry — the

rally route no longer uses this road. It only cost me about an hour — an occupational hazard of picking the route from maps instead of local knowledge. (We also drive the rally route a day or two before the event looking for just this type of unforeseen problem.) We will also provide GPS addresses (as close as we can) for each checkpoint — so if you just want to beeline between checkpoints, you can do that as well.

Due to start/finish constraints, we probably will have to limit the number of rally teams to about 25, so please

register early if you want to assure your spot for the event.

Because there are a lot of checkpoints to staff on this type of rally, we need lots of club members to help put on this event. If you have not already volunteered, please email:

Rally@cvrpca.org.

See you soon.

Lon Hultgren
Rally Chair



The June 8th event will be a Poker Run (non TSD) with one short leg set up as a mini-gimmick rally. PCA members only. 18yrs. minimum age for drivers (no age requirement for navigators/passengers). Drivers must be licensed and all participants must sign a waiver. See Registration Form on adjacent page.



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Registration Form

CVR Spring 2014 Rally – Sunday, June 8, 2014

This Rally will be a Poker Run (non TSD) with one short leg set up as a mini-gimmick rally. PCA members only. 18yrs. minimum age for drivers (no age requirement for navigators/passengers). Drivers must be licensed and all participants must sign a waiver.

Starting Location: Starbucks in the Southbury Green Plaza, 775 Main Street S., Southbury, CT.

Finishing Location: A nearby restaurant in Southbury. *These will be confirmed and communicated to all participants.*

Starbucks opens at 6:00 AM and a registration table should be ready by 8:00 AM for registration. Drivers' instructions will be given to rally teams at the time of registration (before 9:00 AM) and rally teams will be able to start any time after 9:00 AM. *Due to the amount of pre-course set-up, this event will be rain or shine.*

Registration Fee: \$30. Includes participation and winner's, prizes, but not food. Breakfast and lunch will be available at the starting and finishing venues.

Registration Deadline: June 2, 2014. Preregistration is required.

Participants: Driver: _____

Navigator: _____

Mailing Address: _____

City, State, Zip: _____

Phone(s): _____

Email: _____

PCA Membership #: _____ (only one required)

Car to be driven in the rally: Make/Model: _____ Color: _____ Year: _____

Rally participation: (please check) Poker Run Gimmick Leg Both

Email Gimmick Leg General Instructions? (please check) Yes No

Please mail this registration form with a check for \$35 made out to "CVR-PCA" by June 2nd to:

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

Entries received will be confirmed by email.

Email contact: Rally@CVRPCA.org





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**BE PART OF THE ACTION FOR CVR's ANNUAL CLUB RACE
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Volunteers are needed to help make our **2014 "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 25th and/or Saturday, April 26th).

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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PYLON PLACE

Paul Kudra, Autocross Co-Chair



WELCOME TO THE NEW AGE!

April 13th will see a radioactive mutation of Driving to the Edge. CVR's first AutoX event of the 2014 season will still have focused *AutoX-U* driving instruction at its core but now there is a new element, and you are holding it in your hands. For the first time ever we are publishing the actual course map ahead of time!

The catalyst for this radical change was a simple question. What's the difference between AutoX and Drivers Education events? Both are amazingly fun, both use the same driving skills, both are exciting, both are fast in their

own ways. Ahhhh... but a big difference is that the course is harder to visualize at an AutoX event. DE events are held at our favorite tracks like Lime Rock and once you enter the track you can't actually go the wrong way. That's good,

>>> The chalk outlines are a big help in seeing the course. This is the view entering the 150 foot diameter skid pad for the April 13th AutoX. The group is gathered at the start line, finishing the AutoX-U class and getting ready for an instructor lead course walk. Field trips are always fun!




and bad. Good because it's easier to focus on the turn-in, apex, and track-out points for each corner. Bad because you don't get to build your repertoire of different corners and the associate learning that brings as quickly, and because you can use seeing the road so

pick-up key driving skills before you even arrive at the event. When you do arrive on April 13th you will be a step ahead and ready to advance further with the driving skills featured at *AutoX-U* that day... and on having a blast! Definitely nuclear!



easily as a visual crutch. Now, starting with this issue of *Challenge*, all that has changed! Read the accompanying *AutoX-University* lessons and follow along on the course maps on the next pages and you are already starting to

So, now that you can learn the April 13th course in advance, you can have even more fun at the event! You can focus more on the AutoX-U lessons that the course was specifically designed to emphasize and really advance your driving skills. Dress for whatever weather the day may bring, we run rain or shine, wet skid pads are a blast! See our "cvrpca.org/on-the-track/autocross" web site for other helpful tips and for directions. We hope to see your radiant smile at 8:00am in Hartford at 8:00am for registration and to walk the course. Welcome to the new age! 

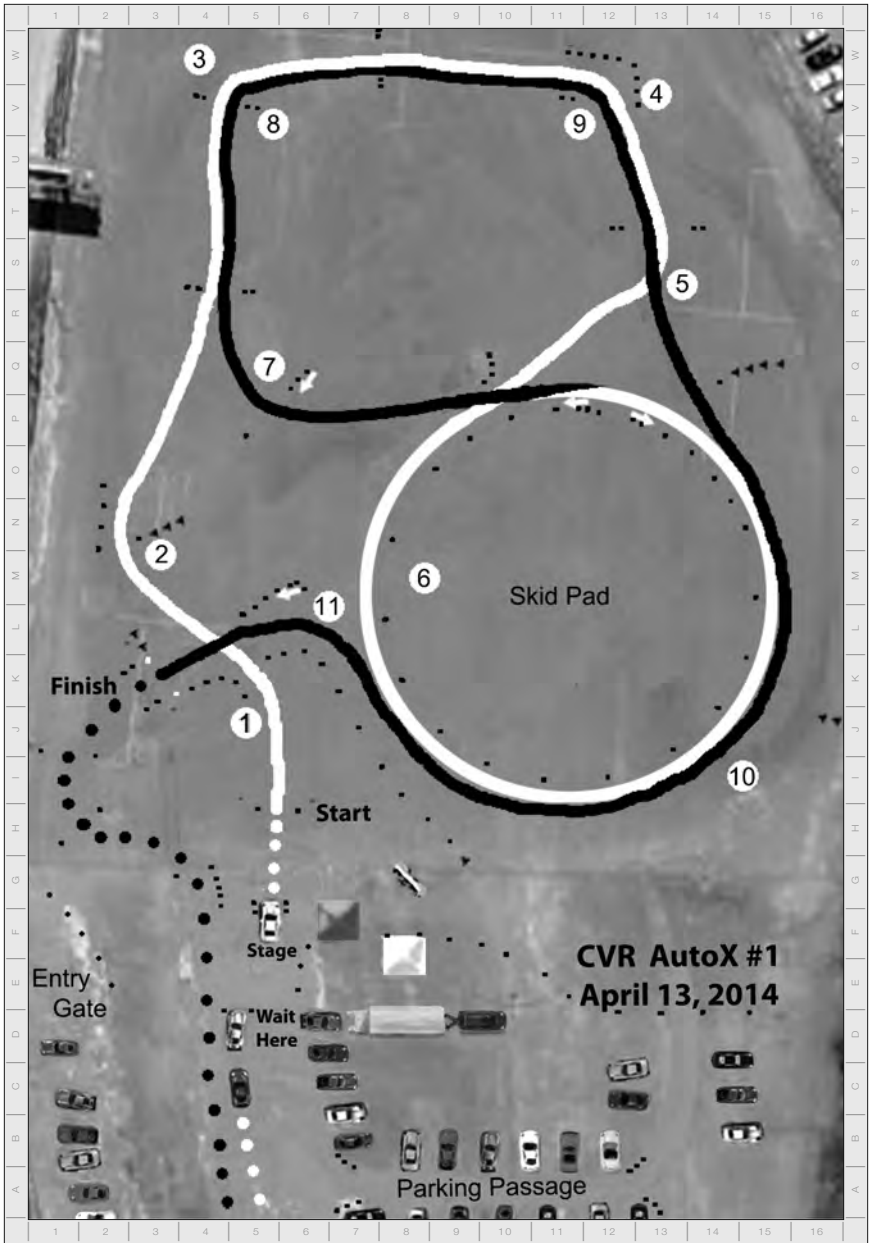




>>> The same spot on the skid pad as the above photo (but viewed from near the front of the white trailer looking back onto the course). Here an *AutoX-U* Instructor is giving a demo run. Field trips are really fun this way! (above)

>>> That “sea of cones” thing was so last year! The new age has arrived just in time to make this actual photo of the April 13th course sooo much easier to drive.





START HERE! From the Start gate (where the timer starts) follow the numbers and the white line from corners 1 to 6 (counter clockwise around the skid pad until you see the white arrow at turn 7 as a landmark to exit the skid pad). Then follow the black line from turn 7 back to the skid pad, drive clockwise around it this time until you see another white arrow at turn 11, then you are at the Finish “gate” where the timer stops. Watch your times fall as your driving skills rise!



PRACTICE HERE! Look at the little black dots (which are really the orange pylons defining the course) and “drive” the course with your finger until you have it down cold. Making tire and engine sounds is allowed. Chalk outlines and arrows guide you around and help you learn visual driving skills at a rapid rate. The course was designed to shift into 2nd gear around turn 2 then to keep it in 2nd to the end so that you can concentrate on the two featured driving skills for the day (see the AutoXU-2Go article).

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AutoX-U

GO



AutoX-University 2.0

Decades of AutoXing passion was distilled into 14 essential driving skills and launched the **AutoX-University**. Classes are an integral part of each CVR AutoX event, where the course is specifically designed as the perfect place to master two of these skills. As a further refinement of the curriculum, call it **AutoX-U 2.0**, you now get a preview of the actual course and the two skills to be featured at the next event! When you arrive at the AutoX you will already know the course and will have the keys to unlocking its speed!

Vision and Cornering are the featured driving skills for the April 13th AutoX-U. To get the most out of the event, let's explore the theoretical and pragmatic side of each of these skills.

VISION (AutoX-U Skill #5)

1) Your car goes where you are looking.

Tip: don't look at the thing you don't want to hit, look where you want to go to avoid the thing!

2) Look ahead.

Tip: In AutoX, like in DE, positioning your car allows you to perfect "the line" and thus to be smoother and faster through each corner. By looking two corners ahead you will automatically exit the current corner in a way that that positions you well for the next.

3) Focus on the "defining" cones.

Tip: "defining" cones are the ones that constrain your car from going any faster through the corner. Said another way, you could remove all of the other cones and your time would not be affected. By

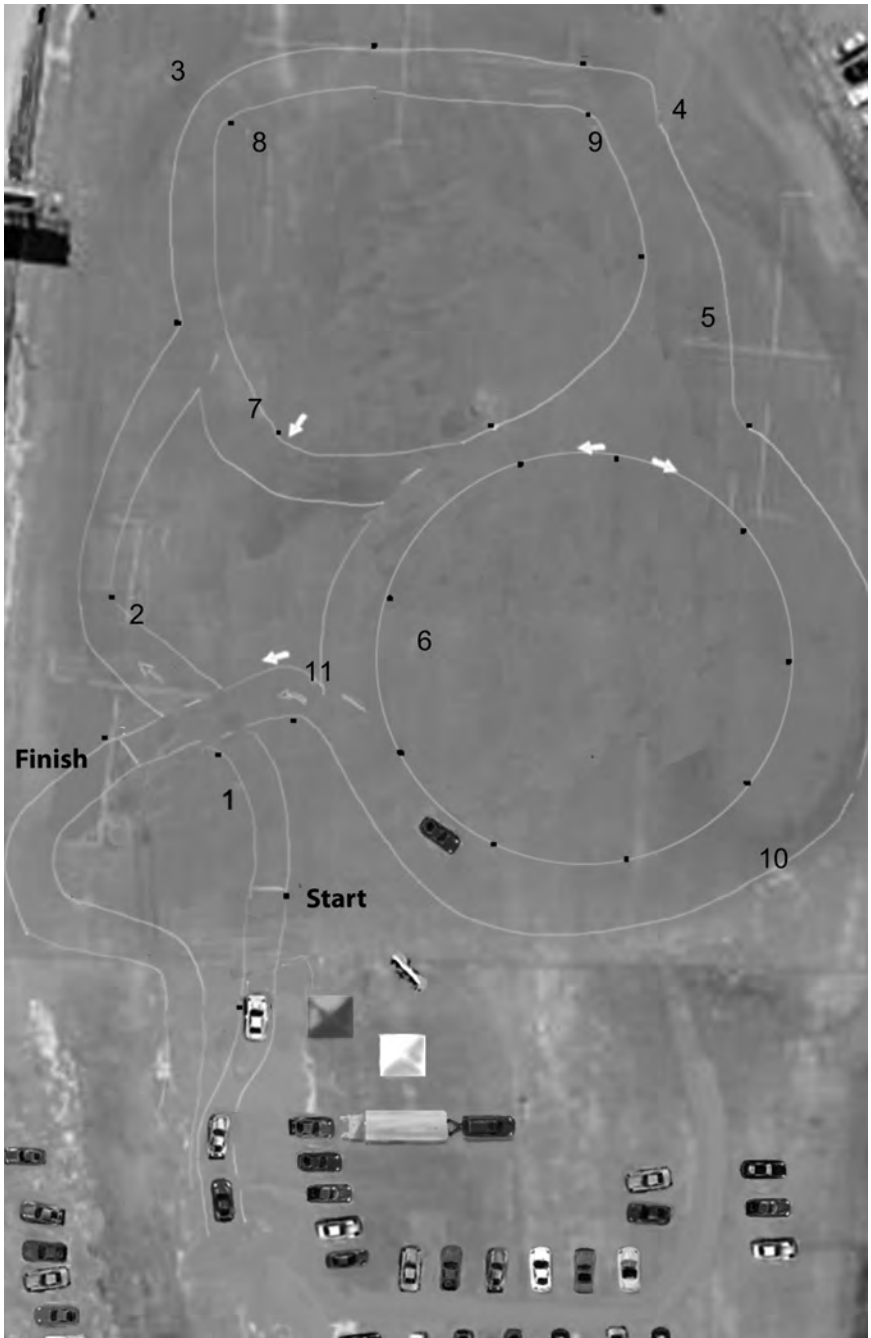
focusing on only the defining cones you just simplified the 128 pylon "sea of cones" for the April 13th course down to only 15 cones plus 9 for the skid pad. Wow that's a lot easier isn't it!

4) Think of where you want to look.

Tip: Your eyes will look where your brain tells them to, then your car goes where you ____ (this is your first quiz for the season!).

In summary, before you arrive at a corner, you are already looking at the next defining cone and thinking ahead to the defining cone after that.

>>>continued on page 45



The AutoX-U version of the April 13th course map, showing only the really important “defining” cones. Simpler and faster!

Let's apply this to the April 13th

AutoX-U course:

□ At the staging line look at the next defining cone, which is the right side of the start gate, but already think about the defining cone for turn 1. By the time that you actually arrive at the start line your eyes will be pre-programed to quickly spot the turn 1 defining cone and your brain is already thinking ahead to the defining cone for turn 2.

□ Before you arrive at turn 1 you have already spotted the turn 1 defining cone and committed to a trajectory that will place your tires within inches of it. You are already looking at the defining cone of turn 2.

□ Before you arrive at turn 2 think ahead to turn 3 way-down the other end of the course! What happened to the

defining cone in between you ask? Since it's really just a straight-away that middle defining cone is more of an obstacle to avoid on your way to positioning yourself for the critical turn 3. So just look to the right of that middle cone but focus on good positioning going into turn 3.

□ Before going into turn 3 spot the exit cone (called the "track-out" cone) on your left and think about the exit of turn 4. By looking ahead you should spot the turn 4 cone by the time you are approaching the turn 3 track-out cone.

□ Repeat this two-cone-ahead approach around all eleven corners and you will have mastered this key skill and no doubt will have a quick time to prove it.

CORNERING

(AutoX-U Skill #12)

Fast lap times are all about "Driving to the Edge"! Not over the edge, not under the edge, just to the edge. This is a lot easier said than done because the window between those can be very small.

1) Straighten out the corner for maximum speed.

Tip: The less you have to turn your steering wheel to get through a corner the faster you will be able to go. Turn your steering wheel the bare minimum at the entry of a corner and hold this same angle all the way through the entire corner; from the "turn-in" point to the "apex" to the "track-out" exit point. This will make the biggest arc through the corner and allow the fastest speed. For fast sweeping turns, turn-in rate is usually done with "slow hands" so as not to upset the balance of the car and spin. For sharper turns, this is

usually done with "quick hands" to purposely upset the balance and summon up just enough oversteer to cancel out the understeer found in virtually every car; yes that includes 911s. If you find yourself changing the steering angle throughout the corner, you are likely not looking/thinking far enough ahead. Minor steering movement to compensate for bumps and "un-winding" the steering wheel angle as you build speed on the exit is a refinement that will help shave off even more time.

2) Cutting down distance trumps speed.

Tip: In general, the more distance you can shave off the course by taking a tighter line through the corner and being within inches of each defining cone, the quicker you will be. Fight the feeling that because you are traveling faster it must be quicker...it isn't! Here's the big problem with this premise; it's a paradox

AutoX Schedule



Jim Jannette

2014 AutoX Schedule

Event Date

- | | |
|----|---|
| 1 | AutoX #1 – Sunday, April 13, 2014 |
| 2 | AutoX #2 – Sunday, May 4, 2014* |
| 3 | AutoX #3 – Sunday, June 1, 2014* |
| 4 | AutoX #4 – Saturday, June 7, 2014* |
| 5 | AutoX #5 – Sunday, June 29, 2014* |
| 6 | AutoX #6 – Sunday, July 20, 2014* |
| 7 | AutoX #7 – Sunday, August 10, 2014* |
| 8 | AutoX #8 – Saturday/Sunday, August 23-24, 2014 — Zone1 Autocross |
| 9 | AutoX #9 – Sunday, September 14, 2014* |
| 10 | AutoX #10 – Sunday, October 5, 2014* |
| 11 | Friday, October 24, 2014 — Championship Celebration Powered by Hoffman (points determined from your best 4 of the first 7 events) |



*Date to be confirmed, check the CVR Website.

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

with the above premise. To balance these two opposites is both the joy and the bane of driving fast at AutoX and DE events. Get it right and it's "the perfect lap" get it slightly wrong and you will wonder why the time "just wasn't there today"!

3) Steering with the throttle is faster than just steering with the wheel.

Tip: Start driving around the skid pad until you find the "goldy locks" steering wheel angle. One that's "just right" to hold a tight line next to the cones at a steady throttle. Now add a little more throttle, and a little more, until against your desires your car "pushes" (understeers) wider and wider. Your first reaction will be to turn the steering wheel more, but you quickly discover that it does not correct the situation and just makes louder and louder groaning sounds. You find the car now 5-10-15 feet away from the cones adding massive amounts of extra distance and your time is reflecting it. Now you are ready to learn "throttle steering". Return your steering wheel back to the goldy locks position and... gasp!... actually back off the gas pedal right in the middle of the turn! Don't remove the throttle all at once, just back off to about the goldy locks position. Suddenly as if by magic, you will find the car has returned closer to the cones where you wanted to be all along. If it is heading too close to the cones then don't touch that steering angle, just add a little more gas and again like magic your car heads outwards again. All of this throttle steering is your car's reaction to how much weight you are taking off or putting on the front tires by accelerating or decelerating. As you

first practice this, expect to "saw away" at the throttle in coarse movements of about 25-35% of the pedal travel. As you master this, the movements will get smoother and be almost unperceivable.

The April 13th course was designed around the skid pad as the featured corner. It will allow you to explore and refine throttle steering in a safe environment and give you ample opportunity to learn this key driving skill. The course also lets you learn how to quickly transition into the skid pad, right up to the maximum cornering point. This transition happens twice, as you enter the skid pad from turn 4/5

The April 13th course was designed around the skid pad as the featured corner. It will allow you to explore and refine throttle steering in a safe environment and give you ample opportunity to learn this key driving skill.

and when you enter in the opposite direction from corner 9. Once you have the feel for this transition, take this to the extreme when you exit the skid pad! Purposely lift off the gas "too much" to induce a tail wig-wag oversteer that will help you quickly navigate the exit points going into turns 7 and 11. Now that is radioactive fun!

Now that you know the April 13th AutoX course and how to utilize the key driving skills to go fast on it, all you have to do is enjoy the fun part... actually driving it! See you in Hartford on April 13th.

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For more information contact John Karam at:
Yearbook@cvrpc.org. Send your ideas too!



John Karam

COFFEE RUN

James Ball, Coffee "Runmeister"



THE SECOND ANNUAL KENT FALLS COFFEE RUN

Finally! The first Coffee Run of the 2014 driving season is here, scheduled for **Saturday, April 12, 2014.**

We will meet in Stamford at about 8:30 a.m. to sign in, and after a brief



driver & navigator meeting, we will be heading northward over some beautiful scenic Connecticut back-country roads

on a journey to Kent Falls State Park. The distance from Stamford to Kent Falls is approximately 100 miles and the return route approximately 60 miles.

Kent Falls is a series of waterfalls on Falls Brook in the park, a tributary of the Housatonic River. The falls drop 250 feet in under a quarter mile. The largest cascade drops more than 70 feet into a reflecting pool, before traveling over the lesser falls. There is a walking trail that runs upward along Falls Brook giving a spectacular view of the falls. It is not a difficult walk, but the stairs are quite steep.

The town of Kent is five miles south of Kent Falls State Park and offers some nice galleries and shops to browse.

Final details are still being worked out, please check the CVR website for additional information. 🌐

Date: Saturday, April 12, 2014

Arrive 8:30 am

Departure will be at 9:00 am

Starting Point: Starbucks/High Ridge Center, 1089 High Ridge Road, Stamford, CT 06905

Route of Travel: North thru Fairfield and Litchfield counties to Kent Falls State Park, Kent, CT

Lunch Stop: Details are still being worked out, check the CVR website or contact: **James Ball – jamesballchimney@aol.com**



Photos James Ball

>>> Photos from last years Kent Falls Coffee Run—no matter what you drive—Boxster, 356, 911, 944, 928, 968, 914, Cayman, Cayenne... all Porsche models are welcome!

To help you plan the rest of your year, the following is our schedule of Coffee Runs for the rest of 2014.

James Ball, our Coffee Run Activity Chair, has put together a very ambitious plan with five Coffee Runs scheduled for the upcoming season.

Coffee Runs are half-day events, held Saturday or Sunday mornings, where participants drive on scenic country roads as a group. There is a driver/navigator meeting where detailed directions are provided and any last minute changes are discussed. Runs are held in Connecticut, New York and Massachusetts.

All Coffee Runs begin with an 8:30 am drivers' briefing at the Starbucks at High Ridge Center, 1089 High Ridge Road, Stamford, CT 06905, on the far right side of the parking lot, and depart for the first leg of the run at 9:00 am. Printed directions are provided.

Please remember to check the Events Calendar on the CVR Website www.cvrpca.org for more information, any schedule changes or updates.

We look forward to seeing you there. For any questions, please contact James Ball at:

jamesballchimney@aol.com

—Ed.

2014 Coffee Run Schedule

Run	Date	Details
#2	Saturday, May 10, 2014	Kensico Dam Coffee Run
#3	Saturday, June 21, 2014	Zig-Zag Lower Connecticut Coffee Run
#4	Sunday, July 13, 2014	Wind Mill Coffee Run
#5	Saturday, October 25, 2014	3rd Annual Bear Mountain Coffee Run <i>The route for this very popular Fall event, will take us 70 miles to Bear Mountain for some great scenic driving and 52 miles back to the starting point.</i>

TECH SESSION

Todd Drury, Story and Photography

REPORT

On September 14th, 2013 Dan Jacobs of Hairy Dog Garage was kind enough to open his doors and give us a 101 class on the mysterious and troublesome IMS bearing. And what a great class it was.

Dan started out by demonstrating on a dismantled block so we could see where the actual bearing sits in the case and how if

functions. Dan also spoke on the history of the IMS bearing, when it was introduced and its many incarnations.

We then gathered around a Boxster about to have its IMS bearing replaced. We watched and asked questions as Dan's team removed the existing bearing and installed a replacement bearing from LN Engineering.

Here are some points from Dan for those who were not able to make the class. It appears that the cause for the premature bearing failure is that it is a sealed bearing submerged in a bath of high temperature oil. This continuous exposure to the heat and oil causes the seals to give way and the oil makes its way into the bearing, washing out the grease packing. Being a sealed bearing, it is not intended to run in oil and eventually fails. One fix for this is a replacement bearing manufactured by LN Engineering LLC, as shown in this particular example. The LN Engineering bearing

Hairy Dog Garage/Daniel Jacobs LLC September 14, 2013 Intermediate Shaft Bearing Failure



is not sealed and is built with ceramic balls intended to be exposed to both the temperatures and oil bath. The LN replacement bearing is a wear item and is intended to be replaced every 50,000 miles.

So, who needs to be worried about this bearing and which Porsches are affected? The good news is that 911s built from 2009 and later and all GTR3s and Turbos do not have an IMS bearing, so they are exempt from the problem. Porsches with the highest failure rate include Boxsters and 911s built between 2001 and 2005 due to a single bearing

design. Believe it or not, IMS bearings in cars built before 2001 ½ can fail but at a lower failure rate because of a double bearing design.

So who needs to be worried about this bearing and which Porsches are affected?

To date, Dan has not encountered any bearing failures on 997 911s from 06 and later. In 2006, the IMS bearing was enlarged but still maintained the sealed bearing design. It is

very expensive to do a proactive bearing replacement on these cars as the new bearing size is larger than the hole in the case and can only be removed when the engine is dropped and disassembled to access the bearing from the inside.

The next obvious question is, are there any indications that would predict bearing failure?

According to Dan, there is no evidence that suggests driving style, service history or mileage have any impact on the bearing failing. Failures seem so completely random there is no way of predicting when it will





>>> The IMS removal tool shown in place



>>> Force is applied to the tool to extract the bearing



According to Dan, there is no evidence that suggests driving style, service history or mileage have any impact on the bearing failing. Failures seem so completely random there is no way of predicting when it will happen.

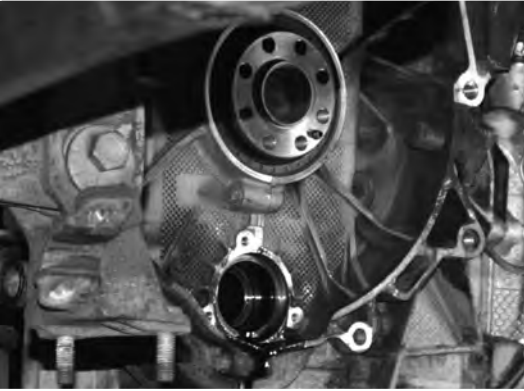
happen. One thing for certain is that the occurrence of failure among the 2001 thru 2005 cars is on the rise.

The last factor in determining if you should replace this bearing is the

cost of not acting. With 911 replacement engines around \$20,000 or more, it seems a no brainer if you plan to hold on to your car for the long term. Spending \$20K to repair a car worth

between \$20K and \$45K is a tough pill to swallow. In fact, some of these cars are just being parted out after engine failure because the math just does not work. On the plus side, a replacement bearing is essential to higher resale value as educated buyers are aware when looking to purchase one of these models.

Thanks again to Dan and his knowledgeable team for putting on such an amazing tech session. 🙏



>>> Bearing has been completely removed and motor is ready for installation of upgraded parts

>>> Replacement bearing



>>> Dan Jacobs fields questions from CVR members



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MONTHLY MEETING

January Monthly Meeting @ TRAILER DEPOT



Saturday January 18th marked the kickoff of the 2014 CVR event season as we returned to The Trailer Depot venue for our monthly meeting. With the holidays behind us, it was obvious that the CVR membership was eager to start “thinking Porsches” again as the meeting was very well attended and abuzz with excitement.

Our host Mike Duhamel had the venue all set for the membership. Those who attended were treated to the “always delicious” Chip’s pancakes provided by George Chatzopoulos

while they socialized about Porsches and trailers. And speaking of trailers, on display was a beautiful custom example that just happened to be built for CVR member John McMahon.

Story **Jeff Coe**

Photos **Gary Danis**

The display trailer illustrated the configuration options you can exercise when building one to meet your own needs. If you are in the market for a trailer, The Trailer Depot is certainly a great place to find or build exactly what you are looking for. After Mike provided attendees with an overview of the display trailer, the program continued with updates from the various chairs and concluded with our raffle.

The Trailer Depot continued their generous ways by donating a few gift certificates for the raffle and were joined by CVR members Peter and Janica Shafer who donated a detailing certificate from Wallingford Porsche. A great time was had by all. We look forward to seeing you at a future event. Stay warm for now and remember, Spring will be here soon! ☺



Clockwise from top:

>>> Trailer Depot's Mike Duhamel

>>> CVR Past President Jeff Jones with CVR VP Drivers' Education Dave Vaccaro

>>> Frank Sena, CVR VP Programs

>>> Jeff Jones handles MC duties for the evening



MONTHLY MEETING

February Monthly Meeting @ ED'S GARAGE DOORS WITH CAR LIFTS PLUS

Story **Todd Drury**

Photos **Star Lorenzi**



Considering the major snow storm of February 18th, we had an amazing turn out—clearly, members are tired of old man winter and are going through some serious P-Car withdrawal!

The February meeting was hosted by a new venue, Ed's Garage Doors and Car Lifts Plus. It was nice to have a pair of hosts with such a unique offering to the club. Judging by the sheer amount of questions from the audience, I can say the topics really hit home. The meeting started

off with a presentation by RJ Lorenzi of Car Lifts Plus. RJ's business focuses on all aspects of outfitting a garage, from floor finishes, cabinet storage systems, service lifts and storage lifts. We learned a great deal about the numerous types of lifts and floor finishing options available

in the market place as well as seeing numerous installs via a power point presentation.

After RJ's presentation came Rich Cunningham from Ed's Garage Doors. Rich also had a power point presentation and spoke to us about how to retrofit an existing set of doors to minimize the impact on ceiling heights so you can fit that car lift in. Rich also gave us a great deal of info on all the options available to us these days when it comes to garage doors. If you are in the market for new doors, he has a great show room with plenty of displays for you to choose from or to customize.

Thanks again Rich and RJ for going all out at your first meeting with fantastic raffle prizes, plenty of great food and two terrific presentations. Thanks also to everyone who made the trek in the poor weather, it was worthwhile for all. 😊

ED'S GARAGE DOORS

136 Water St,
Norwalk, CT 06854
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info@edsgaragedoors.com

CAR LIFT'S PLUS

PO Box 387
Southbury, CT 06488
(203) 509-5353
info@carliftsplus.com



Rich Cunningham and RJ Lorenzi



Rich Cunningham



Stark Photos



T Drury Text



Janica Shafer_CVR Emporium



RJ Lorenzi's presentation



Mike Keller and Todd Drury



Happy raffle winner



Perhaps a new garage floor for the Viola or Mancini household?



Gallery of garage doors



Buffet action



RJ Testing the buffet



It's CVR dinner time



Isabella Shafer and new friend

SPRING TOUR 2014

Maria & Phil Capella, Tourmeisters



Turning Stone Resort Casino, Oneida, New York, May 2 – 4, 2014

This year's Spring Tour will be based at the Turning Stone Resort Casino (turningstone.com).

Located in the heart of Upstate New York, the Oneida Indian Nation's Turning Stone Resort Casino offers world-class golf, gaming, entertainment, dining, spa and accommodations. Since opening in 1993, Turning Stone has evolved into a destination resort and one of the top five tourist destinations in New York State, hosting more than 4.5 million guests a year. The resort grounds exceed 3,400 acres.

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 Turning Stone

Resort Casino on May 2nd (Friday) on your own schedule. Dinner will be on your own Friday evening.

Saturday (May 3rd) 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 weekend. Our tour routes will take us on some beautiful country roads in Upstate New York.

Our lunch stop will be at the Colgate Inn (www.colgateinn.com) in Hamilton, New York. Opened in 1925, the Dutch-colonial style Colgate Inn is a focal point of the historic village of Hamilton. The Colgate Inn has been pampering guests for 80 years with its long tradition of small-town hospitality.





In March 2004, nearly a half-million dollar renovation was completed to the Parlor and Lobby. This renovation was on the heels of renovations in Fall 2003 to the Tap Room, formerly known as The Payne Street Corner, and the Salmagundi Bar & Restaurant. All these changes have been aimed at the hopes of creating first impressions of Colgate and the inn to reflect the charm and vitality of Hamilton and the warmth of the community.

August 2010 thru July 2011 marked the largest renovation project to date, touching virtually every area of the Inn. The original character has been preserved while creating a new and exciting experience. Dining rooms, Tavern, Patio Dining, meeting rooms, banquet rooms and the kitchen spaces have been expanded and redesigned. Although this project has been a major undertaking, the end result is the creation of a classic New England Inn which concentrates on the guests needs and enjoyment of their experience.

NOW FOR THE SPECIFICS:

Lodging/Breakfasts/Dinner Package

The Turning Stone Resort Casino offers:

- » Over 10 restaurants
- » The Skaná spa, a 33,000 square foot destination spa with American Indian design influences called, Skaná (skah-nah) is the Oneida word for “peace”
- » 72 holes of golf
- » Sportsplex with tennis and racquetball
- » Golf Dome with 40 hitting stations, two simulators and a short game practice area

Our package plan includes the following accommodations:

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 in their parking garage. You are responsible for making reservations by calling 1-800-771-7711 and identifying yourself as part of the “Porsche Club”. The hotel will hold rooms for us up until March 3rd, 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:

» **Guestroom - Single Occupancy**

\$426.00 – Deposit of one night required when booking guestroom

» **Guestroom - Double Occupancy**

\$530.00 – Deposit of one night required when booking guestroom

(All rooms are located in the Tower Hotel; The Tower is entirely smoke-free.)

Note: If you choose to arrive early or stay longer, the hotel has given us the following rates:

» \$155 per room per night Sunday – Thursday nights

» \$195 per room per night – Friday – Saturday nights

Hotel room rates are subject to Oneida Indian Nation taxes and surcharges of 11%.

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.*

All individual reservations will require a one night's room deposit (including applicable taxes and surcharges) or valid credit card to guarantee the reservation. The Turning Stone accepts major credit cards and advance deposits equal to the first night's rate. Individuals may cancel their room reservations up to 72 hours prior to arrival. Cancellations made after this time will result in the guest being charged for the individual package (including applicable taxes and surcharges).

Lunch and Registration Fee

The Tour lunch / registration fee is \$33 per person (**\$38 per person after April 11th**)

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 11th.

**Phil Capella
2380 Mountain Rd
West Suffield, CT 06093**

Luncheon and registration fees will be non-refundable after April 18th, 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 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.

You will find directions to the Turning Stone Resort Casino on page 66.



CVR 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 : _____

PCA Membership number (required): _____

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

Saturday Evening Dinner Selection	Quantity
Filet Mignon.....	_____
Chicken Francaise.....	_____
Haddock Provencale.....	_____

Check-in

You will have a package of information from us when you arrive in your room. 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 in the heart of Upstate New York!

Maria and Phil Capella
Caroline and Alan Davis

DIRECTIONS TO THE TURNING STONE RESORT CASINO

Turning Stone Resort & Casino
5218 Patrick Rd
Verona, NY 13478

From Albany, NY and points East:

Take I-90 (NYS Thruway) West to Exit 33 (Verona); through the tollbooth, travel straight to the stoplight. Turn left onto Route 365 and the next left into the Resort.

From New York City:

Take I-87 North (NYS Thruway) to I-90 West (NYS Thruway)

In the Albany Area I-87 becomes I-90. Make sure you stay on the Thruway (Toll Road) and do not exit in the Albany area. If you are on I-87 Northway, get back to I-90 going West.

Take I-90 West to Exit 33 (Verona); through the tollbooth travel straight to the stoplight. Take a left onto Route 365 and the next left into the Resort.



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PORSCHE CLUB OF AMERICA 912 & 912E REGISTER



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

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

Photo courtesy Porsche Cars North America



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PORSCHE **902**



2014 PCA PARADE COUNTDOWN

It's the 50th anniversary of the 912 prototype cars! Imagine a contingent of 912s at this year's PCA Parade in Monterey, CA June 15-21, representing every year produced: painted dash cars, sunroof cars, special order paint cars, soft-window Targas, Euro-engine cars, original owner/family cars, right-hand-drive cars, police cars, LWB cars, 912E sunroofs, you name it. Get ready, **registration opens April 1, 2014.**

912+912E Digital Resources

Have you visited the 912+912E Register website, Facebook page, or Twitter feed?

- a) Have you participated in a PCA activity in your region, or are you readying your 912/912E to participate in an upcoming event? Restoring your Porsche? Please share the news on our 912+912E Register Facebook page (with over 600 "likes"). There you will also find 912 related news from PCA regions, factory news, images, videos, tech tips, articles, and related information that you can receive via internet and smartphone.

To access the page, first log in to your FB account, then click or type:

<http://www.facebook.com/PCA912Register> in your search window.

- b) If you're a Twitter user, please follow us at:
@PCA912Register
- c) We have a 912 & 912E Register page within the PCA website, including images, tech Q & A, paint color codes, history of the 912's development, rare 912s, and more. Please visit at: **<http://912register.pca.org>**
- d) Via email, please send your 912 news (photo attachments always welcome) to **engrbecker@gmail.com**

View full Parade details at **<http://parade2014.pca.org>**, and contact the Register if you'll be attending!

Porsche Club of America zones, regions, committees, and registers foster camaraderie among owners of all Porsche models. Our PCA **912+912E Register** is working both to keep 912 and 912E enthusiasts connected, and to introduce these vintage models to other Porsche enthusiasts.

Our Register logo features the Porsche 912 that won the 1967 European Rally Championship for Touring Cars, driven by notable Porsche driver Sobieslaw Zasada. Have you rallied, autocrossed, or vintage raced your 912? If so, set your Parade sights on **Tuesday, June 17th, 2014.**

Rick Becker
912+912E Register Advocate
Porsche Club of America
engrbecker@gmail.com
909.336.0862

*The **902** debuted to the public in April 1965, several months after the 901 was renamed the 911. Therefore, from the outset of production, Porsche marketed and sold their new four-cylinder 900 series road car as the 912. However, internally the official factory parts list continued to utilize the "902" prefix for many Model 912-specific components.

911 + 1 = 912

50TH ANNIVERSARY OF THE 912

Story **Paul Kudra**

“If I had to keep only one car it would be my 912E”.

This quote has often been uttered, usually associated with the “we have too many cars” discussion. Why such a proclamation? Because as one of the fiercely loyal

912/912E owners, I know that a 912 is in many ways more than a 911. Here are a few of the secrets that 912 owners know.

912/912E Porsches:

- Are more nimble than almost any 911. Having driven almost every version of the 911, literally the closest in the handling department has been a '73RS. Pretty good company.
- Are more practical. Super low maintenance cost and DIY simplicity. Low double-digit receipts are all you spend for tune-up parts from your local car parts store, and virtually any mechanic can do a good job on any repair that may be needed.
- Are more fuel efficient. 33 mpg was a typical figure even when flying home from The Glen after a CVR DE event, all on regular gas.
- Can travel farther on each tank of fuel. The 912E retained the 21.5 gallon fuel tank from the 911, so you could drive over 700 miles without stopping. Well, stopping for gas that is.
- Are surprisingly fast. With its lighter weight (especially from the rear of the car) and shorter gearing, the 912/912E could keep up with a comparable 911 or 944 on twisty roads, autox courses, and tracks that can utilize momentum. The cars fight “above their class” at autox and DE events and are still way faster than you need for the street.
- Much better at teaching you to really drive. You will learn key driving skills much faster and much better in a 912/912E. Momentum, reading the “line”, finding the best compromise between speed and distance, and smoothness are at the top of the list.
- Are arguably more fun. It's way more fun to drive a slow car fast than a fast car slow. You have to work harder and the rewards are that much sweeter.

Now that some of the secrets of devout 912/912E loyalists are out, we hope you can celebrate the 50th anniversary of the model

with us this year. Special tributes will be held at the Porsche Parade in Monterey and at various CVR events.



“Surprisingly fast, remarkably practical, timelessly beautiful”



912

>>> Team Kudra 912E in action at a Porsche Parade (above)

>>> Time warp! Sara Kudra resurrects the family 912E for active AutoX duty. Now that's something to smile about! (below)



Paul Kudra

Quarter 20th Anniversary Quarter 20th Anniversary Quarter 20th Anniversary Quarter 20th Anniversary

CVR Celebrates the 60th ANNIVERSARY of the Porsche 356

Dr. Ing. h.c. F. Porsche AG
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 1939-1945
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41000 Kassel, Germany

July 27, 2014  **Cranbury Park, Norwalk, CT**

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Porsche Club of America
Connecticut Valley Region
 Since 1959

Photos: thank you Bob McCarthy and the Porsche Speedster Type 540 book



The first U.S. Speedster # 80002

The 356 Speedster was introduced to America by Porsche's U.S. importer Max Hoffman on September 17, 1954. The occasion was a Concours held in conjunction with the 7th International Sports Car Grand Prix at Watkins Glen, where Hoffman's Signal Red Speedster would win its class.

The 41st Annual Connecticut Valley Region (CVR) of PCA Concours d'Elegance will feature a special historic display of Porsche Speedsters including numerous 356 Speedsters and examples of the 911, 964, 993 and 997 Speedsters.

We cordially invite all Speedsters in the Northeast to participate in our display. All Speedsters who pre-register will receive a commemorative gift from CVR. All Porsche owners are also invited to participate in our People's Choice Concours.

Please contact CVR's Concours team or check out the CVR website for more details on how to participate.

Concours@cvrpca.org | www.cvrpca.org

CT Valley Region

PORSCHE CLUB OF AMERICA

50th

ANNIVERSARY



SAVE THE DATE

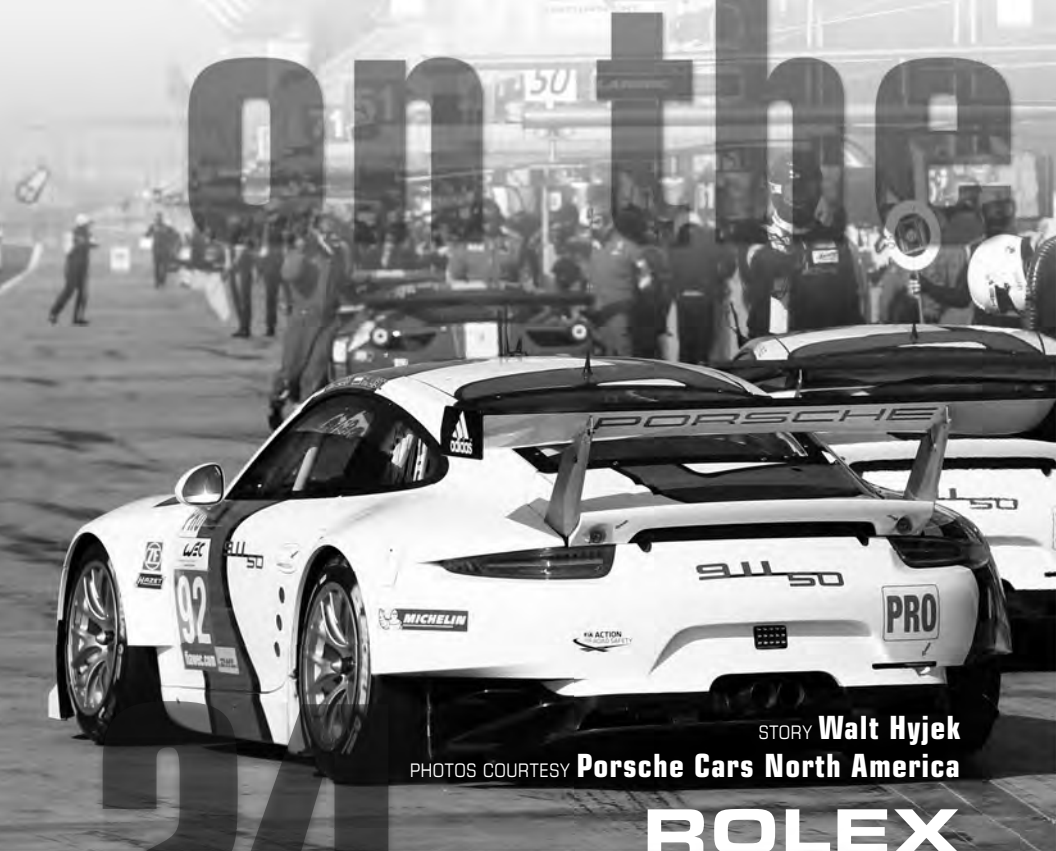
Please join us on Labor Day weekend, **August 31st and September 1st 2014**, at **Lime Rock Park** to help us celebrate the **CT Valley Region / Porsche Club of America's 55th Anniversary**.

A very special celebration as 2014 is also the **60th Anniversary of the introduction of the Porsche Type 356**.

This event will feature special PCA parking in the Gathering of the Marques show on Sunday, Buffet Lunch, and a rare opportunity to see our guest speakers, **Sir Stirling Moss and Lady Susie Moss**.

Stay tuned for more information in an upcoming issue.





STORY **Walt Hjrek**

PHOTOS COURTESY **Porsche Cars North America**

ROLEX HOURS OF DAYTONA

A New Era of Racing

Here starts a New Era of Racing with the first Tudor United SportsCar Championship race at Daytona. This, the start of a new season, new series, new rules, new cars, new teams and new drivers, will produce a new winner this year.

The series encompasses four classes: P – Prototype (Pro drivers), PC – Prototype Challenge with Oreca FLM09 chassis, Chevrolet

power and Continental tires (combination of Pro/Am drivers), GTLM – GT LeMans or the racing for manufacturers (Pro drivers) and lastly GTD – GT Daytona (combination of Pro/Am drivers).

Porsches at Daytona

There were two GTLM cars under the CORE Autosports livery, the team's preparation partner, numbered 911 and 912, both Porsche 911 RSRs.

>>>Porsche 911 RSR in 2014 Spec at the World Endurance Championship Finale in Bahrain, November 2013 (above)

road

The #911 Porsche was driven by Nick Tandy (GB), Richard Lietz (Austria) and Patrick Pilet (France). In the #912 Porsche were drivers Patrick Long (USA), Joerg Bergmeister (Germany) and Michael Christensen (Denmark).

In GTLM there were 11 entries. Along with Porsche were SRT Motorsports Vipers, Ferrari 458 Italias, Audi R8s, Chevrolet Corvette C7.R , BMW Z4 GTE and Aston Martin Vantage V8 cars.

In GTD, Madison Snow (Lehi, Utah), Jan Heylen (Tampa) and Marco Seefried (Germany) were in the

#58 Snow Racing/Wright Motorsports entry. Also in GTD were the #18 and #19 Muehner Motorsports America, the #22 Alex Job Racing, #23 Team Seattle/Alex Job Racing, #27 and #28 Dempsey Racing, #30 NGT Motorsport, #44 Magnus Racing, #71 and #73 Park Place Motorsports, #81 GB Autosport. All teams using the new Porsche 911 GT America customer cars were running Continental tires. Along with the Porsche 911 GT Americas were Audi R8 LMS, SRT Viper GT3-R, and Ferrari 458 Italias.

In GTLM, Porsche qualified with the #911 in 2nd and the #912 in 5th. In GTD, Porsche qualified with the #71 in 9th, the #27 of Dempsey Racing in 13th, the #18 in 14th, the #44 in 15th followed by the #22, #58, #30, #73, #23, # 81, #28 and the #19 scattered throughout the field.

The #911 of Tandy, Lietz and Pilet had a nearly flawless run with a commitment to keep the car clean, out of trouble, run a conservative pace, preserve the brakes and make sure the drivers and crew did not make any mistakes.

With Pilet in for the final four hours, the team avoided all incidents and contact. With a restart in the last 15 minutes, they had to change strategy and push. The car responded

>>>continued on page 80



Porsche North America car #911 being pushed to the grid at Daytona





01

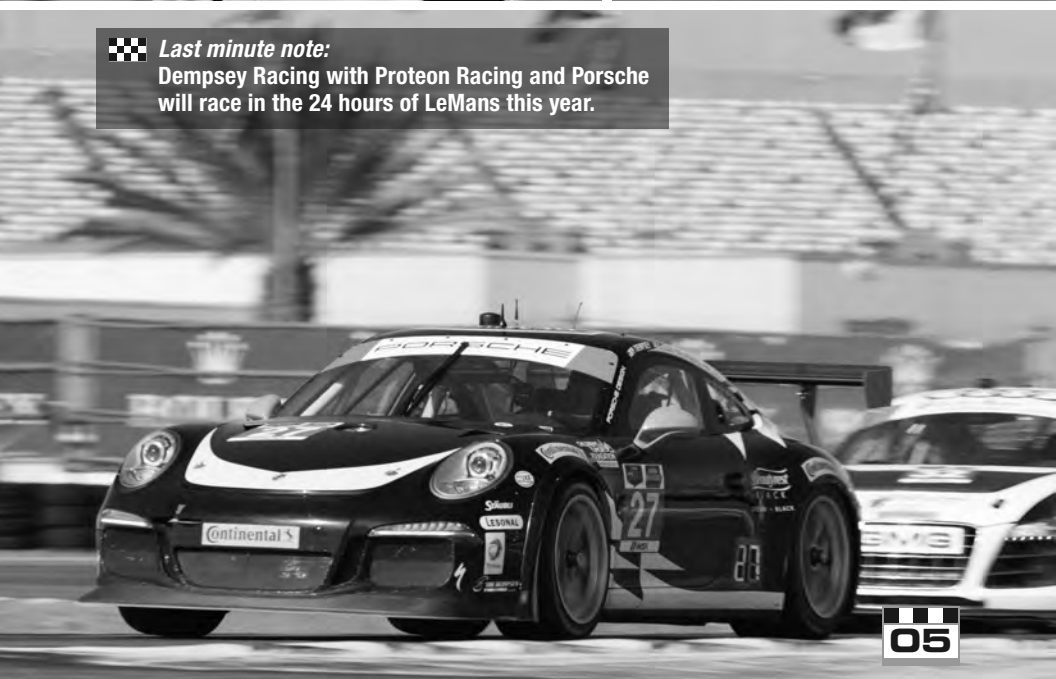


02



Last minute note:

Dempsey Racing with Proteon Racing and Porsche will race in the 24 hours of LeMans this year.



05



03



04

01

Patrick Long, helmeted and ready to qualify at Daytona

02

Friday practice at Daytona, car #58 with Madison Snow

03

Porsche North America Victory Lane Team Photo

04

The Rolex 24 GTD Driver Podium, Marco Seefried, Madison Snow, and Jan Heylen

05

Rolex 24 qualifying, Dempsey Racing car #27

PORSCHE DAYTONA 24-HOUR FACTS:

Overall Wins: **22** (first one in 1968)

From 1977 to 1987, Porsche had Compiled **11** Consecutive Overall Wins

Class Wins: **76** (starting in 1962)

Porsche
911
wins:

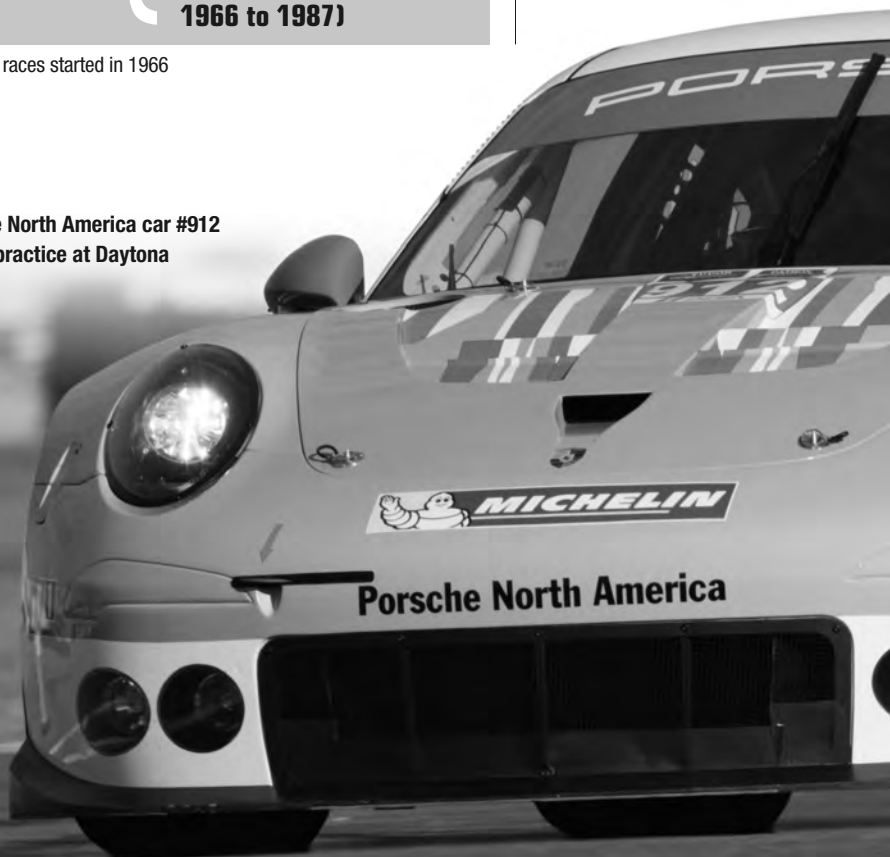
40 Overall and
Class victories

20 Race
Winning Streak
(overall or class from
1966 to 1987)

*24 hour races started in 1966



Porsche North America car #912
during practice at Daytona



with Pilet driving to the first GTLM win in 2014.

The # 912 had also had its time in the lead only to succumb to engine problems and did not finish the race. With 6 hours remaining, they finished 9th in class.

In GTD, the large 29 car entry field, saw a hard-fought battle among the teams, and the #58 Snow Racing/Wright Motorsports Porsche finished on the podium in third, only a tenth

of a second off the bumper of the second place car.

We saw the debut of two Porsches, making the podium in both classes. Nick Tandy also had a win at the Petit LeMans with Porsche and the Falken Team, ending one series and starting the new series. "The goal of both cars to stay clean and run as a team, to be there when the sun came up, was achieved," said Patrick Long. "I am incredibly

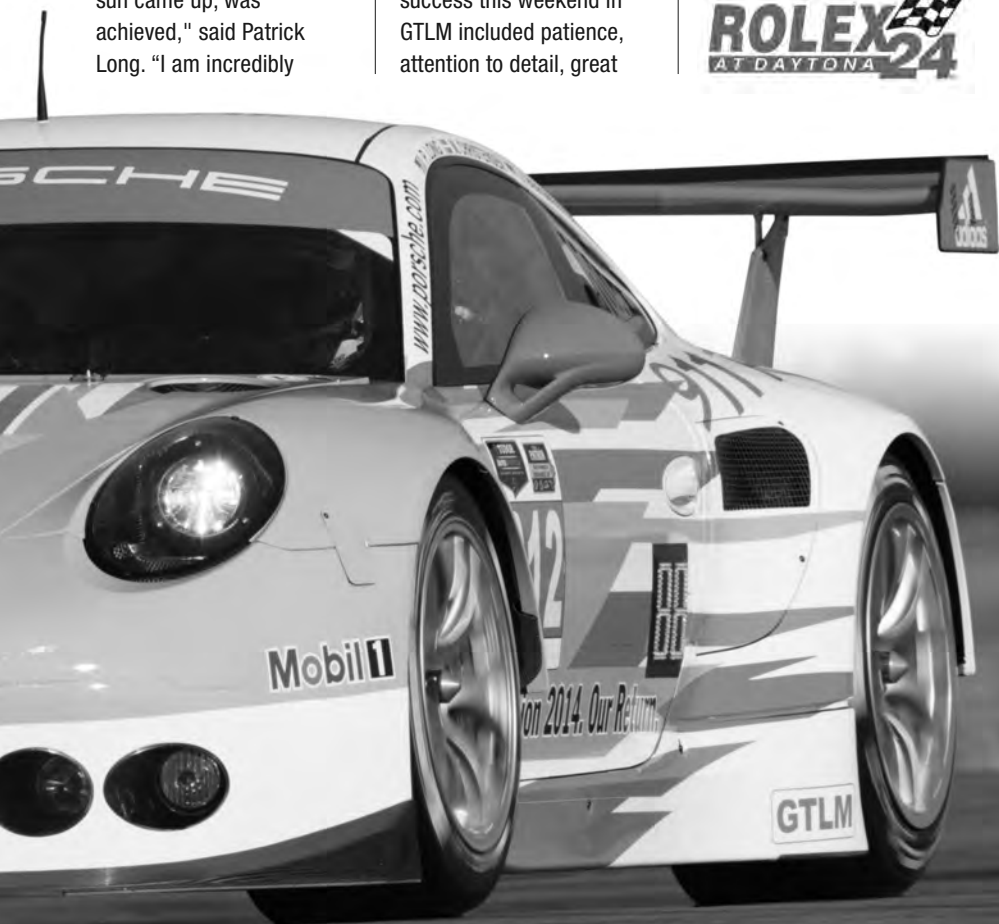
proud of this whole organization for coming together on such tight time constraints. That is what we will build from for the rest of the season."

"It was a superlative weekend – beyond my greatest expectations," reflected Owen Hays, Director of Operations, Porsche Motorsport North America. "The keys to our success this weekend in GTLM included patience, attention to detail, great

teamwork among a group that had just met each other earlier this week, and the realization that a 24-hour race is won, one hour at a time."

So now we wait until the next race at Sebring to see how Porsche continues its future in the new series.

See you at a race, PCA or CVR event in the future! Next race Sebring.



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PORSCHE

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FALL TOUR 2014

Karen & Tom Russell, Tourmeisters

SAVE
THE DATE

High Peaks Resort, Lake Placid, New York - September 19 - 21, 2014

This year our fall tour will be based in Lake Placid New York. When we chose this location we wanted to keep the distance to the hotel within four hours for most participants and a place with some new roads. We were not even thinking of the Olympics but looking for some other activities for those who might come up a day or two earlier to enjoy. We chose the High Peaks Resort as it at the end of the main street with views of Mirror Lake and Whiteface Mountain. Lake Placid has hosted the winter Olympics twice, in 1932 & 1980. Lake Placid made history as one of only three cities to host two Olympic games and the only US city to do so.

That history and heritage continues today with many Olympic sites available for the public to visit, and in some cases



experience, the actual events. The Gondola to the top of Little Whiteface, the Bobsled track, curling and ice skating are some of the events that are open to



Photos courtesy New York State Office of Sustainable Tourism / Lake Placid.

the public. The village is quaint and has many shops and restaurants and is a nice walk.

The High Peaks Resort started as a bed and breakfast in the 19th century. They added rooms and began welcoming visitors to their inn called The Homestead. Thomas Roland bought The Homestead in 1922 and expanded it until they became affiliated with the



>>> **The Lake George Steamboat Company, M.V. Lac Du Saint Sacrement (The Saint)**

Hilton chain in 1980. High Peaks Resort is naturally based on a century of Hospitality.

Our timing is to be just ahead of the leaf peepers but we will have a lot of color on our drive. Our tour will take us through the mountains on some very scenic roads and open driving roads.

Our tour will end in Lake George where we will be enjoying lunch aboard “The Saint” touring Lake George. Lunch will be a hot and cold buffet and a band for those who want to do some dancing and get some exercise. We will have a separate area aboard the boat and separate parking on the pier which will be guarded. This weekend is also the annual Lake George Hot Air Balloon Festival and we should have some wonderful views of the balloons.

TOUR PREVIEW

The format for this tour will be the same as the preceding tours—you will travel to High Peaks Resort on your own on Friday, September 19th. Driving Time from Hartford is about four hours. Dinner is on your own on Friday evening. The High Peaks resort has formal and informal dining and there are many options for dining in the village. Saturday, September 20th breakfast will be served at 7 AM to 8:30 AM. We will have our drivers’ meeting at 8:30 with departure at 8:45. We will have a 15 minute break midway thru the drive with an expected arrival at the boat by 11:45 AM. We have a nice route back to the hotel planned for after our luncheon. Once back at the hotel you can relax on the deck over looking Mirror Lake.



>>> **The 90- and 120-meter ski jump towers at the Lake Placid Olympic Ski Jumping Complex**

Saturday evening we will have a cocktail hour from 6-7 with our dinner following at 7 PM. After dinner we will have a raffle (free tickets will be provided in our registration packet). Dress for the weekend is casual.

www.highpeaksresort.com

The High Peaks Resort is located right in the Village of Lake Placid and overlooks Mirror Lake with views of Whiteface Mountain.

The hotel is offering two levels of accommodations. All packages include two nights lodging, breakfast on Saturday and Sunday, Saturday night dinner, and all taxes and gratuities and a secure parking area. You are responsible to make your own reservations by calling **800-755-5598** and be sure to identify yourself as part of the Connecticut Valley Porsche Club. There will be two wash stations and designated parking for the club.

LODGING AND LUNCH DETAILS:

Package plan includes the following accommodation choices:

The hotel is offering two levels of accommodations. All packages include two nights lodging, breakfast on Saturday and Sunday, Saturday night dinner, all taxes and gratuities and a secure parking area. **You are responsible to make your own reservations by calling 800-755-5598. Be sure to identify yourself as part of the Connecticut Valley Porsche Club group.**

Two wash stations and designated parking for the club will be provided.

The packages are as follow:

» **Signature Guestroom - Single Occupancy - \$498.40**

» **Signature Guestroom - Double Occupancy - \$581.42**

» **Superior Guestroom - Single Occupancy - \$533.80**

» **Superior Guestroom - Double Occupancy - \$625.82**

The hotel will hold all rooms until July 15th after that there are no guarantees they will have availability. Cancellations must be made prior to September 12th to avoid losing your deposit, after this date they will charge you the full package fee. If you wish to come a day or two early the hotel will offer the club rate. Check in time is after 3 PM and check out is 11 AM.

Lunch will be aboard “The Saint” of the Lake George Steamboat Company. The lunch will consist of a hot/cold buffet in a separate dining area reserved for us. The boat ride will be two hours and will tour Lake George. There will be a band that will play a variety of music. The cost of the luncheon and parking on the pier is included in your registration fee of \$99.50.

Additional details and registration form will be available in next months issue of Challenge



**SAVE
THE DATE**



919 Hybrid and 911 RSR World Premiere

Porsche at the Geneva International Motor Show

Atlanta – 4/March 2014

At the Geneva International Motor Show, the new Porsche 919 Hybrid is celebrating its world premiere for the top class of the 2014 World Endurance Championship (WEC).

The hybrid prototype will be joined by the Porsche 911 RSR at the Porsche exhibition in Geneva as well as at all eight races of the WEC, whose season highlight will be the 24 hours of Le Mans. Also at Geneva, the 911 Targa is making its European debut.

Porsche 919 Hybrid:

Matthias Muller, Chairman of Porsche AG: “Crucial in the development of the Le Mans prototype were the newly created and revolutionary racing rules for this class as they relate to energy efficiency. In 2014, it will not be the fastest car that wins the World Endurance Championship series and the 24 hours of Le Mans, rather it will be the car that goes the furthest with a defined amount of energy. And it is precisely this challenge that carmakers must overcome. The 919 Hybrid is our fastest mobile research laboratory and the most complex race car that Porsche has ever built.”

The high efficiency of the Porsche 919 Hybrid is the result of a balanced overall concept. From the combustion engine to the

energy recovery systems, suspension and chassis, aerodynamics and driver ergonomics, the sum of the components form an incredibly efficient unit for maximum performance. The drive system is based on a 4-cylinder gasoline engine that is compact and lightweight. The 2.0 liter V-engine is a structural component of the chassis, and reaches a maximum engine speed of approximately 9,000 rpm. It features direct injection, a single turbocharger and thermodynamic recovery capabilities. The compact unit outputs around 500 hp.

Two different energy recovery systems harness energy to replenish the batteries and provide power. The first system is the innovative recovery of thermal energy by an electric generator powered by exhaust gases. The second hybrid system is a motor on the front axle utilizing brake recuperation to convert kinetic energy into electric

energy. The electric energy is then stored in water-cooled lithium-ion battery packs and when the driver needs the stored power, the front motor drives the two front wheels through a differential during acceleration. This gives the Porsche 919 Hybrid a temporary all-wheel drive system, because the gasoline engine directs power to the rear wheels, just like the 918 Spyder.

A new Porsche team of over 200 employees was formed to develop and implement the development center in Weissach. Friedrich Enzinger, Head of LMP1: “Within two and one half years we built the infrastructure, assembled our team and put this highly complex race car on wheels. We have the greatest respect for the lead our competitors have in racing experience. Our objective in the first year is simple: to finish races and be competitive.”

Romain Dumas (France), Neel Jani (Switzerland) and Marc Lieb (Germany) will

share driving duties in the Porsche 919 Hybrid with number 14. Car number 20 will be driven by Timo Bernhard (Germany), Brendon Hartley (New Zealand) and Mark Webber (Australia).

Porsche 911 RSR:

“Intelligent Performance” is written in bold letters on both the 919 Hybrid and 911 RSR. The seventh generation of the 911 has consistently benefited directly from motorsport developments. The rear wheel drive 911 RSR features a lightweight design and refined aerodynamics for better lap times and better fuel efficiency.

In its first appearance at the 2013 24 Hours of Le Mans the Porsche 911 RSR placed first and second in the GT-Class. The GT racer from Weissach has been

further improved in many aspects for 2014 and it started the 2014 season with a class victory at the Rolex 24 At Daytona. The 911 RSR is raced in the new TUDOR United Sports Car Championship as well as being part of the WEC World Sportscar Championship series, including the 24 Hours of Le Mans. The second Porsche factory team, Porsche Team Manthey, will compete with two 911 RSR race cars in WEC which begins in April. Drivers Jörg Bergmeister (Germany), Marco Holzer (Germany), Frédéric Makowiecki (France) and Patrick Pilet (France) will compete in seven world championship events with each event being six hour endurance race. Richard Lietz (Austria) and Nick Tandy (Great Britain) will join them for the marathon in Le Mans.

Hartmut Kristen, Head of Motorsports, and responsible for Porsche GT Motorsport and all customer sport programs, explains “Porsche is kicking off 2014 with the most extensive motorsport program in the company’s history: We have a total of 20 factory drivers now. Along with the factory teams in the WEC, there are two more factory 911 race cars that are being used by the Porsche Cars North America team in the new Tudor United Sports Car Championship series.” Kristen adds: “We have also put the RSR in the hands of customer teams for the first time.”

This year, Patrick Dempsey of Team Dempsey Racing Proton will be racing in the 24 Hours of Le Mans for the third time. 🏁



Press Release courtesy of Porsche Communications AG.

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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!

Angle, Reinert E.
Brooklyn, CT
2014 911 Carrera

Gura, Wayne M.
Wilton, CT
2014 Cayenne S

Lawless, Shawn M.
Cheshire, CT
2014 911 Turbo

Mallory, Glenn C.
Branford, CT
Affiliate: Diane Mallory
2009 911

Orlando, Rob M.
Monroe, CT
2004 911 Turbo

Pohl, Marc
Ludlow, MA
2000 911

Rizo-Patron, Alfonso
Canton, CT
Affiliate: Matthew Guanci
2014 Panamera

Schoenly, Newton C.
Salisbury, CT
Affiliate: Barbara Schoenly
2009 911 Carrera

Shah, Tejal P.
West Hartford, CT
2013 Cayenne

Swain, Eugene K.
Colchester, CT
2011 Panamera

Torraca, Skip
Mystic, CT
Affiliate: Debbie Cross
2013 911 Carrera
Trifilio, Franco
Hicksville, NY
1984 911 Carrera

Transfers In

Arnold, Francis J.
Holyoke, MA
Transfer from:
Northeast (NE)
Affiliate: Jon Albitz
2002 Carrera

Davis, Alison
Stamford, CT
Transfer from:
Metropolitan New York (MNY)
Affiliate: Bryce Davis
2006 Cayman S

Fink, Clifton
Westport, CT
Transfer from:
Metropolitan New York (MNY)
2008 911 Turbo
1958 356 Speedster
Greenblatt, Michael E.
South Salem, NY
Transfer from:
Metropolitan New York (MNY)
Affiliate: Mary Ellen Greenblatt
1996 911 Carrera
2013 911



DID YOU KNOW

The Connecticut Valley Region (CVR) of The Porsche Club of America (PCA) was founded in 1959 and consists of over 1,900 members in Connecticut and the surrounding area. Our goal is to provide numerous opportunities for our members to enjoy driving their Porsches and socialize with each other. Remember to check out the Calendar of Events on the Connecticut Valley Region website cvrpca.org, mark your calendars and sign up for the next activity that appeals to you. Then all you have to do is count the days until the time comes when you and other enthusiastic club members get together to have fun.

PCA ANNIVERSARIES



APRIL 2014 PORSCHE CLUB MEMBER ANNIVERSARIES

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

30 Years

Kittredge, Michael
Leverett, MA

25 Years

Winstead, David
Essex, CT

20 Years

Bogdan, Cory
West Springfield, MA

Ross, Gary
Bethany, CT

15 Years

Clark, Paul
Pittsfield, MA

Hansen, Gary
Old Saybrook, CT

Isban, Elliot
Stamford, CT

Lee, David
New Fairfield, CT

Marr, John
Darien, CT

Poythress, Chris
South Windsor, CT

Sigworth, William
Naugatuck, CT

Sorrentino, Alfonse
Woodstock, VT

Zawacki, Chet
Oxford, CT

10 Years

DiBartolo, Joseph
Southbury, CT

Green, Bob
Lakeville, CT

Mercer, Patrick
West Springfield, MA

Rosen, Stefan
Southport, CT

Stamm, Daniel
Sandy Hook, CT

Zink, Philip
Branford, CT

5 Years

Albani, Jetta
Simsbury, CT

Cavanaugh, Peter
Norwalk, CT

Cutler, Jason
Wilton, CT

Dishart, Steve
Cortlandt Manor, NY

Ficken, Brad
Old Lyme, CT

Gavelek, Alexander
Kensington, CT

Goncalves, Sergio
Stamford, CT

Kahn, Joel
Tierra Verde, FL

Pray, Franklin
Briarcliff Manor, NY

Rodrigo, Claudio
Redding, CT

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



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PORSCHE CARS FOR SALE

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

1984 Turbo Look With 1995 3.6 motor. Just finished a major revamp. Rebuilt Trans (G50) with close ratio gearing, Guard Diff, Fiberglass Fenders, Hood, front and rear bumper all with fresh paint. Brand new Formula 43 custom offset wheels with fresh Hoosiers. Also have a spare set of CCW wheels with Hoosiers. New windshield and new Schroth Clubman 6 point harnesses. Front oil cooler, wing, shift light, Safe Racer sway bars, lightweight fly wheel, Wevo shifter and Recaro seats. Guards Red. Motor is chipped and very strong. Compression and leak down all up to spec. All major work performed by Dan Jacobs and Automotive Associates. This is a very quick and forgiving car that is super fun to drive. Have to make room for Cup Car. Asking \$30K. Please email for pics. Jon Fairbanks 860-59-4111 j.fairbanks159yahoo.com **11-13**

1985 Carrera Coupe. Grand Prix White/Full Brown Leather. 3.2 Motor- no leaks, 78,000 miles. All records available. New clutch, windshield, tires. Work done the past 14 years by Musante Motorsports and is solid. 16" matching Fuchs/painted centers. Custom Recaros. No smoke, rain or winters. Price \$29,300. Call or Email Frederick Cell 860-205-2756, rickdotn41@comcast.net **10-13**

1987 911 Coupe Red/Black 144K Miles, total 3.2L engine rebuild at 100K, new clutch and clutch slave cyl at 138K, G50 Trans, Recaro Sport Seats, Eclipse Stereo with Amp, Excellent condition in and out, 17in Rims w/Michelin Pilot Sport tires with lots a tread, Turbo tail, Momo Steering wheel, MSD Ignition System, Stainless Steel SSI Heat Exchangers, Cross-Drilled brake rotors, new battery, A/C works, Sunroof track upgrade, I've owned for the last 10 years, always garaged and only driven in nice weather. Asking \$22K. Contact Craig Hunsicker at JCH6004@hotmail.com or (609) 577-5420 **(8-13) 2/14**

1988 944 (#85) SP2 Race Car, current log book, many spare parts, April 13 race at LRP best lap 01:03.572. Ready to race or DE. Asking \$8K for car, spares negotiable. Contact Jim 203-887-2708 or email: jcognetta87@gmail.com Car can be seen in Wallingford, CT. **10-13**

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

>>>continued on page 93

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2003 911 Carrera Coupe Black / 32K miles, outstanding condition. 6 cyl, 3.6 liter engine, 320 hp, 6 speed manual transmission. Speed activated rear spoiler, stability mgt package, black leather heated seats w/lumbar support and Porsche crest, sun roof, power seats, xenon headlights, 18" alloy Carrera wheels, Bose high end sound system, aluminum instrument dials, alum/lthr shifter and brake handle, power heated side mirrors. Car always garaged and only driven locally. Asking \$27,500. Contact Rob Nordlinger at robnordlinger@gmail.com or 203-571-7904 **3-14**

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

2006 Boxster S Manual. Triple black. 37K miles. Original owner. Stored winters (Nov-Mar). Always garaged. Full front clear-bra since new (may need replacing soon). Clean. Bone dry. No issue/problem ever. Located in Litchfield County. \$29,300. hf12358@yahoo.com or 917-747-0422. **10-13**

OTHER CARS FOR SALE

2007 Audi A4 Quattro Deep Sea Blue Pearl over Platinum leather 64,350 miles, near mint condition, heated seats and navigation, genuine Audi splash shields, sunroof air deflector, summer and winter floor mats, trunk mat, Audi-approved Westfalia (removable) trailer hitch, recent Continental Extreme Contact tires, all service up to date, including new high pressure fuel pump cam follower, very recent AMSOIL oil and filter change. Asking \$15,900. Linda Borio, Somers, CT, 860-749-6727, or RWB928@aol.com **10-13**

FOR SALE WHEELS & TIRES

Set of 4 Phone dial rims, 7" and 8", have been repainted but could use respray. Straight and true, no center caps. On my 944 with spacers for one year. Pickup in Stamford only. \$400.00 jamesballchimney@aol.com **3-14**

4 Mini Wheels, 17-inch Flame Spoke wheels and tires, wheels very good, tires good for one more season only. Tire size 205/45 R17 Run flat. Asking \$400 email rklimasewiski@hotmail.com **2-14**

19" Carrera Classic Wheel/Tire Sets for 997 Carrera, S, and Turbo models. Winter set and Track set available. All fronts are 8x19 ET57, rears are 11x19 ET67, all have TPMS and are mounted, balanced. Winter set tires are Pirelli Sottozero N1 235/35R fronts and 295/30R rears bought 01/2012 gently used 1500 miles/3 months. Winter wheel/tire set w/ center caps \$1,775 OBO.

Track set tires are Toyo Proxes R888 235/35ZR fronts and 305/20ZR rears used only one day of DE June 2013. Track wheel/tire set \$1,725 OBO. Also have Durametric DME reader \$135.00, three cases (6 packs) of Mobil One 0-40w \$30 each, adjustable Rennline gas pedal for 997 Turbo \$200, Also 997 Turbo oil filter kits, Pagid Black and Yellow pads barely used, etc. Wheel/tire sets and oil cases local pickup in Ridgefield CT only. Other items can be shipped at cost. Contact David Turner via email: DHT67@AOL.COM **1-14**

Porsche 997 911S "lobster fork" wheels with center caps 19 in. two 8.5 two 11 inch in excellent condition never damaged, a few normal minor scratches.taken off my 06 cab. \$1,200.00 Call 203-874-0680 Paul **12-13**

Porsche wheels and tires. New London, CT area. Set of winter tires and wheels for 2001 Porsche Carrerra 4. Tires and wheels in good condition. Sizes are 255/ 40R17 back and 205/50R17 front. \$1,000 or B/O. See pictures on craigslist <http://hartford.craigslist.org/pts/4098101526.html> Email at: acdboxnow@sbcglobal.net **11-13**

>>>continued on page 94

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

Michelin Pilot Sport PS2 (N3): one 295/30ZR18, approx. 3/16 remaining tread, 2011 YoM, \$150. Buyer pays shipping. Contact Eric Schaefer 203-984-3070, easchaefer@optonline.net **9-13**

Winter Tires: Set of four Dunlop SP Winter Sport 3D. 225/40-18 fronts, 265/35-18 rears. Purchased 2010. Good condition; approx. 5/16" remaining tread front, 1/4" rears. \$200 for set. Contact Eric Schaefer 203-984-3070, easchaefer@optonline.net. **9-13**

Snow Tires: four mounted Continental Snow Tires for Porsche 911. 205/50R17. Great condition, \$250.00 each or B.O. For information 203-550-3301 **9-13**

Panamera 4 Wheels and Winter Tires: Full set, like new, Turbo style after-market wheels with new Pirelli Sottozero winter tires (245/50-R18, 275/45 -R18). Used less than one season. Total package cost \$475. Happy to send photos. Call Barry 603-493-5201 or email barry.brensinger@lbpa.com **8-13**

Tires for Sale OEM Pirelli P Zero Rosso (2) 305/30-19. Less than 500 miles. Perfect condition. \$400.00. Dan (860) 559-2363 or daniellorenz1@yahoo.com **6-13**

Four Wheels for 997 911S: Never used. \$2,000. Contact Tony D'Amelio 203-554-7979 or damelio.t@gmail.com **5-13**

>>>continued on page 95

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FOR SALE PARTS & OTHER

Trailex Trailer #7541. Tire rack, 2 spare tires, tool box, front wind breaker, excellent condition \$5,500.00 call 860-868-1256. *3-14*

Euro 996 GT3 Bucket Seats. Pair of black leather Porsche OEM 996 GT3 Euro bucket seats (made by Recaro with Porsche crests on head-rests) including brackets, rails, and sub-strap bars. Passenger seat also has a BK fire extinguisher mount with a mounted fire extinguisher. Clean and in very good condition. Excellent seats for street + track. Should fit Boxster/Cayman (986, 987, 981) and 911 (993, 996, 997, 991) but please confirm this for your model (especially the latest 981 and 991). \$3,000 + boxing / shipping / insurance. Local pick-up strongly preferred. Located in Goshen, CT. Contact: hf12358@yahoo.com, 917-747-0422. *3-14*

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*

996C4S Misc. Parts/Accessories: OE exhaust, removed from car at 34k miles, \$200; black Lloyd "Carrera 4S" front floor mats, \$100; "Genuine Porsche" Silverguard+ car cover with storage bag and locking hardware, \$100; owners manual set \$50; one Pilot Sport PS2 (N3) 295/30ZR18, approx. 3/16 remaining tread, 2011 Y.O.M., \$150. Buyer pays shipping. \$500 for entire set. Contact Eric Schaefer 203-984-3070, easchaefer@optonline.net *9-13*

Lloyd Car Mats: fits 2006-2012 Boxster, Sand color, new in box, cost \$120.00 sell for \$60.00 plus shipping or pick up. Anthony DeLuca, modena308@aol.com *9-13*

Porsche 914 Parts: No reasonable offer refused as I can no longer store these items. Buy it all or select your item - Engines: EA088745 short block w fan housing, complete EA023818 injected motor w/computer and tail shift transmission, 1.7L injected motor w/tail shift transmission, ran perfectly when removed from car, EC002846 4 cylinder 2.2 build up complete except for webbers and engine tin, EC011813 ceased long block w good heads, 34G.021 rods, multiple crank shafts, starters etc. Tail shift transmission, 914 dash top and bottom panels - near mint, 914-6/GT fiberglass bodywork - front and rear flares, rockers, front and rear bumpers - all new and never used. Steel self standing engine stand. Contact Erik Apotheker @ eapotheker@comcast.net or 203-733-1470 *8-13*

Parts: Pair of OMP 2004 "Extra" Racing Seats and a pair of Deist 6 point racing harnesses 2 inch belts (August 2011); \$650 for everything. Call Barry at 860-302-0292 or email bltblt@aol.com *6-13*

1982 911SC Parts Horn wing for 1969-1973 911, 1969 Front suspension cross bar, disc brake backing plate, front headlight bucket with headlight retainer and red engine shroud for 82 SC. email gnl2000@charter.net for more info and pictures Joe *10-13*

924 GTR Race Engine 2.1 L, block bored & sleeved. Light-weight dished pistons and light steel connecting rods. Fully counterweighted crank, Head has 40 hrs. machine work, oversized ports and valves, long-duration race cam. .55 intake lift. ARP head studs. Two fabricated headers; one for stock chassis and turbo location, second for race modified chassis. No intake or ignition system. Parts all purchased from Paul Miller Racing. Engine new, never run. \$6,000. G31 stock transmission \$600. Bare 924 GTR race head \$850. Miscellaneous GTS/GTR transmission gear sets, dog rings, etc. R&P 4.41 ratio fits GTS/GTR gearbox \$500. Contact

>>>continued on page 97



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PORSCHE

Dale at 845-279-9033 or
pagelow@cromleach-architect.com 4-13

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

MISCELLANEOUS

Garage Spaces. Available from Oct 1. Double garage, two bays, two doors, in secure office location in Westport, CT. Power, dry. \$200/bay

per month – for individual rent or take both. Please call Adrian Little, 203-858-0503, or email ajglittle@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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My thought was that if some fellow PCA members were interested we could get together and rent some space for a reasonable monthly fee. I will continue to research sites and would welcome any interest from fellow members. My cell number is 860-559-4111 or you can email me at jfairbanks@janney.com. 2-14

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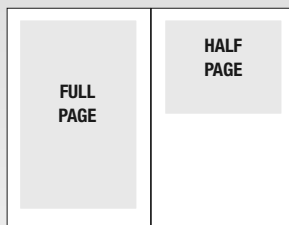
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Dennis Primavera (508) 224-1540
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