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# 8.2014 CHALLENGE CONTENTS

VOLUME 37 NO. 8



Dick Strahoda

Roger Garbow

## Features/Events

- 27** 2014 Spring Rally
- 45** Wind Mill Coffee Run
- 55** May Monthly Meeting at Musante Motorsports
- 59** June Monthly Meeting at the Hairy Dog Grrrage
- 62** Attention to Detail
- 68** Porsche Parade—Monterey, CA

## CHALLENGE

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





## Cover Story

John Karam captured this image of Eric Frohman in his 944 Turbo at the May 18th AutoX.

Eric's abilities have really come a long way, and his balance of disciplined yet aggressive driving, led to a very impressive display of car-control prowess.

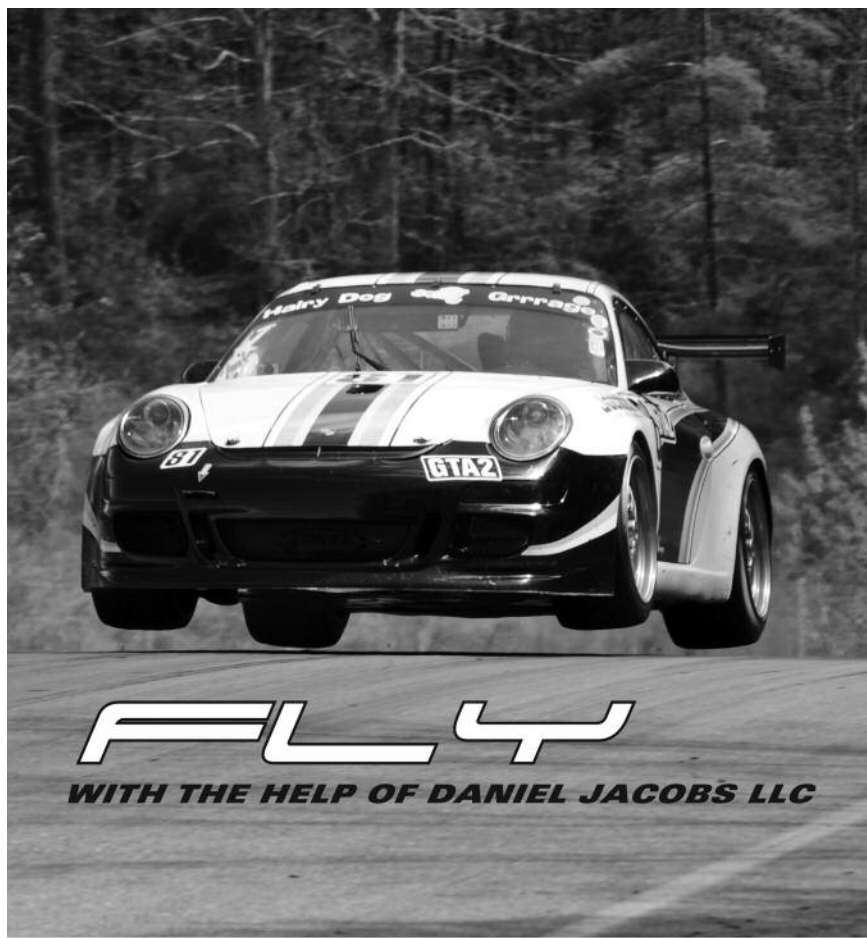
## Upcoming Events

- 9** August Monthly Meeting at Porsche of Wallingford
- 11** September Monthly Meeting at Hoffman Porsche
- 13** CVR Events Calendar
- 20** 2014 Drivers' Education Schedule
- 29** Fall 2014 Rally
- 36** 2014 AutoX Schedule
- 43** Zone1 AutoX at Fort Devens
- 47** Bear Mountain Coffee Run
- 78** CVR 55th Anniversary Celebration
- 83** CVR 2014 Fall Tour to Lake Placid

## Departments

- 2** Cover Story
- 4** Editorial Staff
- 4** Contributing Writers and Photographers
- 5** Board of Directors
- 7** Membership Services
- 15** Between the Lines
- 16** Activity Chairs
- 19** Emporium
- 21** On Track
- 27** Rally
- 33** Pylon Place
- 37** AutoX-U2Go
- 45** Coffee Run
- 49** Through the Lens
- 89** Tech Tips
- 90** In the News
- 92** New Members
- 93** Member Anniversaries
- 94** The Mart
- 99** Advertising Rates and Specifications
- 100** Advertisers Directory
- 100** Special Interest Groups





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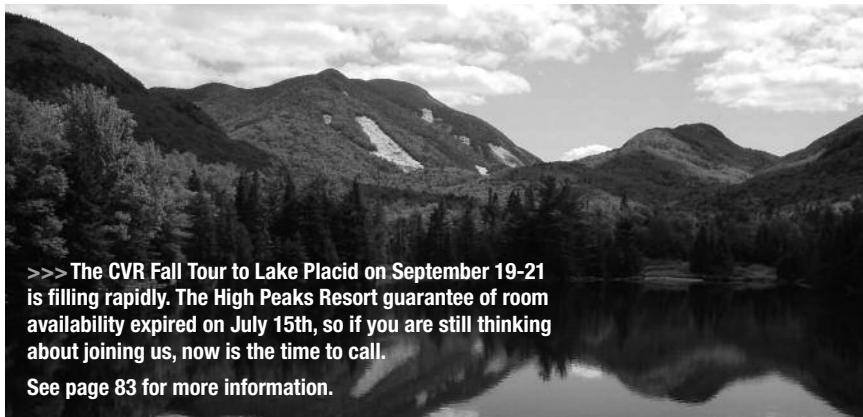


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and illustrations: Editor



>>> The CVR Fall Tour to Lake Placid on September 19-21 is filling rapidly. The High Peaks Resort guarantee of room availability expired on July 15th, so if you are still thinking about joining us, now is the time to call.  
See page 83 for more information.

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

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

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# MEMBERSHIP SERVICES



## CLUB MEMBERSHIP UPDATES & RENEWALS MADE EASY

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

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

## PCA MEMBERSHIP RECRUITING

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

## NOT RECEIVING IMPORTANT CVR EMAILS?

- ✓ It's easy: just go to the [cvrpca.org](http://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](http://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



## AUGUST MONTHLY MEETING

**Date:** Tuesday, August 12, 2014

**Location:** Porsche of Wallingford  
800 South Colony Road  
Wallingford, CT 06492  
(203) 294-9000  
[www.porscheofwallingford.com](http://www.porscheofwallingford.com)  
Directions available on the website

Our August meeting will be at Porsche of Wallingford in Wallingford, CT on Tuesday, August 12th. (**[www.porscheofwallingford.com](http://www.porscheofwallingford.com)**) We are pleased to announce that General Manager Steve Gilligan and Service Director Ray Angle have secured a very special speaker for the August meeting at Porsche of Wallingford. Joining us to talk about getting the most out of driving our Porsches will be one of the professional drivers from the Porsche Sport Driving School (PSDS) at Barber Motorsports Park. If you've been thinking about attending the PSDS in Birmingham, Alabama, you'll want to add this once-in-a-lifetime opportunity to your bucket list, regardless of your age!

### Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner compliments of Porsche of Wallingford.
- 7:30 – 8:00 pm CVR Programs coming events; Gary Hansen – business portion of meeting
- 8:00 – 8:45 pm Guest Speaker: Porsche Sport Driving School presentation.
- 8:45 – 9:00 pm Raffle

**RSVP:** Please respond to  
**[cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org)** by August 5th.

*Note that CVR members must provide their PCA membership number and the names of their guests.*

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





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# MONTHLY MEETINGS

Frank Sena, V.P. Programs



## SEPTEMBER MONTHLY MEETING

**Date:** Tuesday, September 9, 2014

**Location:** Hoffman Porsche  
630 Connecticut Blvd.  
East Hartford, CT 06108  
(860) 289-7721  
www.hoffmanporsche.com  
Directions available on the website

Hoffman Porsche will once again host this very popular annual CVR event on Tuesday, September 9. Program details are still being worked out at this time. Please check the CVR Website for updates.

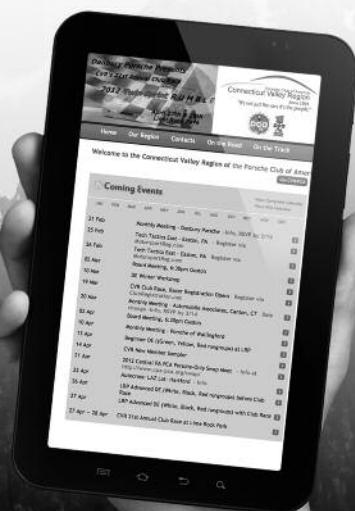
### Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner compliments of Porsche of Wallingford.
- 7:30 – 8:00 pm CVR Programs coming events; Gary Hansen – business portion of meeting
- 8:00 – 8:45 pm Guest Speaker: to be announced. Visit our website [cvrpca.org](http://cvrpca.org) for updates on our featured speaker
- 8:45 – 9:00 pm Raffle

**RSVP:** Please respond to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org) by September 2nd.

*Note that CVR members must provide their PCA membership number and the names of their guests.*

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Route 7, 249 Stockbridge Road, Great Barrington, MA

# CVR EVENTS CALENDAR



## AUGUST 2014

- No CVR Board Meeting in August
- 2 Drivers' Education, Lime Rock Park, CT (Half-Day Advanced)
- 4 Deadline for ALL September 2014 *Challenge* business
- 9 Drivers' Education, Lime Rock Park, CT (Half-Day, Beginner)
- 10 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 12 Monthly Meeting at Porsche of Wallingford, Wallingford, CT, 6:30 pm
- 23-24 Zone1 AutoX, Fort Devens, MA
- 31-9/1 CT Valley Region 55th Anniversary Celebration,  
Sunday, August 31 & Monday, September 1, Lime Rock Park, CT

## SEPTEMBER 2014

- 3 Deadline for ALL October 2014 *Challenge* business
- 5 Drivers' Education, Lime Rock Park, CT (Half-Day, Rungroups TBD)
- 6 Drivers' Education, Lime Rock Park, CT (Half-Day, Rungroups TBD)
- 8 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 9 Monthly Meeting at Hoffman Porsche, W. Hartford, CT, 6:30 pm
- 12-14 Zone1 Concours, Rally and BBQ Weekend, Vergennes, VT
- 14 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 19-20 Drivers' Education, Thompson Speedway, CT (All Run Groups)
- 19-21 CVR 2014 Fall Tour, High Peaks resort, Lake Placid, NY

## OCTOBER 2014

- 3 Deadline for ALL November 2014 *Challenge* business
- 5 Fall Rally, Canton, CT
- 6 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 9 Monthly Meeting at New Country Porsche, Greenwich CT, 6:30 pm
- 13-14 Drivers' Education, Watkins Glen, NY (All Rungroups)
- 14 Monthly Meeting at New Country Porsche, Greenwich, CT, 6:30 pm
- 19 AutoX, LAZ Lot, Hartford, CT, 8:00 am
- 25 Coffee Run, 3rd Annual Bear Mountain Run

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

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

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

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



# BETWEEN THE LINES

Shelley Krohnengold, *Challenge* Editor

## AN iPHONE ESSENTIAL...

**Finding old magazine road tests of a particular Porsche model online used to be a hit or miss proposition.** It took the right combination of search terms, determination, and more than a bit of luck to find exactly what you were looking for, if you could find it at all.

Now luck will be less of an issue, as *Autoweek* and Porsche have just released a new app, which takes a number of Porsche road-test articles (dating back to 1995) and puts them right in the palm of your hand.

This new app "*The Essential Sports Car: 50 Years of Porsche*," covers most

Autoweek road tests of the 911 (starting with the 993), Boxster, Cayman, and 918 Spyder, as well as a brief history of the evolution of the 911 (and includes a handful of Porsche commercials). Not only in this an entertaining app, but also a valuable tool for those in the market for a new or used Porsche.

To download the app for free, go to iTunes, Google play, or Amazon.com. An enjoyable way to drain your battery...

—cvreditor@cvrpca.org



July 12, 2014

### **Announcement of the Members of the Nominating Committee**

In accordance with the CVR Bylaws, I appoint Roger Funk (Chairman), Mike Odierna, Jeff Jones, Richard Strahota, as members of the CVR Nominating Committee. They are to recommend a slate of CVR officers for the 2015/2016 term.

Please feel free to make your suggestions to the committee members.

Gary Hansen  
President

# 2014 ACTIVITY CHAIRS



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## **DE Chief of Control**

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Spencer Cox

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# 2014 ACTIVITY CHAIRS



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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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Connecticut Valley Region

## Emporium

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# 2014 DRIVERS' EDUCATION SCHEDULE

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



**Hello to all of our DE participants and to all of our future DE'ers.** The CVR DE program has had a very busy season since mid-May, starting with a full day DE at Lime Rock Park on May 12th and then on to the wet Skid Pad/Autocross Car Control Clinic at LRP on June 7th.

The Car Control day was our third consecutive year of doing this event, with the expert help of our autocross guys, Paul and Randy Kudra and George Comenale. They took the LRP autocross course and transformed it into a total car control, low-speed road course where drivers were able to push their cars to the limit, while learning the difference between understeer, oversteer, and trail-braking. Paul, Randy

and George were very helpful in successfully starting the day off with a track walk, followed by great in-car instruction for first-timers and even for those who had DE experience. The timing equipment was set up so that each driver could see their time (and improvement) throughout the day. By 4 p.m. all drivers had upwards of 20 runs on the autocross course. Every driver had their fill of slipping, sliding and trying to beat the clock. Besides the autocross experience, each driver had two sessions on the wet skid pad with one of the two Skip Barber instructors that we had hired. The two instructors spent the whole day coaching from the passenger seats, helping the drivers learn how to control a skid. It was a great time for all who attended. If you missed this event and are wishing you had been able to

**>>>Randy and Mike at the AutoX starting line at Lime Rock Park**





Dave Vaccaro

### >>>>Paul Kudra ready to go in helmet and summer driving suit

attend, you are not out of luck just yet because between the CVR autocross program and the Drivers' Education program, you can choose from multiple events still planned for this summer and on into the fall.

The next event was our advanced DE day on June 12th at the all new Thompson Speedway. The evening before the event we did a track walk (drive) with a small group of drivers who had come to drop off their trailers. Afterwards, some of us went over to the TSMP on-site trackside/golf course restaurant, for some burgers and sandwiches for dinner. The conven-

### >>>>Action on the skid pad at Lime Rock Park



Dave Vaccaro

ient location made it easy for us to all gather at one place, hungry after checking out the track and facilities.

On the morning of the DE at TSMP, all participants agreed to do a track walk (drive) and start a couple of minutes later with our schedule. As it was, we finished in time to start the first session right on time. Thanks to Brad Finocchio for offering to drive his flatbed trailer on the track walk (drive). The track walk (drive) was very helpful, letting us see the transitions, turns that had camber, turns that would be off-camber and a multitude of other track features, prior to getting out there to drive. The weather was not perfect, with some early showers but it cleared up nicely the last two hours of the day, giving us some great track time. Josh, the GM at TSMP was more than accommodating to our group. He and the rest of the staff wanted to make sure that we had everything we needed and did everything they could to make our debut event a success. Jackie, formerly a LRP flagger, has joined the TSMP staff and now manages the flaggers (staffing and

training). It was nice to see a familiar face in a new setting (and a bit of relief knowing that we had an experienced person in charge). She did a very good job in getting all of the flaggers up to speed prior to our event (we were the first club to rent the track “officially”).

**The TSMP track will keep you on your toes—you do not get a break as the turns are relatively close to the straights. The track is fun and really keeps you thinking.**



The new Thompson track has two variations - the 1.7 and the 1.5 mile course. We did the Long Course in the morning and then ran the Short Course in the afternoon for two sessions. The



**Thanks to Brad Finocchio's flatbed trailer, the DE morning track walk (drive) at TSMP was very helpful, letting us see the transitions, turns that had camber, turns that would be off-camber and a multitude of other track features, prior to getting out there to drive.**



**>>> The TSMP version of the Lime Rock short chute**



**>>> Main straight**



**>>> Looking into the half oval**



**>>> Going into the bridge underpass**



**Cones leading into pit lane**



**>>> Driving through pit lane**



Long Course was the preferred choice (thanks to the survey-takers) so we switched back from the Short Course and finished out the day with the Long Course. We actually ended a few minutes early because everyone was tired (or out of gas/tires) – at the end, we combined the rungroups for the remaining drivers,



with open track 30 minute sessions. The TSMP track will keep you on your toes—you do not get a break as the turns are relatively close to the straights. The track is fun and really keeps you thinking. It's a great track for learning car control skill and is "must try track" so put it on your DE schedule for this year. We have another TSMP event scheduled for September 19 & 20.

Just five days after TSMP, we headed to Watkins Glen for our very popular two day event. We had terrific weather, probably the nicest we've had in quite some time, especially compared to last year's event when we had hours of down-time due to fog. Everyone got tons of track time and some got a great sun tan. Our

June WGI event has become a regular for a group of drivers from Canada that come down to join our event every year. It seems that their group keeps growing and it's nice to know that while they have so many other choices for driving at The Glen they choose CVR over other clubs. We also had several repeat drivers join us from the Ohio region. After a full day of driving, almost everyone came to the dinner that was held at the WGI Media Center. The dinner is always a fun gathering and a great way for everyone to hang out together and exchange track stories, have a good meal and have a chance at winning a raffle prize.

While our first half of the season is almost complete, we still have plenty more DE days scheduled for 2014. Check out the calendar of events on the CVR website or go to [ClubRegistration.net](http://ClubRegistration.net) to see the events and register for one (or more). With LRP in August, September and November, TSMP in September and WGI in October, there are still plenty of events to choose from. I look forward to seeing everyone at the events. 🏁

See you at the track.

Dave



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# RALLY

Lon Hultgren, Rally Chair



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

**Eighteen Rally teams gathered on a beautiful Sunday morning, June 8th, to drive about 60 miles of mostly 2-lane, narrow, rural roadways circling Newtown to try their poker luck, solve some word puzzles and follow some slightly-tricky instructions on the last leg of the rally course.**

The first 50 miles of the rally course was a poker run wherein each team drew a playing card from a deck of cards at each checkpoint and competed for the best hand. This proved to be quite eventful as the two winning hands (four 10s and a King-high flush) actually kept an

Ace-high straight off the podium. While we expected maybe one good poker hand, to have 3 and the 3rd high hand NOT be a winner was very interesting. Teams that solved the word phrase puzzle, learned from its solution to ask for a second card at the second checkpoint, which gave them an extra card to make up their best 5-card hand. Most of the teams did solve this puzzle and played with 6 cards, including the 4th 10 to make four-of-a-kind.

**>>> Does this Cayman R look four-of-a-kind lucky to you? Steve and Sandra Dudzic took first place in the Poker Run.**



## **Don't know what this is? That's ok. We do.**

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*\*Discount good until 9.1.14*



Lon Hultgren

**>>>Lynn Keller conferring with Chris Caouette at Checkpoint 4. Michael and Lynn Keller took 2nd place in the Poker Run in their 2004 911**

The last 15 miles of the rally course was an optional gimmick rally with the course markers that were seen and recorded by each team determining their score. Interpreting the instructions correctly put you on roads that had positive scoring coursemarkers adding up to a higher score. Interpreting instructions incorrectly put you on roads with course-markers that were worth negative points, lowering the score. There were also two additional word puzzles to solve for the gimmick leg. Solving the word matching puzzle told you which direction to turn at uninstructed T intersections (LEFT), and solving the word search puzzle told you to write 911RSR on your scoresheet for extra points.

There was a 4-way tie in points for 1st place in the gimmick rally so the first place winner had to be determined by the tie breaker, which was to count the number of street signs with the word Hill on them on the last leg. The team of Mark and Lynne Cigal had the number of signs right (16) and took first place. The teams of Chris and Betty Poythress and Roy Allison/Janice Pratt tied for 2nd place counting 15 of the Hill street signs.



Lon Hultgren

**>>>Two of the winning cars in the gimmick rally: The Cigal's 2001 Silver 911 in the foreground and the Poythress' 2004 C4S Cab next to it**



Lon Hultgren

**>>>Also on the podium for the gimmick rally, Roy Allison and Janice Pratt at Checkpoint 4**

The club's rally team is working very hard to make our rallies both fun and challenging. New rallyists will be pleasantly surprised at the good driving and the company, and our GPS addresses for most checkpoints will keeps everyone from getting more than a little bit lost. Experienced rallyists will find each rally has something new and challenging to figure out, and the socializing at the finishing venue is always good for everyone.

## 2014 FALL RALLY

**Our FALL RALLY is scheduled for Sunday morning, October 5th in and around the Canton, New Hartford,**



Lon Hultgren

**>>>The Club's Rallymaster giving confusing directions to the restroom, as usual**

Barkhamsted, Harwinton, Burlington and Bristol areas—one of the most scenic areas of Connecticut. Registration will

open at 8:00 at the Dunkin Donuts next to Automobile Associates on Route 44 on the Canton/Simsbury line. The rally will finish at the Wood N Tap restaurant on Queen Street in Southington, where you can eat lunch while the results are determined. As always, there will be a participation prize for everyone. Please sign up using the adjacent registration form, and save the morning of October 5th on your calendar for this next rally.

Lon Hultgren  
Rally Chair



**REGISTRATION FORM FOR THE OCTOBER 5TH RALLY IS ON THE FOLLOWING PAGE. There is no age requirement for navigators/passengers but drivers must be licensed and all participants must sign a waiver.**

## STEVEN E. SCHINDLER

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# FALL RALLY 2014

## Registration Form

### **CVR 2014 Fall Rally – Sunday, October 5, 2014**

This Rally will be "Course Following" (non TSD). One member of each team must be a PCA member. 18yrs. minimum age for drivers (no age requirement for navigators/passengers). Drivers must be licensed and all participants must sign a waiver.

**Starting Location:** Dunkin' Donuts, 25 Albany Turnpike, Simsbury, CT (next to Automobile Associates).

**Finishing Location:** Wood N Tap Restaurant, 420 Queen Street, Southington, CT.

**Registration opens at 8 AM.** Cars will go off in small groups beginning at 9:00 AM.  
*Due to the amount of pre-course set-up, this event will be rain or shine.*

**Registration Fee: \$35.** Includes participation gift, winner's prizes and parking, but not food. Lunch will be dutch treat at the restaurant.

**Registration Deadline: September 29, 2014. Preregistration is required.**

Participants: Driver: \_\_\_\_\_

Navigator: \_\_\_\_\_

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

City, State, Zip: \_\_\_\_\_

Phone(s): \_\_\_\_\_

*CELL PHONE DURING RALLY - IF DIFFERENT*

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

PCA Membership #: \_\_\_\_\_ (only one required)

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

Rally participation: Number of rallies run: \_\_\_\_\_ Number of podiums: \_\_\_\_\_

Email General Instructions? (please check) ☐ Yes ☐ No

**Please mail this registration form with a check for \$35 made out to "CVR-PCA" by September 29th 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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# PYLON PLACE

Paul Kudra, Autocross Co-Chair



## TOO MUCH OF A GOOD THING...

**Yes, too much of a good thing can be nice!** That was the vote at the end of the June 29th CVR AutoX. For the first time we used the “runway” section of the parking lot, heretofore thought to be too narrow and tricky. By carefully testing at the prior AutoX, we figured out how to safely add a long slalom, a hairpin turn, and then return on the long slalom to get back to the usual parking lot. It was another fast and fun course that was literally double the fun! As a bonus, the new layout allowed a fast 22-pace slalom to be integrated into the course, something normally only found at the Zone1 Autocross events that are held on old airports.

Look for the next CVR AutoX course maps to continue to use this new-found blacktop, as we are now addicted to having “too much fun”! Also look for the course maps to be published on-line at the [cvrpca.org/on-the-track/autocross](http://cvrpca.org/on-the-track/autocross) web site. Sharpen and expand your driving skills and get ready to participate in the annual Zone1 Autocross on August 24-25. If you haven’t signed up for this Zone1 PCA event yet, we welcome you to join the CVR faithful on our


**>>> “Ribbon & Glass”. Congratulations to the class winners from the June 29th CVR AutoX. Come join the fun at the next CVR AutoX event and double your fun!!**



Pam Kudra

not-to-be-missed trek to Fort Devens in Ayer Mass. Great price (\$70. for two days if you sign up by August 12th), great driving experience, great camaraderie, and great fun!

Visit our [cvrpca.org/on](http://cvrpca.org/on) the track/ autocross web-site for the next AutoX

course map, schedule, directions, and other helpful information. CVR is keeping AutoX fresh, fast, and fun! Offering everyone tips and practice on *Better Driving, Faster!* See you August 10th in Hartford then August 23 & 24 in Ayer Mass. for the Zone 1 Autocross! 



Paul Kudra

**>>> David Jeffway (left) was one of only four people to crack the 48 second barrier and he received the "Improved-1" Class trophy for his great drive. Proud dad Bob Jeffway was thrilled and we bet Jim Matons was smiling back in England knowing that his old car went to such a good home. Randy Kudra also made his dad proud with his drive, which earned the "Modified-1" Class win (shown here on the new "runway" slalom section of the course)**



Eric Jan



Eric Jan

>>> Randy Kudra in car 191 (above)

>>> Rich Bello (below) was in a tight fight for FTD all day and was one of the four people in the 48 second club, ending up with the "Modified 2" class win. The two remaining "Club 48" members were "Other" class winner, Colby Norwood in his "slammed and sticky" Honda; and Paul Kudra in Pam's "Production 5" class 993, quietly sliding into the FTD position on the last run.



# AutoX Schedule



Photo: Jim Jannette

## 2014 AutoX Schedule

Event	Date
1	AutoX #1 – Sunday, April 13, 2014 – LAZ Lot, Hartford
2	AutoX #2 – Sunday, May 18, 2014 – LAZ Lot, Hartford, CT
3	AutoX #3 – Sunday, June 1, 2014 – LAZ Lot, Hartford, CT
4	AutoX #4 – Saturday, June 7, 2014 – Lime Rock Park AutoX/DE
5	AutoX #5 – Sunday, June 29, 2014 – LAZ Lot, Hartford, CT
6	AutoX #6 – Sunday, July 20, 2014 – LAZ Lot, Hartford, CT
7	AutoX #7 – Sunday, August 10, 2014 – LAZ Lot, Hartford, CT
8	AutoX #8 – Saturday/Sunday, August 23-24, 2014 – <b>Zone1 AutoX*</b>
9	AutoX #9 – Sunday, September 14, 2014 – LAZ Lot, Hartford, CT
10	AutoX #10 – Sunday, October 19, 2014 – LAZ Lot, Hartford, CT
11	Friday, October 24, 2014 — Championship Celebration Powered by Hoffman (points determined from your best 4 of the first 7 events)
* Zone1 AutoX at Fort Devens, MA	

>>> 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.

# AutoX-U

# GO



## A new twist!

**Last month we explored the lost art of thinking ahead. This month let's put a new twist on that. Let's relive the super-sized June 29th AutoX course to see how the featured Course Reading and Pedal Work driving skills actually applied to it. It's like having the exam answers, accompanied by an AutoX-U explanation of each. This closed-loop retrospective will give further insights that can be applied to any new AutoX course or any new Drivers Ed track event.**

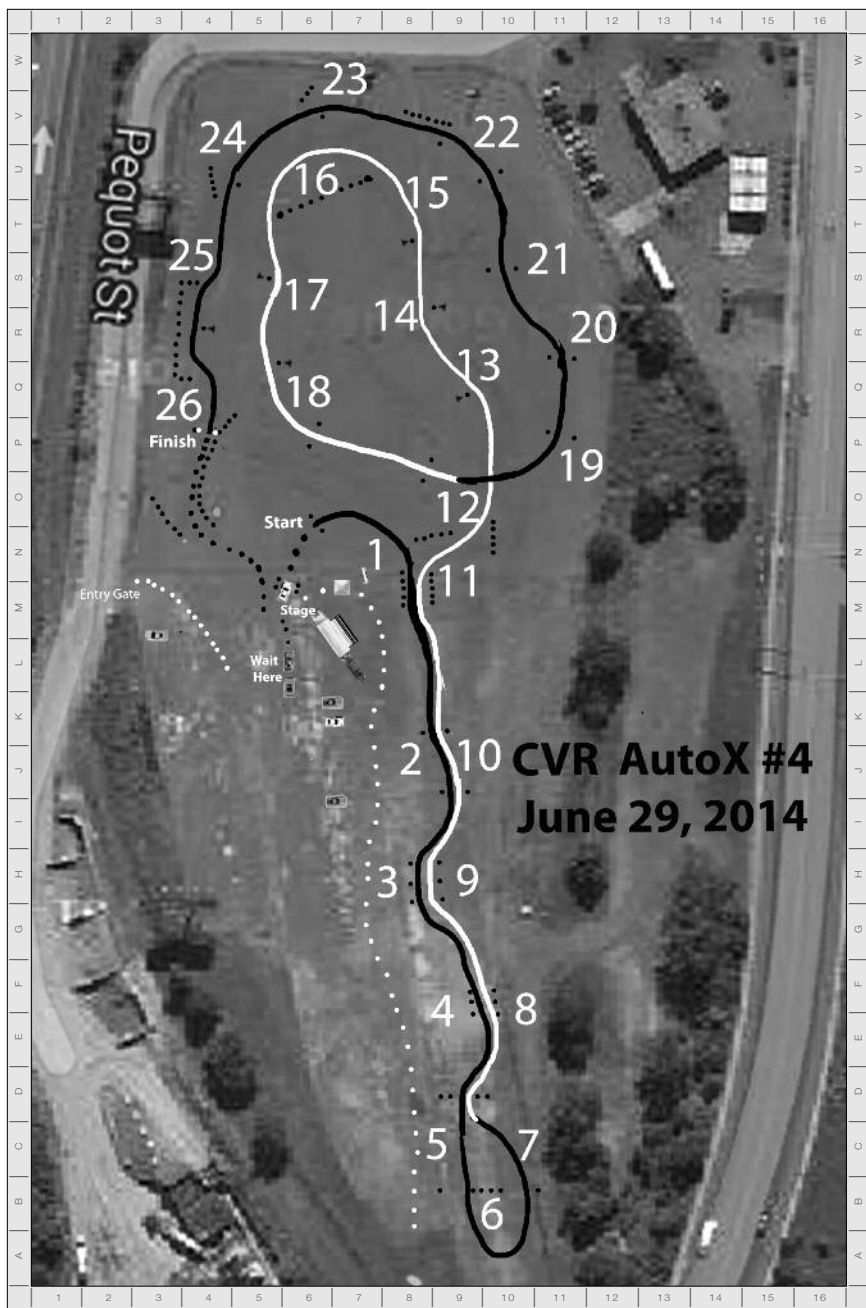
### **COURSE READING (AutoX-U Skill #14)**

The first step in learning a new course is simply to figure out the general flow of where the course goes. Start by keeping it simple, just remember the big picture. For the June 29th course this should sound something like: start with entering the new “runway” section; wiggle down to the hairpin and then back; do an “inner loop”; an “outer loop”; into the bus-stop chicane; then over the finish line. After you have this kind of overview you can fill in more details about the 25 corners found on the map. Concentrate on the 38 “defining” cones that constrain the line, not on all of the 140 cones on the map (75% of the cones are just there to keep you safe). Having the on-line CVR AutoX course map published ahead of time has proved to be very popular and has dramatically helped with this initial phase of

learning the course. Beware that the line shown on that map is not “THE” line” needed to go fast. You have to figure that part out for yourself by applying your Course Reading skills found in the July Challenge.

Walk before you run! The next step in course reading is to arrive early enough to walk the course 2-4 times. Walking is the most effective way to finish learning the course details and to start to determine the best trade-offs of the seemingly opposing Course Reading rules. The Instructor-led course walk in the morning is intended to help you get an experienced perspective on applying these skills. We try to tell you all of the secrets and fine points, then point out where and why you will want to place your car in key spots.

As you gain experience you will get better calibrated on imagining how the course will feel when you drive it for the



**The double-sized course was a challenge and a big hit! Course Reading and Pedal Work driving skills were put to the test on June 29th as everyone sought the fast way around. AutoX-U Instructors were there to help.**

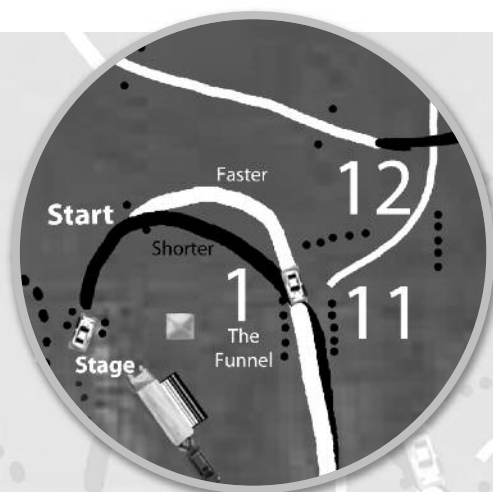
Maps Paul Kudra

first time. The faster the section, the more easily you can get fooled into thinking you have it memorized, only to be surprised by how quickly the cones appear the first time you drive it. While you are walking the course, think about the speeds you expect at that point and pre-meditate where you should be looking (way ahead!). Also think about the position and angle of your car at each key spot (this is “THE” line). Consider options on how you can adjust your line after you get feedback from your tires and steering wheel on the first run.

No matter how much you study the map ahead of time, when you actually drive it you will likely be surprised by some sections. So don’t over think the map. Even though I design the courses, there were a couple of corners that

surprised me when I first drove this one. Throughout the day I had to keep adjusting my line, and driving inputs, to keep shaving off time from one run to the next. The clock mostly kept rewarding my adjustments, but not always, so keep trying new approaches and listening to your car’s feedback. So with the benefit of hindsight, here is how the Course Reading and Pedal Work skills applied to some key sections of the June 29th AutoX course:

♦ **The Funnel (turn 1):** “Thinking backwards” was definitely applied here. You could build up a surprising amount of speed by the time you reached “the funnel”. To do that you needed to arrive there fairly straight into the narrow funnel (designed this way to keep you on the pavement). Thinking backwards, you



>>> **The Funnel (turns 1 and 11).** Here the faster white line adds a little distance but more than compensates by allowing maximum speed onto the following “straight-away”. Note that little “Mr. White 911” is correctly shown in this picture apexing on the first cone into the funnel. That first cone was the only one you needed to focus on from the launch (stage) point all the way to the entrance of the funnel. The shorter black line lost all of its initial advantage by leaving you fighting understeer going into and through the funnel, making you fight for traction and stability as you left it. On the return run, braking early transferred weight onto the front wheels and a gentle release of the brakes as you turned into turn 11 helped fend off the surprisingly large understeer encountered here. Keeping your car settled and under control manner like that allowed you to roll-on the gas pedal mid-way between 11 and 12 and to carry some reasonable momentum out of turn 12, which was important since it was a fast section that followed, sprinting over to turn 13.

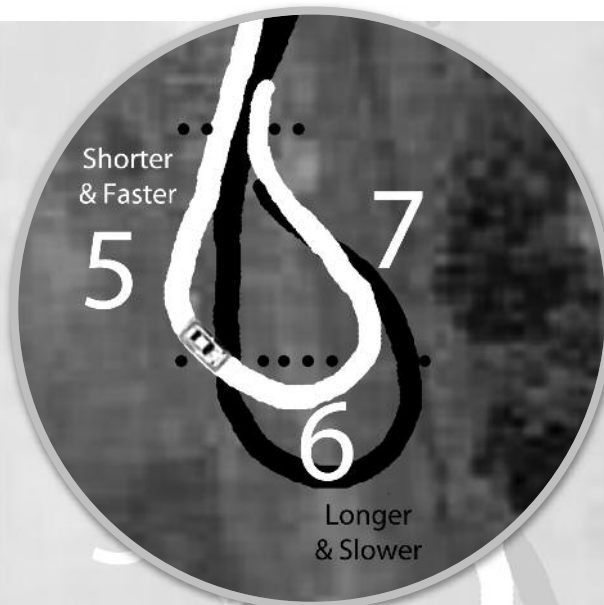


needed to go a little wider than expected as soon as you passed the starting gate. Thinking backwards from there, you would “launch” (by the word “stage”) and feed in as much power as possible going wider and wider as the speed built, and at the same time opening up the steering wheel to allow this. Your line would then be an asymptotically straighter and faster arc as you progressed through turn 1 until you finally arrived in the funnel as straight and fast as possible. This was important since the funnel was the beginning of a “straightaway” (actually a fast slalom section) that could handle considerable throttle and speed if the car was straight and stable. Cutting down distance was secondary to carrying good speed and being very straight by the time you were in the funnel. If you were still fighting the steering wheel into the funnel, or left the funnel still wiggling and wagging, that was your car’s way of begging for a wider, smoother, faster entrance.

◆ **The Hairpin (turn 5-6-7 complex):** “Shorter is faster” applied here. Shaving off every foot of distance possible was the key to defining THE line, even at the

expense of a little momentum. Speed was the enemy because it carried the penalty of massive understeer and the resulting agony of listening to the extra seconds pile on; “one-thousand-one, one-thousand-two” was common on this one corner alone.

◆ **The Sweepers (Turns 18-19-20 and 22-23-24):** “Less is more” was the motto to go fast in these sections. Finding a line that required the absolute minimum movement of the steering wheel was the key to speed here. You could link turns 18 through 20 to become one big arc (skid pad) with virtually no steering wheel movement throughout them all. After the initial steering wheel input entering turn 18, only small movement of the gas pedal was needed to keep the tires at their limit through the entire combination of these gates and still hit the critical apexes. Turning the wheel more only induced understeer and scrubbed off speed. The same applied to linking turns 22-23-24, with maybe a touch more aggressive throttle pedal lift to tighten the exit of turn 24 to position your car within inches of the single cone on the inside (drivers



>>> **The Hairpin (turn 6)** was a favorite of the time-adding-gods. It was so easy to add distance and time here and took several simultaneous skills, and remarkable patience to avoid doing that. Shorter was definitely faster here and our friend little Mr. White 911 shows us the correct (white) line. The black line was typical of what happened if you tried to carry speed and easily resulted in 1-2 seconds more time in this corner.



Eric Jan

left) which allowed a short fast squirt into the bus stop (turn 25).

♦ **The Slaloms (turns 2-3-4-5; 7-8-9-10; 13-14-15; 17-18; 20-21-22; and 24-25-26, whew!):** “Momentum rules” for slaloms. Carrying as much steady velocity as possible through these series of turns was all about keeping a steady throttle, “staying ahead” of the cones, and staying so very close to the critical cones. Steady throttle let your tires provide maximum cornering power at each flick of the wheel, left-right-left, not diluting their cornering ability by also requesting any fore or aft forces. Keeping “ahead of the cones” means that you are already turning as you pass each cone, late-apexing each one as you pass within inches. “Cutting tight cones” allows a much straighter line through the series and thus a much faster speed. Have someone video or photograph you when you pass each cone and see for yourself if you are throwing away time. Being just 1-2 feet away from each cone probably added 2-4 seconds to your overall time on this slalom intensive course!

When you walk the course, pace off how far apart the slalom cones are and if they

#### >>> **John Montelius on the new “runway” section Slalom**

are evenly split. Also note if they are in a straight line or slightly offset. All of those details allow you to carry a little more or less speed. Turns 13, 14, and 15 were each placed 22 paces apart in a straight line which allowed speed to be well up into second gear territory (about 50 mph or so). When you are walking the course it will seem like these fast slaloms will be easy but don’t be fooled, the fast speed will make the cones come at you very fast and will require very fast steering inputs to negotiate them.

#### **PEDAL WORK (AutoX-U Skill #2)**

Dancing with all three pedals was essential to make quick work of this long course. It required all of the skills at one point or another, often all in the same corner, such as in...da, da, dahhh, “theeeee Hairrrrrpinnnn”!

♦ **The Hairpin (turn 6) had it all.** Here was the sequence: start by ramping up the brake pressure (by the word “Shorter” in the picture) which took about a car

length to reach maximum level. Continue braking in a straight line while aiming at the outside cone going into turn 5 (which set you up to absolutely minimize the distance through the turn). Simultaneously perform a heel-and-toe downshift from second gear to first gear on this short straight. A strong 3,000 RPM throttle blip is needed to help the transmission shift smoothly and to avoid jerking the tires loose as you release the clutch. Then release the brake pressure with a very gentle ramp-down (which took a car length or so to complete) as you rapidly turned the steering wheel to almost full lock (with shuffle steering). All of this action is finished by about where little Mr. White 911 is shown in the picture. From that point you held the steering wheel at the same angle through the whole corner while you “coasted” in first gear (no gas pedal at all, but with first gear engaged). You kept “coasting” all the way through the hairpin until you were finished turning (about next to the number 7). This “coasting” actually is a mild deceleration, which keeps weight on the front wheels and minimizes the relentless understeer this tight corner wants to produce throughout the entire 200 degrees of direction change. After this event I’ll bet that practicing heel-and toe downshifts on the street has now become a priority for many of the participants. It’s hard to do initially...but then becomes a beautiful, sweet sounding, addictive reflex action!

♦ **Exiting the Hairpin (turn 7):** “Push gently but hard” on the gas pedal, keeping that imaginary egg between your foot and the pedal, as you exit turn 7. You want to exit quickly to carry maximum speed through the fast slalom that followed, all the way back to the braking point for

turn 11. “Roll” on the gas (starting by the number 7) as you “open up” the steering wheel angle which allows the increasing speed to be controlled. This will shave off a few more fractions of time exiting the hairpin but more importantly it will stabilize the car as weight returns to the back wheels and makes it feel “planted”. This rockets you into the ensuing slalom where you had to stop accelerating so hard and by verrrrrry gently backing off the gas a little bit as you wanted maximum cornering through turns 8, 9, and 10. Not being perfectly balanced there caused a couple of strong FTD contenders the top time that day.



Now that your Course reading Skills are honed to a razors edge, look for the August 10th AutoX course map on-line at [cvtprca.org/On-the-Track/Autocross](http://cvtprca.org/On-the-Track/Autocross). Start getting the general course flow down, then figuring out how to apply the trade-offs, which will get you ready for the final details on the course walk that morning. We will utilize the long course again and will design the course to feature two new AutoX-U Driving Skills. On our web page you’ll also find other helpful and fun links, such as directions, videos, and results. We have free loaner helmets for newcomers, so come join us then. Enjoy your Porsche like never before, and be proud of your increased driving prowess on the way home!



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# TWENTY NINTH ANNUAL autocross

**august 23rd - 24th, 2014 moore airfield, ft. devens ayer, ma**

## this year's event

The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. *All participants must be current PCA members. Porsche cars only.*

## how much it costs

\$70/person early registration on or before 8/12/14

\$95/person after 8/12/14

Registration fees are for one or two days.

Online registration via clubregistration.net only.

No on-site registration the day of the event.

Registration will open 7/1/14 and close 8/20/14.

## where to stay

### Springhill Suites by Marriott

31 Andrews Parkway

Devens, MA 01434

Phone: 978-772-3030

**<http://devenscommoncenter.com>**

Rate: \$129/night + tax

Refer to: **"Porsche Club Autocross"**  
for group rate.

You must book by 8/2/14 for group rate.

## who to talk to

Zone 1 Autocross Chair: Dan Fishkind

**[zone1axchair@gmail.com](mailto:zone1axchair@gmail.com)**

or (631)748-2727

Zone 1 Autocross Registrar:

Aaron Ambrosino

**[zone1axregistrar@gmail.com](mailto:zone1axregistrar@gmail.com)**

or (518) 729-0017

**links to the pcr's will be posted on the zone 1 website - <http://zone1.pca.org>**

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# COFFEE RUN

James Ball, Coffee "Runmeister"

## WIND MILL COFFEE RUN REPORT

**July 13th, our fourth Coffee Run of the season**, the Second Annual Wind Mill Run, is done. We had sixteen Porsches, one BMW, (their Porsche was in the shop) and 31 Porsche enthusiasts show up. The day started off at 74 degrees and very overcast, but the mood was great, with lots of first timers participating (so glad they are making it). One very special Porsche showed up, a 1992 964 Turbo S2 (one of only 20 ever made) and she is beautiful. After a short drivers' meeting we headed out for the run at 9:01 am.

We snaked through lower Fairfield and southwestern Westchester counties, stopping for a quick picture in front of

the Wind Mill. We did pass one Police officer shooting Radar (oncoming cars flashed us but we were of course within the speed limit) and one deer stood his ground in the middle of the road in front of me, even while my horn blared. Finally he moved on and we continued to our morning stop in Ridgefield, CT at 10:07 am. When we arrived there were already five Porsches from our group waiting for us, they had made a wrong turn but still managed to find their way. A total of fifteen Porsches eventually made it into town. We spent our time chatting, looking at each other's cars, taking bathroom breaks and refilling our coffee cups.

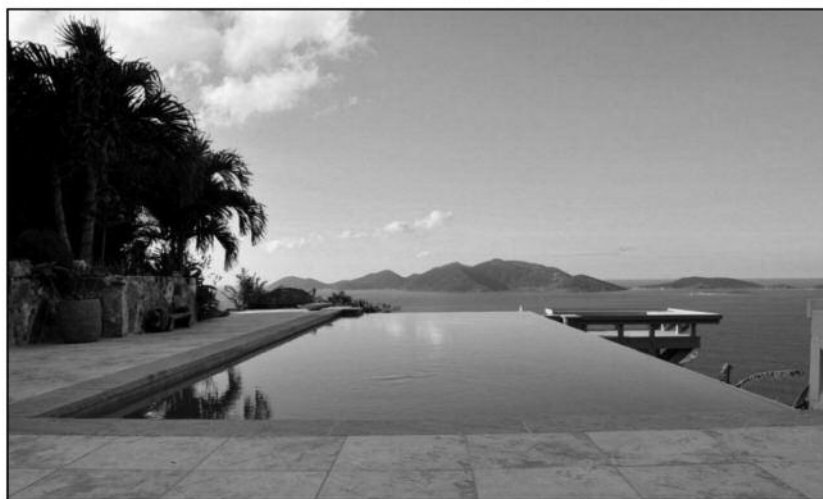
**>>> One of only 20 1992 964 Turbo S2s awaits the mornings drive**

After our 35 minute break we were on our way again to our lunch stop, and

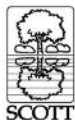


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>>> **Coffee Run**  
participants take the  
obligatory photo-op  
at the Windmill (left)

>>> **Fifteen Porsches**  
eventually made it to  
the morning driving  
break in Ridgefield  
(below left)



as a first for any coffee run I have participated in, we passed three people on horseback in the road. It was great to look in the rearview mirror and see Gene Frohman, who was directly behind me, ginning ear to ear.

We arrived at Five Guys Burgers in Westport, CT, with fourteen cars (one

from the morning stop left early), everyone had a smile on their face and was talking about the great roads we had just driven that morning. We all headed in for lunch, and while the sun never made it out in full force, it stayed warm with no rain, so it was a great day.

We have only one run left this year, October 25th, the Third Annual Bear Mountain Coffee Run in NY. This run should put us on the road during the peak of fall foliage and the route we will take is great for some spectacular leaf peeping, hope all can make it, see you then. 🍁

—James

## Last Scheduled Coffee Run for 2014

### The Third Annual “Bear Mountain Coffee Run”

- Date:** Saturday October 25th, 2014  
Arrive 8:30 am – Departure will be at 9:00 am
- Starting Point:** Starbucks/High Ridge Center, 1055 High Ridge Road, Stamford, CT 06905
- Route of Travel:** Approximately 70 miles to Bear Mountain State Park, NY, with some great scenic driving, and 52 miles back to our starting point
- Lunch Stop:** Details are still being worked out, check the CVR website or contact: **James Ball** – [jamesballchimney@aol.com](mailto:jamesballchimney@aol.com)



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# THROUGH THE LENS

John Karam, Photography Club Chair



## AUGUST WORKSHOP

### How to Deliver a Large Number of High Resolution Photographs to a Client.

**One of the challenges of shooting high resolution images is delivering them to your client** whether it be CVR's *Challenge* or anyone else. This is especially true when you shoot an event such as Club Race when for two days you have been clicking your shutter and saving images to your memory card. When you gather everything together you find you shot over 1000 images! I used to find that I was only happy with about 25% of my shots and the rest would range from immediate deletions to usable if I didn't have something better. This year, I decided to increase my percentage of good photos. And, I did. I found that about 75% of my shots met my level of quality. I like my images sharp and clear. I want to be able to zoom in on the car and read the decals or the driver's name above the door.

To be honest, this created a new problem for me. I had to spend more time checking the images to see which I liked enough to submit to *Challenge*. When I was done, I still had a lot more that I liked than I usually send. I broke them into run groups to make it easier for Shelley to work through them to see what he needed and then I zipped them into one package to make it easier to download and then...

That is what this article is about. What do I do now that I have four zip files, ranging in size between 360MB and 630MB? Email limits size to about 5MB. If I tried to send two files at a time it

would probably take 50 or 60 emails to get through just one zip file. *Not very efficient.* And my ISP might think I was sending spam. There has to be a better way. There is!

**There are a number of cloud storage providers and many offer a small amount of storage for free. Even that small amount I mention would cover all the Club Race photos I shot for a number of years if I didn't ever clean them out!**

There are a number of cloud storage providers and many offer a small amount of storage for free. Even that small amount I mention would cover all the Club Race photos I shot for a number of years if I didn't ever clean them out!

The first I ever used was probably Sky Drive from Microsoft. It is no longer called that as a European court decided Microsoft was infringing on a satellite TV company's name by using the word Sky in its name. So, does that mean Sky satellite owns the "sky"?

Okay no more distractions. From here on out it is all on topic, I think.

So my Microsoft One Drive (the new name) was my first cloud storage unit.

Today they offer around 7GB of storage for free and 50 GB for \$25 per year. Even though I already had Sky Drive/One Drive when I learned about Dropbox, I added that service and still use that as my primary cloud storage service. It is how I move photos to *Challenge*. It has a free offering of 2GB as well as paid for services if you need them.

Since then I have also added Cubby from the folks who also offer LogMeIn. We use LogMeIn at work so I added the Cubby service since I could get it for free at the time. They still offer 5GB free and 100GB for under \$50 per year which is pretty reasonable. In addition, I have Bitcasa but don't use it because it requires me to log into my PCs as an Admin and I never do. When I set up a new computer for myself I always set up a standard user account as well as the Admin account and then I use the Standard user account and make sure that it is set up so software can't install without an Admin logging in and giving permission. In most cases this means malware can't install itself. It needs my permission and if I didn't ask to install something I don't grant permission. Period. Ever.

Sorry about that. I got distracted again. But it is good advice.

The last service I added was Box. I got a really good deal on it. There is a

free service where you can get 10GB, but I opted for a paid service from them. I was able to score 100GB for a total cost of \$.99 per year! Pay attention to the decimal point in that number. It is in front of the "99." That's right for 99 cents a year, each and every year, I get 100 GB of storage. That offer is no longer available and their current pricing is geared toward business but the free offering is still pretty good.

Finally, I created my own cloud storage unit with a Pogoplug. What is a Pogoplug you ask? Okay by this point



you probably are so bored with all this techno crap that you don't care but bear/bare? with me a little longer and I'll wrap this up and you can move on to the next article. Thanks.

The Pogoplug is a little box that connects to your network. I think the original color was pink and that kept a lot of people from buying it. It is almost like having a Web server and FTP server connected to your network as it has a web

## CLOUD STORAGE SERVICES\*

SERVICE PROVIDER	FREE STORAGE	PAID STORAGE / COST
Microsoft One	7GB	50GB / \$25. Per Year
DropBox	2GB	100GB \$99. Per Year
Cubby	5GB	100GB / >\$50. Per Year
Box	10GB	100GB / \$60. Per Year


\*This chart is just a starting point. Check these services out online to determine which service best suits your needs. —Ed.

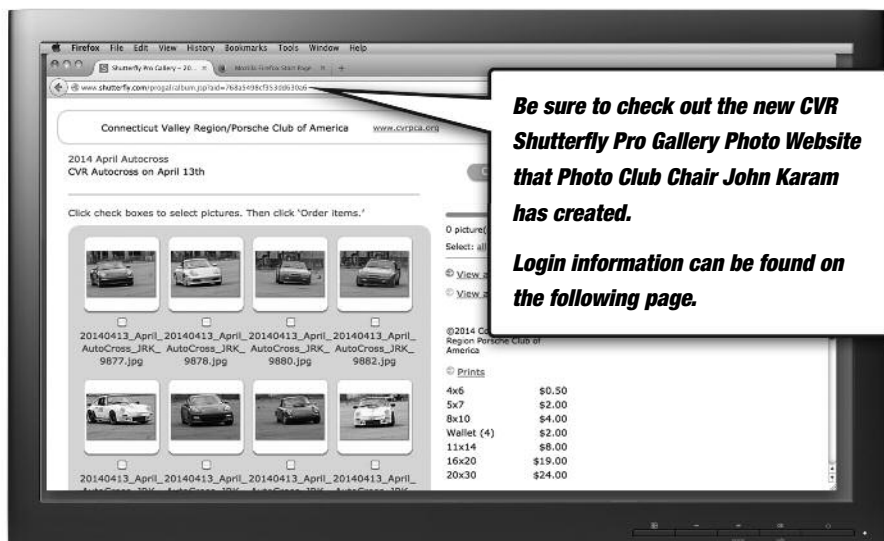
service that communicates with the little box. To that little box you connect a hard drive of your size choice and then it is all available to the web service and any computer on your network. I have two terabytes connected so I have a cloud storage unit of 2 TB when I need it. I use it to back up my Mac Book and to provide a way for me to access images or documents at work and home, like when I put my images of the 918 Spyder from the NY Auto Show up there and moved them to work to use as my desktop wallpaper. Ok, I really am a geek aren't I?

So what is the point of all this you ask? If you shoot photos and want to submit them to *Challenge* or anyone else you need to make sure they are high resolution and that means of large file size. The easiest way to do that is to sign up for one of the previously mentioned free services. You then download the appropriate client for your PC or Mac or iPad or iPhone or Android tablet or Android phone and then when it is installed you just drop the file of photos

that you want to upload into the folder it creates on your PC. It then automatically syncs that folder with the cloud storage on the web site and when it is finished you go to the website, copy the download URL and paste it into an email and send it off to Shelley Krohnengold our illustrious *Challenge* editor. I use the **cvreditor@cvrpca.org** address. When he gets your email he downloads them and picks the ones he likes for use in *Challenge*.

It can't get much easier than that folks. And it is easy. And if you use the free service, and let me say that there is no reason to pay for more storage unless you really have a need and it is a work write-off or something, then it doesn't cost a dime. So the next time you have photos for *Challenge*, compress them into a zip file and drop them into your Dropbox or Box or Cubby and send the link to Shelley and he will take it from there.

And don't forget to get out and shoot photos of CVR events! 



**Be sure to check out the new CVR Shutterfly Pro Gallery Photo Website that Photo Club Chair John Karam has created.**

**Login information can be found on the following page.**

Print Size	Price
4x6	\$0.50
5x7	\$2.00
8x10	\$4.00
Wallet (4)	\$2.00
11x14	\$8.00
16x20	\$19.00
20x30	\$24.00

# INTERESTED IN PHOTOGRAPHY?

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

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

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

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



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# 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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# MONTHLY MEETING

## May Monthly Meeting @ MUSANTE MOTORSPORTS

Story **Frank Sena**

Photos **Jay Harder** and **John Karam**

Jay Harder

**Great weather bought out a full house of CVR members and their Porsches at Musante Motorsports!** As usual, Chris and Lisa Musante and staff hosted a terrific meeting with an outstanding array of delicious food.

Our guest speaker, Josh Vanada, General Manager of Thompson Speedway Motorsports Park (TSMF), introduced us to Thompson's new Road Course and

facilities, located in scenic northwest Connecticut.

Founded in 1940, TSMF today includes NASCAR racing on the 5/8 mile Oval, a 1.7 mile Road Course, a

**>>> Guest speaker, Josh Vanada, General Manager of Thompson Speedway Motorsports Park (below left) gave an excellent slide presentation on the new track configuration**



John Karam



Jay Harder





Jay Harder



Lamborghini photos John Karam

**Top to bottom**

**>>> A beautiful Black and Orange GT3 RS, one of the many great cars on display outside the shop**

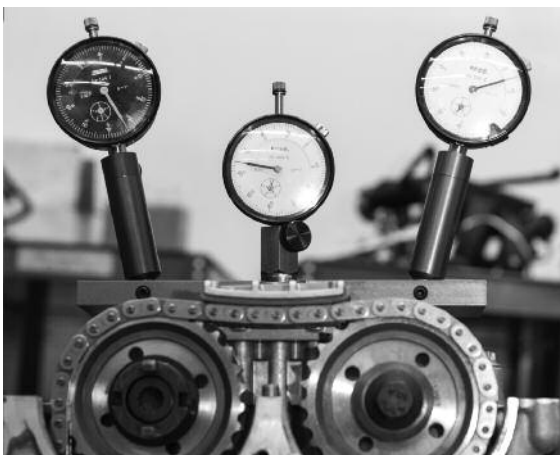
**>>> No, these are not new mid-engine model 960 Porsches! Lamborghini Super Trofeo North America Series Race Cars maintained and raced by Musante Motorsports**

**>>> The great weather brought out some beautiful cars as seen in this Porsche line-up**

**>>> Yes, precision-built automobiles require precision measurement to maintain their precision tolerances... for our picky Porsche club members**



Jay Harder



Jay Harder

John Karam



John Karam



Jay Harder



Jay Harder



**Clockwise from top left**

**>>> CVR President, Gary Hansen**

**>>> Phil Capella, CVR Tourmeister**

**>>> Another happy raffle winner, Cheryl Caouette collects her prize**

**>>> Lisa and Chris Musante accept their CVR Appreciation plaque**

**>>> "First turn this way, then that way, then repeat..." , Autocross Co-Chair Paul Kudra**



John Karam

first class Golf Club, a Clubhouse restaurant with a banquet and catering facility. Josh's remarks were supplemented by a slide

presentation which showed the road course layout as it neared completion. 🏁

Visit [www.thompsons Speedway.com](http://www.thompsons Speedway.com) for TSMP's 2014 full event calendar.

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# MONTHLY MEETING

## June Monthly Meeting @ **DAN JACOBS HAIRY DOG GRRRRAGE**



Story **Frank Sena** Photos **Paul Roth**

**Warm weather and sunny skies** for Dan Jacobs' Hairy Dog Grrrage's 15th (wow!) annual evening of socializing, fabulous BBQ-style food and refreshing beverages. Dan, Donna, Baron and Elizabeth served as our gracious hosts, while Dan's team of Porsche experts was on hand to field members' technical questions.

Members were asked to bring non-perishable food items to be donated to the Spooner House Food



**>>> Left to right: Charles Young, Dan Jacobs, Spooner House Executive Director, Susan J. Agami, Donna Jacobs and Susan Young**



**Clockwise from top left**  
**>>> The full array of**  
**Porsche models was**  
**well represented, both**  
**air and liquid cooled**  
**>>> Spooner House food**  
**bank donations from**  
**generous CVR members**  
**>>> Frank Sena handling**  
**MC duties and entertaining**  
**the crowd**  
**>>> One of Jeff Coe's fleet**  
**of exceptional 968s**



All photos Paul Roth



**Clockwise from top left  
>>> An interesting front  
tire tread choice on the  
Hairy Dog Grrrage cart**

**>>> John Goetz's 2007  
997 GT3 Cup Car**

**>>> CVR President,  
Gary Hansen presents  
CVR Appreciation plaque  
to Dan Jacobs, as Todd  
Drury supervises**

**>>> A view of the Hairy  
Dog Grrrage "paddock"**

Bank in Shelton, CT.  
Charles and Susan Young  
presented Spooner House  
Executive Director Susan  
J. Agamy with a check of  
\$500 to enhance the food  
donations.

Once again, we  
extend our most sincere  
appreciation for all that  
Dan and Donna do in  
supporting CVR and for their  
generosity in supporting  
Spooner House. 🍷



**Dan Jacobs, LLC**  
**Hairy Dog Grrrage**  
115 Hurley Rd  
Oxford, CT 06478  
203.262.0569

# ATTENTION



# TO DETAIL

## **CVR Meeting at Speedsport Tuning: An evening with world-renowned detailer Larry Kosilla**

Story and Photos **Roger Garbow**

On Tuesday April 18th more than 120 CVR members turned out at SpeedSport Tuning in Danbury for a very special evening featuring world-renowned detailer Larry Kosilla. Larry is considered a master at the art of detailing cars and restoring paint and interiors. His expertise and ahem... "attention to detail" has created an impressive roster of clients including some well-known celebrities, car collectors and high-end auto manufacturers.

>>>continued on page 65

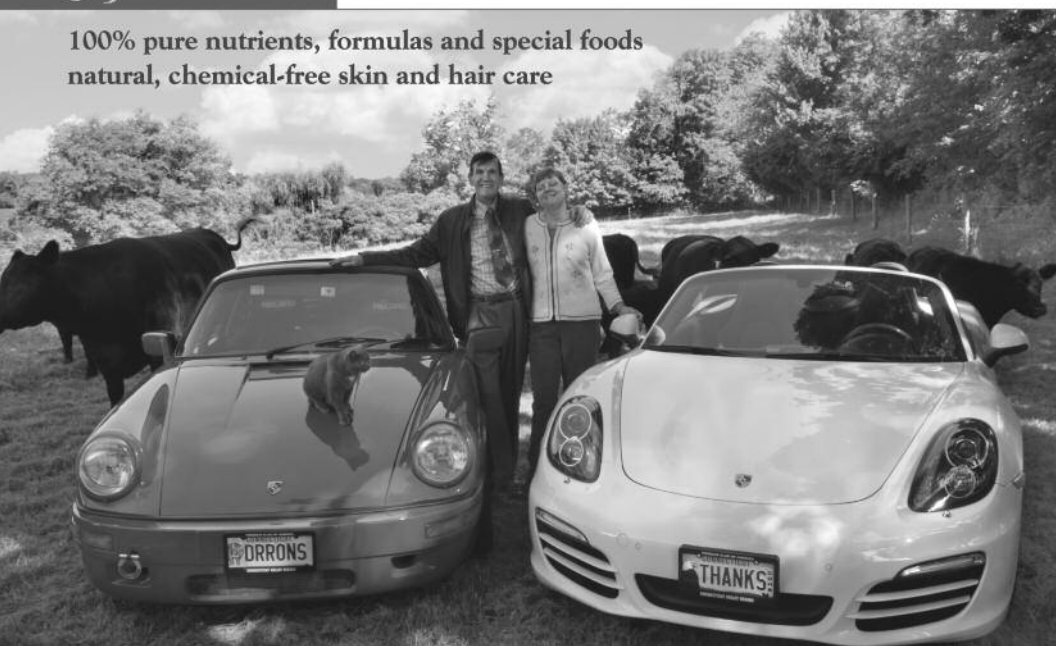




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Ron and Elly Schmid with some of their favorite things at their Connecticut farm.



**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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Larry's reputation and following is not limited to U.S. auto enthusiasts. His YouTube "how-to" videos are watched by millions around the globe and his AMMO line of premium car care products are in high demand.

**>>> Jeff Adams (right) fields questions about the Four-Cam Carrera engines, seven of them all under one roof, a rare sight for club members (below)**

The evening at SpeedSport Tuning began with a tour of the shop, showcasing some vintage and current Porsche street cars and racecars, and chats with the technicians. The attendees stared in awe at the sight of seven—yes seven—FOUR-CAM Carrera engines lined up as SpeedSport's Jeff Adams

answered questions about the complexity and sheer awesomeness of the engines he painstakingly rebuilds and maintains. Following the tour was an excellent buffet from the chefs at Le Jardin Du Roi in Chappaqua, NY. After dinner and bench racing, the large group sat down for club business and presentations.







>>>Clockwise from top left: Spencer Cox looks on as CVR's Nick Esposito handles the introductions

>>>Larry Kosilla's presentation, supplemented by a demonstration of detailing techniques and extensive Q&A time with CVR members

>>>Janica and Peter Shafer did a brisk business at the CVR Emporium

>>>CVR Drivers' Ed VP Dave Vaccaro and wife Susan picked up some pointers on keeping even track cars concours-ready



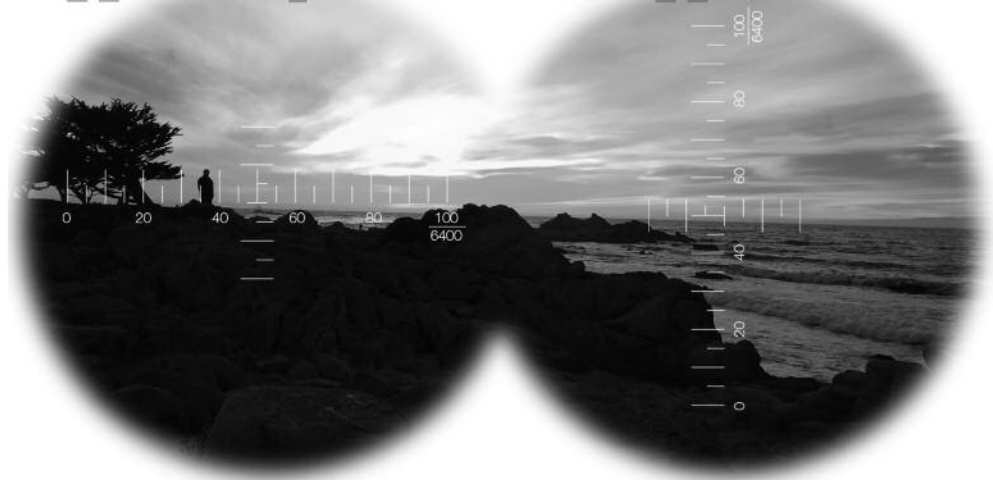
Spencer Cox took the mic and welcomed the members, discussing SpeedSport Tuning's growth and latest projects. Finally it was Larry's turn, and the group enjoyed a hands-on presentation of detailing techniques. A spirited Q&A with the crowd ensued and lasted for over 90 minutes. It was an excellent night as CVR members had a chance to see some beautiful cars, tour a great shop and learn some valuable tips on getting their Porsches into concours-ready condition.



# View from Huckleberry House

Story and principle photography\*

**Dick Strahota**



## **PCA's 59th PORSCHE PARADE** June 15-21, 2014, Monterey, CA

**PCA's motto is "it's not just the cars, it's the people..."** Those still looking for proof needed

to look no further than the 2014 Porsche Parade where 1,200 entrants (2,400 total attendees) temporarily took over

the Monterey Peninsula for a full week of P-car activities.

If you have not attended a Parade before, you should know that they seem to follow a common pattern perfected over the past



**>>> At 714 feet long and 280 feet high, the Bixby Bridge, (below left) is one of the most photographed landmarks in Big Sur, California. It is also one of the tallest single-span concrete bridges in the world. Its aesthetic design and scenic location was commemorated in February 2010 by the U.S. Post Office when it issued an Express Mail stamp featuring a color digital illustration of the Bixby Creek Bridge.**



59 years. Parade week includes the Concours, Autocross, Rally, driving tours to take advantage of unique local attractions, and more. All with award banquets and many other social activities interspersed throughout. And then there is the Goodie Store where PCA'ers turn shopping for Parade memorabilia into a competitive sport! The overall feel of the event is like a huge homecoming, with long-time friends reuniting once again. While the Parade is open to all and is well attended by newbies, this is an event that attracts many PCA'ers year after year. Monterey 2014 was only the fourth Parade that Trish and I have attended.

By my estimate, most participants in 2014 had been to many more Parades – including several that have attended more than 40!

When the 2014 Parade venue was first announced, CVR's Jerry Charlup, a California native, began organizing professional transport for those of us with older cars who wanted to attend Parade with our cars. And CVR was well represented on the truck (operated by Thomas C. Sunday, Inc.) Jerry arranged for us.

**>>>The 55th Anniversary sticker on the window of the Strahota's Twin-Grille 1962 Roadster is a long way from home (below)**



Included were Jerry and Deborah Charlup's Carrera Speedster, Adam Burrows' spectacular 1955 356 coupe (fresh from an extensive restoration by Automobile Associates) and our 1962 356 Twin-Grille Roadster.

Having done the Parade Concours/Rally adventures in the past, Trish and I decided that our plan would be to selectively partake in official Parade activities while leaving several open days and evenings in our schedule to do our own thing. For us, this worked brilliantly, enabling us to enjoy the parts of Parade



**>>> Jerry and Deborah Charlup's Carrera Speedster won first place in class for street-driven cars**

that were important to us but still allowing plenty of private vacation time in a fantastic part of our country.

CVR members received many awards and recognition at the 2014 Parade. Perhaps most notable was



**>>>The Strahota's Twin-Grille 1962 Roadster makes the view even more appealing**





**>>> Prescott Kelly, here with wife Pamela, received the prestigious Bill Scholar Award from PCA**

Prescott Kelly who received the Bill Scholar Award from PCA. This award is PCA's highest level of recognition

for any member. Its purpose is to recognize outstanding contributions to the club, above and beyond normal

duties of any offices held. The award had only been presented a dozen times before and it's named after the founder of PCA. We could tell that the award came as a complete surprise to Prescott (well done, Pamela!) and that Prescott was deeply moved by the well-deserved recognition.

In the Concours, the Charlup's Speedster won first place in class for street-driven cars. Adam's coupe received second place in the wildly competitive 356 Restoration Group, missing first place and a perfect score by just a few points.







**>>> Adam Burrows' spectacular 1955 356 coupe (fresh from an extensive restoration by Automobile Associates)**

Adam's car also received the Zuffenshausen Award from PCA in recognition of the outstanding quality of the restoration. Not bad for

Adam's PCA concours debut! Adam and his dad William seemed to be enjoying the experience, even after three days of final preparation with

help from the Newtons. (Would-be contestants take note: There are no short cuts when competing successfully at this level). In Rally, Phil and Maria Capella (who also volunteered for much of the week as chairpersons of the PCA car wash station) took 4th place in their class. Shelley Krohnengold (not in attendance) and *Challenge* received second runner-up in the newsletter contest. There were other CVR registrants, but unfortunately our paths did not cross during the week. In all, CVR was very well represented.



As always, there was an astonishing array of cars on display. PCA has graciously made their galleries available for your viewing pleasure at: <http://porscheparade.zenfolio.com/f205888665>

Photos on this page courtesy PCA Parade Images

## On the long flight home, I made some notes on my personal favorite highlights from our week. Here is my top 10:

**1** ***The people...*** It was especially nice to see other CVR members (in addition to those I already mentioned) including Jean-Francois Bulyczs with his son Glenn (who lives in the Santa Rosa area) and the Newtons (Marianne, Jim and their son Thomas - who now lives in San Francisco). Also wonderful to reconnect with some other folks we've met through the years from UCR, Chicago and other regions. It was also great to meet and chat with several new PCA acquaintances from all over the country. It turns out having a 356 Roadster in California with Connecticut plates is a good conversation starter.



**2** ***The roads...*** All totaled, we logged more than 720 miles on our Roadster during the week on what must be some of the most fantastic driving roads on the continent. If you have not done the drive on this part of CA-1, you need to put it on your bucket list. It sort

of feels like you are part of a car commercial being filmed with you as the star. And don't forget the famed 17 Mile Drive through Pebble Beach. And doing it all in a vintage Porsche is highly recommended!



**3** ***Canepa Tour...*** Parade volunteers organized a tour of Bruce Canepa's shop/showroom/museum. The place is not to be missed. The place is CLEAN. The content STUNNING, even if not all of it is Porsche. But most of it is. Where else are you going to see a beautiful 356, 917, 934, 935, and a recent IMSA RS Spyder - all in the same showroom?



**4** ***Hearst Castle...*** Another fabulous 2 hour driving tour (one way) organized by the Parade followed by a guided tour of the mansion. Nice house, nice views, but it seems to have somewhat limited garage space...

# MORTON



# COMPETITION

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



**5** *The food...* The Monterey Peninsula is great place for foodies. Even the casual restaurants are mostly decent – some even feature an automotive theme (the famed Baja Cantina and Turn 12, owned by the same people). The better restaurants were, well, even better!

**6** *The Concours...* Certainly the premiere event at Parade each year, but I suspect this year's show (250 cars) must have set some kind of record. The lavishly prepared 356 and early 911 groups were simply outstanding. Several near-original cars appeared as well. But oddly, I do not recall seeing a 1973 Carrera RS on display. Shows there is still room for improvement!



PCA Parade Images



PCA Parade Images



PCA Parade Images



Dick Strahota

**7** *Natural beauty...* Trish and I were able to do several morning runs along the beach in Pacific Grove and a few hikes in Point Lobos Park in Carmel. Sunsets along the Pacific Grove beach were also stunning.

**8** *Courteous non-aggressive drivers...* For the most part, at least. How refreshing, especially when you are driving a car with no airbags!

**9** *No litter...* Why can't we do this here?



PCA Parade Images

**10** *PCA volunteers...* after a week in and around our club's premiere event, I am once again reminded how amazing it is that PCA does what it does almost entirely through the efforts of volunteers (plus a minimal paid staff). There is really nothing else like it anywhere.



>>>continued on page 76



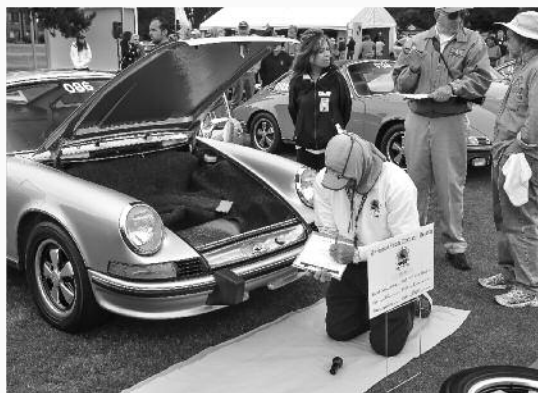
**Clockwise from above:**

**>>> CVRs own Prescott Kelly working as one of the Concoeur Judges**

**>>> One of the most iconic sports racing cars of all time, a Porsche 917K, the version that gave Porsche its first overall wins at LeMans in 1970 and 1971**

**>>> The high overall quality of the concours field made the judging a very exacting and time-consuming job**

**>>> The air-cooled 911s were there all variants, with and without Whale Tails**



Photos on this page courtesy PCA Parade Images



**Next year's Parade—the 60th annual—is slated for French Lick, Indiana.** Perhaps not Monterey, but the venue is supposedly a world-class resort. It was a good sign that representatives of the resort attended this year's Parade to help

them prepare to meet PCA's needs next year. And I can tell you first hand, the nearby roads in and around the Hoosier National Forest will not disappoint! Then in 2016, the traveling circus moves to Jay Peak, Vermont. Are you in?



*You are cordially invited to the*  
**CONNECTICUT VALLEY REGION**  
PORSCHE CLUB OF AMERICA

**55<sup>th</sup>**  
**ANNIVERSARY CELEBRATION**



**at Lime Rock Park**

**SUNDAY, AUGUST 31<sup>st</sup> & MONDAY, SEPTEMBER 1<sup>st</sup>**



# \$75 Discounted Member Ticket Price!

**\$75 Adults. Kids 12 and Under only \$10.**  
**Ticket Value of over \$120.00. This event WILL sell out. Act Now!**

## 55th Anniversary Celebration Ticket includes:

### Sunday, August 31, 2014

Admission ticket for Sunday in the Park and the CVR Celebration Tent

Parking in Porsche parking area in Gathering of the Marques

### Special Guest Speakers:

- Sir Stirling Moss – British Racing Legend
- Mr. Skip Barber – President, Lime Rock Park



Special display in honor of the 60th Anniversary of the Porsche Speedster

Buffet lunch with soda/water and one glass of beer or wine

Cash bar 12 pm – 2 pm

### Monday, September 1, 2014

Admission ticket for the Lime Rock Vintage Car Races

Parking in Porsche Corral

Option to pick up **pre-ordered** VIP Box Lunch in tent **\$15.00**

*To purchase tickets, see registration form on the following page.*





# HISTORIC FESTIVAL 32



**SUNDAY  
IN THE PARK**  
**CONCOURS  
& GATHERING  
OF THE MARQUES**

Since 1983, the East Coast's premier vintage racing and concours event has been the Historic Festival weekend at Lime Rock Park, held annually on Labor Day weekend. No other venue in the U.S. has three days of on-track racing sandwiching a prestigious concours event all on the same property.

In between the two race days is the prestigious Sunday in the Park Concours. For 2014, expect up to 250 cars comprising the Lime Rock Concours d'Elegance, lining the entire length of Sam Posey Straight, from the Downhill to Big Bend. The cars are judged by eminent experts, by class, on the basis of design, rarity, provenance and condition. The remaining mile of track is completely filled with some 750 additional collector cars, displayed by enthusiastic owners in groups according to marque and origin. This Gathering of the Marques is a fascinating, eclectic display, where you can get right up close to everything brought by the clubs, from the Citroen Deux Chevaux to the 300SL Gullwing.



This year you will have the rare opportunity to hear British Racing Legend Sir Stirling Moss and his wife, Lasy Susie Moss.

Sir Stirling Craufurd Moss, OBE (born 17 September 1929), raced from 1948 to 1962, winning 212 of the 529 races he entered, including 16 Formula One Grands Prix. He would compete in as many as 62 races in a single year and drove 84 different makes of car over the course of his racing



career, including Cooper 500, ERA, Lotus, Maserati, Mercedes-Benz, Porsche and Vanwall single-seaters, Aston Martin, Ferrari, Jaguar and Mercedes-Benz sports cars, and Jaguar saloons. Like many drivers of the era, he competed in several formulae, often on the same day. He remained the English driver with the most Formula One victories until 1991 when Nigel Mansell overtook him after competing in more races.

*This year's Concours will also be a very special one for Porsche fans, as 2014 just happens to be the 60th Anniversary of the introduction of the Speedster and we are expecting a number of Speedsters in attendance!*

PORSCHE 355  
**60<sup>th</sup>**  
ANNIVERSARY  
SPEEDSTER



# DEADLINE AUGUST 5<sup>th</sup>

**CONNECTICUT VALLEY REGION**  
PORSCHE CLUB OF AMERICA

**55<sup>th</sup>**  
**ANNIVERSARY CELEBRATION**  
at Lime Rock Park



**WHEN:** Sunday August 31, 2014  
Monday September 1, 2014

**WHERE:** Lime Rock Park Historic Festival  
Celebration Tent

*The tent is located between the two chalets on the hillside at Lime Rock Park – you won't miss it – it's the largest tent on the property!*

**PCA Member Exclusive:** Two-Day Admission  
**\$75.00 per person\* / \$10.00 per child**

CVR Member First and Last Name: \_\_\_\_\_

PLEASE PRINT LEGIBLY

CVR Membership Number: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone: \_\_\_\_\_ Cell: \_\_\_\_\_

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

## There are only a limited number of tickets remaining for this event!

Orders are limited to a **TOTAL of 4 Adult tickets per CVR member.** (Children's tickets are not limited)

CVR Member (Listed Above)	1	@ \$75.00	<b>\$75.00</b>
Number of <i>Additional</i> Adult Tickets (max 3)		@ \$75.00	
Guest(s) Names (Optional):			
Number of Children (age 12 and under)		@ \$10.00	
Number of <b>Optional</b> Monday Box Lunches (box lunch price same for children and adults)		@ \$15.00	
<b>TOTAL Enclosed</b>			

### VIP Box Lunch Includes:

- Hearty Deli Sandwich
- Chips, Fruit, Cookies
- Packaged Snack
- Water

*VIP Boxed Lunch  
Option to be picked  
up at the Celebration  
Tent on Monday  
September 1.*

Please mail your CVR 55th Anniversary Celebration ticket order form with a check made out to:  
**CVR/PCA.** Your order form (with check enclosed) must be postmarked on or before Aug 5, 2014.  
*Ticket orders cannot be filled by CVR after August 5th.*

Mail your form and check to: **Dennis Primavera**  
**4 Cobblestone**  
**Plymouth, MA 02360**



For questions:  
**Primo527@verizon.net**





# CPR Classic East

VINTAGE PORSCHE  
RESTORATION

[cprclassiceast.com](http://cprclassiceast.com)

9329 Ocean Gateway

Easton, MD 21601

410.822.8322

**Bruce Wakefield,**  
Director

by Appointment



## Boxster REGISTRY

[BOXSTERREGISTER.ORG](http://BOXSTERREGISTER.ORG)

[www.boxsterregister.org](http://www.boxsterregister.org)

A SPECIAL INTEREST GROUP  
OF THE  
PORSCHE CLUB  
OF AMERICA

Photo courtesy Porsche Cars North America

# FALL TOUR 2014

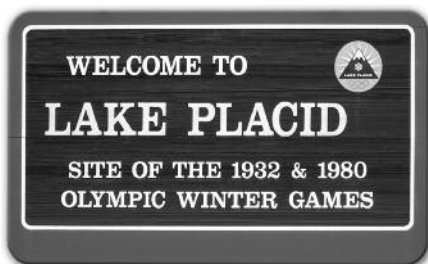
Karen & Tom Russell, Tourmeisters



## 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.

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



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

the events that are open to 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 Hilton chain in 1980.



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

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 DETAILS**

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](http://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 only agreed to hold rooms until July 15th, after that there were no guarantees of availability so call now if you are interested. 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.

**You will find registration form, participant information and directions on the following pages.**



---

### **Lunch:**

Lunch will be aboard “The Saint” of the Lake George Steamboat Co. The lunch will consist of a hot/cold buffet in a separate dining area reserved for us. The boat ride will be 2 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. **Checks need to be made payable to CVR/PCA** and sent to the following address:

Karen Russell  
13 Signal Hill Road  
Brookfield, Ct. 06804

**Luncheon registrations must to be received prior to August 14, 2014 and are non-refundable September 14, 2014.**

### **Participant Information and Dinner Selection:**

We plan to continue with the current system of handing out a summary of participant information with the registration packet unless you prefer not to be included. An email address will be helpful in the even we have any updates or changes. Please complete the form at the end of the article and send it along with your luncheon check. This form is really important and it helps make the paperwork a lot easier for us.

### **Directions:**

*From the Hartford Area:* take 91 North to the Mass Pike west bound to exit 14 toward Albany. Merge onto I-90 W via Exit B1 toward Rt 9. Merge onto I-787 N via Exit 6A toward Troy. Merge onto RT-7 W via Exit 9W toward I-87. Merge onto I-87 toward Saratoga Springs/Glen Falls. Turn left onto US-9N. Turn slight left onto RT-73N, Turn left onto RT 86 Main St, Turn left onto RT 86 Saranac Ave. High Peaks is at 2384 Saranac Ave.

*From the Danbury area:* Take I-84 west to I-87 New York Thruway. Take I-87 North and take left onto US-9N. Turn slight left onto RT-73N, turn left onto RT86 Main St., Turn left on to RT 86 Saranac Ave. High Peaks is at 2384 Saranac Ave.

There are also scenic drives up RT-7 in CT, MA or RT-22 in New York where you can go until you tie in with the Mass Pike and can continue to Lake Placid with the directions above.

### **Check-In:**

You will receive a basic packet of information upon checkin along with the details, timing, locations for the drivers meeting on Saturday as well as driving directions. We will have the CVR “Release and Waiver of Liability and Indemnity Agreement” at the front desk for you to sign. Every participant must sign the release form.

If you have any questions please call at **203-775-6262** or email to **toruka@aol.com**.

We look forward to seeing you on the tour.

Karen & Tom Russell



## 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

Make out registration checks for **\$99.50 per couple or \$49.75 per single**  
to **CVR/PCA** and send to the following address prior to August 14, 2014:

Karen Russell  
13 Signal Hill Road  
Brookfield, Ct. 06804





# The best cars deserve the best garage doors.



With more than 40 years of experience, our team delivers personal service and product quality, backed by an A+ rating from the Better Business Bureau.

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Mon – Fri: 8:00am – 5:00pm  
Saturday: 9:00am – 3:00pm  
Sunday: Closed  
Evenings: By appointment



## ED'S GARAGE DOORS

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edsgaragedoors.com 203-847-1284

# TECH TIPS



## “WATER INTRUSION—ONE OF THE UNNOTICED KILLERS OF THE MODERN AUTOMOBILE”

### TECH NOTES FROM TONY CALLAS

(Courtesy of Callas Rennsport)

Water intrusion is one of the few unnoticed killers of the modern automobile. All modern Porsches are even more sensitive to water damage because of their many delicate electrical control units and computers. I remember this all started years ago when Porsche issued a service bulletin on the 924 to re-route and seal the antenna cable because water could travel along this cable and find its way into the central electrics panel inside the vehicle and create havoc with the electrical system.

The main area to watch for water collection in the 986 thru 997s is the front cowl area. The front cowl area is located just below the base of the windscreen and has water drains on both sides of the battery. There are two front cowl area cavities where debris such as leaves and dirt can collect and, in time, clog the front cowl drains. When these drains clog, water will accumulate in these cavities and, at a point, migrate into the interior compartment of the vehicle. Water can also enter the brake system vacuum (power) booster unit, damaging the booster and causing the brake system to fail (usually with the symptom of a stiff brake pedal).

This is a very common problem, so we recommend that you regularly open the front hood and inspect for debris. Keeping these areas clean is critical. Additionally, after washing your car (or driving in the rain), remove the floor mats and put your hand on the carpet in the front and rear passenger areas. The carpet should be dry. If the carpet is damp or wet, further inspection for the water source is needed. Keeping water out of the interior compartment and away from all electronic components is critical for the long term health of your car.

All cabriolet models (including Boxsters) have two rear cowl areas that are susceptible to water intrusion. This can happen if either of the two drain systems become clogged, if the drain hoses are not connected, or if either of the two rear cowl area liners are damaged. Liner damage usually happens when the cabriolet top is serviced. If a technician is careless, the liner can easily be torn. This will allow the water to no longer follow along the correct path of drainage.

When water from any of these cowl areas leaks, it will end up inside the vehicle under one or both of the front seats. Unfortunately, the immobilizer (antitheft) control unit is mounted at the lowest point under the driver seat and is usually the first component to get wet, in most cases rendering the vehicle undriveable. If the immobilizer control unit is damaged it will be an expensive repair as it will require replacement of the control unit and the specialized knowledge and tools of your Porsche technician (because computer [control unit] coding and programming will be required).



Additional causes of water intrusion can include a torn cabriolet top, faulty weather stripping seals, clogged sunroof drains and

missing chassis plugs. Other negative aspects of water intrusion inside an automobile can be rust and corrosion. ☹️



## New challenge for Patrick Dempsey

*A very special guest contests the Porsche Mobil 1 Supercup this weekend*

*Hockenheim — 18/July 2014*

Hollywood star Patrick Dempsey takes the wheel of the VIP-vehicle on the Hockenheimring Baden-Württemberg. The 48-year-old actor faces 26 pilots from 14 nations and in an interview talks about his passion for racing, matchbox cars and survival training in the Supercup.

**Q A** At what stage did you discover your passion for motorsport?

“As a boy I sometimes sat on a bench at the side of the road and watched the cars drive by. I found the cars I didn’t recognise cool. These days you can find everything on the Internet, but it was different back then. My father always brought home matchbox cars for me and we often watched car races on television or followed the action on the radio.”

**Q A** What do you find so exciting about racing?

“It’s the huge challenge of having to go to your limit. The combination of emotion and discipline that motor racing demands is somewhat addictive.”

**Q A** What do you find so special about the Porsche Mobil 1 Supercup?

“It’s the car, the Porsche 911 GT3 Cup. It’s definitely a great race car. For me, the Supercup gives me the

chance to take part in a fantastic competition and to contest Porsche’s most important race series. I’m looking forward to the challenge of contesting a sprint race. In my endurance racing career to now I learned how to get the most out of a racing car and still be on the safe side. The Supercup is more like survival training at full throttle instead of having to conserve the car over the distance.”

**Q A** What motivates you in racing and in life in general?

“I always like to do my best. It’s great to build personal and professional relationships with people you like and respect and to get these things back in return. If you have that in your life then you’ll succeed in everything you do.”



©2014 All press releases and photography courtesy of Porsche Cars DE, Dr. Ing. h.c. F. Porsche AG, Germany

**Q A** Why do you think motor racing attracts so many fans?

“It’s very probably the same attributes that make motor racing so attractive for us drivers – excitement and enthusiasm. When we watch a race all of our senses respond. It’s a great experience. Not every sport can make this claim. Motorsport has an incredible appeal which has made it popular all over the world. You also feel this in Formula 1!”

**Q A** What do your family and friends think about your involvement in motor racing?

“My family give me huge support and it’s thanks to my wife that I got involved in racing in the first place.

She always saw me sitting in front of the TV watching a race and one day she said I should try it myself. She has always backed me, despite sometimes wondering why I get up at 4am after weeks of hard work to go to a race. Racing has allowed me to meet some very special people who now play a major role in my life?”

**Q A** If you had to choose between a career in motor racing or acting, what would take highest priority?

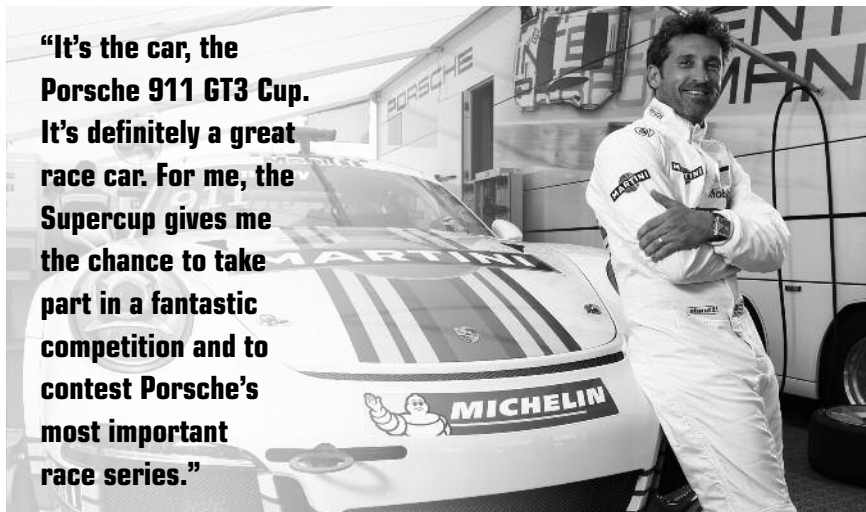
“The job as a race driver is much more satisfying than acting. Not a lot changes in television work, but in racing things change constantly – every lap, every corner and every moment of the day. I find racing very exciting.”

**Q A** Is it difficult to combine the two interests of motorsport and acting?

“Yes, it’s a constant challenge, but the Hollywood folk and especially the people in “Grey’s Anatomy” are very cooperative and understanding. It’s never very easy, but I’m supported by several great people in both acting and motorsport. Nothing I’ve achieved in Hollywood by now has given me as much satisfaction as my races at Le Mans. But one day I hope to find that same satisfaction in Hollywood.” 🏆



**“It’s the car, the Porsche 911 GT3 Cup. It’s definitely a great race car. For me, the Supercup gives me the chance to take part in a fantastic competition and to contest Porsche’s most important race series.”**



# 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!

Borowiecki, Matt  
Weatogue, CT  
2008 911 Carrera 4

Buraceski, John  
Burlington, CT  
1976 911S Targa

Carter, Joseph  
Old Greenwich, CT  
1949 356

Duffy, Brendan  
Colchester, CT  
2014 Cayman

Durrell, David  
Bethel, CT  
1985 944

Foy, John  
East Granby, CT  
2003 Boxster

Hoxley, Brian  
West Haven, CT  
1982 911 SC

Hutnak, Mark  
Douglas, MA  
1986 911 Carrera Targa

Ignatowski, Ronald  
Monroe, CT  
1987 911 Carrera

King, William  
Redding, CT  
1957 356

Lessard, Brian  
Hebron, CT  
1978 911 SC

Lynn, Rob  
Hamden, CT  
1986 944

Mastrangelo, Peter  
Coventry, CT  
2009 Cayenne GTS

Musante, Michael  
Coventry, CT  
1987 944

Oliver, Christopher  
Dover, MA  
2003 911 Carrera 4  
Cabriolet

Peralta, Ramon  
Shelton, CT  
2005 Boxster S

Pousette-Dart, Chris  
Stamford, CT  
2014 911-50th

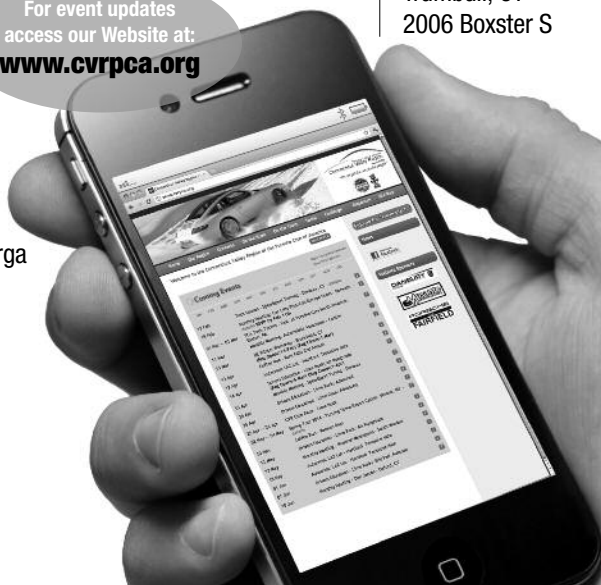
Salib, Fikry  
Stamford, CT  
1996 911 Carrera 4S

Tartaglia, Remo  
Westport, CT  
2014 911 Carrera 4S

Wajahat, Waqas  
Easton, CT  
2012 Cayenne Turbo

West, Bryan  
Trumbull, CT  
2006 Boxster S

For event updates  
access our Website at:  
**[www.cvrpca.org](http://www.cvrpca.org)**





## AUGUST 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.

### 35 Years

Paul Kudra  
Glastonbury, CT

### 30 Years

Karl Ohaus  
Chester, CT

### 20 Years

Jack Baker  
Warren, CT  
Kenneth Champlin  
New Haven, CT  
David Demarest  
Mount Pleasant, SC  
Kenneth Parker  
New Hartford, CT

### 15 Years

J. Cody  
Farmington, CT

Michael Copertino  
Huntington, CT

Jeff Neiblum  
Shelton, CT

### 10 Years

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## DID YOU KNOW

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



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## PORSCHE CARS FOR SALE

**1969 912 Targa**, 95,930 Miles, Silver with Black Interior. "Hard" window, 4-speed CA car until 2005. Now in CT and NEVER driven in rain. Suspension recently expert rebuilt (AA of Canton). Big bore engine. Refurb'd carbs. New tires. Chrome wheels. Runs great. Replica sport seats installed, will provide original seats. Wood steering wheel. Will provide original. Interior/exterior "Good", mechanicals "excellent". First choice is local exchange for 89-97 911 Cab but will sell for reasonable price. Please email for pics and questions. Adam family.silverman@mac.com or 860-539-2720 **8-14**

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

**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 860-559-4111 [j.fairbanks159yahoo.com](mailto:j.fairbanks159yahoo.com) **11-13**

**1985 Carrera Coupe** Grand Prix White/Full Brown Leather 3.2 Motor - no leaks, 78K miles. All records available. New clutch, windshield, tires and battery. Work done the past 14 years by Musante Motorsports. 16" matching Fuchs/painted centers. Custom Recaros. No smoke, rain or winters. Asking \$29,300. Call or Email Frederick Cell 860-205-2756 [rickdotn41@comcast.net](mailto:rickdotn41@comcast.net) **7-14**

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

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

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

**1988 911 Carrera Coupe Track/DE car,** Entire suspension done by Musante 2012, New clutch/brakes 2013, sunroof delete, quick release Momo wheel, shift light, MA Shaw F/R bumpers, fiberglass turbo tail, 3 Sets Fuchs, Recaro seats w/5 point Schroth harness. Have all original parts, bumpers, whale tail, seats etc. plus other spares. Quick, light, durable car. Asking

\$26,000. Jeff 413-530-0873 or Campbell.j@verizon.net 7-14

**1989 944S2** Red with Black interior, excellent condition, all original, professionally maintained, new timing belt and water pump, LSD, 115,000 miles, no winters. \$13K. Charlie Mayer 860-673-4117 cmayer@data2000.biz 6/14

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

**2002 Porsche Boxster** Black/Black, 65,200 mi. 2.7L motor, 5-Speed manual transmission, Air, Am/Fm/CD, Cruise, Leath interior, PDL, tilt, PW, alloy wheels, power seats and mirrors. IMS bearing replaced\*, new clutch. \*DON'T

>>>continued on page 96

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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**

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

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

**2008 Cayman**, Meteor Grey Metallic, Black interior, 11,700 miles. 5 Speed, Bi-Xenon headlamps, 18" S wheels with crested colored caps, sound package plus, floor mats & heated seats. Always garaged, stored winters,

fair weather use only, non-smoker, never tracked, factory cover & Bluetooth. Dealer serviced, records and window sticker available. \$31,500. Contact Angelo at aalonzo@icloud.com or 203-444-7144 **7-14**

**2014 Boxster**, #WPOCA2A83ES120459. White exterior with Black top/interior. PDK, park assist (front and rear), XM ready, air vents painted white, convenience package, Guards Red instrument dials and seat belts, painted center wheel caps, sport exhaust, and clear bra. Purchased new 8/13. Stored this past winter: Covered, on battery maintainer and on tire "Flatstoppers", in heated garage. Remaining 4yr/50k Porsche new car warranty. Only 1700 miles, car is perfect, selling due to other interests. MSRP: \$62,480. Price: \$55,600. Contact Rich Savino: 914-329-2064, email for pictures: richardjs43@hotmail.com **6-14**

## OTHER VEHICLES

**2006 BMW K1200S Motorcycle:** Granite Gray. All BMW options including BMW bags, rear stand, ESA, ABS, heated grips. Many aftermarket extras including carbon fiber belly pan and battery cover, Remus muffler, Sargent seat, just serviced by Max BMW, near mint condition, 7,800 miles, \$7500 860-659-0474 or email f.garufi@cox.net **6-14**

## FOR SALE WHEELS & TIRES

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

**Parts and Wheels.** Four used original Fuchs 17", 7 & 8s, rims with new H2O Hoosiers. All straight and true. \$1,900. Four used Fiske 17", 8 & 9s rims. One of the rims is brand new. All straight and true. \$2,500. One Used original 1986 911 Carrera wing, White. Good condition. \$500. One used GT 3.8 RS wing mounted on a Carrera read deck lid. Good condition. \$500. Two used leather back rests for 1986-1989. Very good shape. \$100.00 One used roller for 1986-1989 911. \$100.00

Email: peter@palmerhouse.com or  
info@palmerhouse.com 5-14

## FOR SALE PARTS & OTHER

**Exhaust System, 996 OEM.** Both left and right, like new, never seen rain or snow. Removed from car after only 2,900 actual miles. \$350. plus S&H (or pickup) sbartelsny@aol.com or 203-637-8281 8-14

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

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

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

**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

**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

**I Need More Garage Space.** One of my greatest frustrations is lack of easy access storage space for my cars. I have found it difficult to rent bays at reasonable rates and to have adequate space to get my cars in and out easily. I have an idea that I hope will appeal to some of you.

Driving up and down Route 5 in South Windsor several weeks ago I was amazed at all of the commercial space that was vacant. Literally thousands of square feet sitting idle. I thought to myself wouldn't it be great if I could rent some space on a month to month basis and park some cars there. It would be convenient to my home in Hartford and a perfect solution to my problem. I spoke with a friend of mine at Cushman and Wakefield and he is looking for some space.

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

>>>>continued on page 98

**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](mailto:ajglittle@gmail.com) 10-13

## FOR FREE

**Challenge and Panorama.** We have a complete (we believe) collection of *Challenge* magazines from early 1988 thru 2000, and Porsche *Panorama* magazines for the same period (1988 thru 2000). Before we toss them in the dumpster (we've moved and are selling-cleaning our house), if any CVR members are interested all they need do is

pick them up in Weston, CT. Contact us at: [eberliner@kncinc.com](mailto:eberliner@kncinc.com). Edward M. Berliner, Weston, CT 7-14


## WANTED

**Porsche 911 Coupe or Targa.**

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



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Photo courtesy Porsche Cars North America

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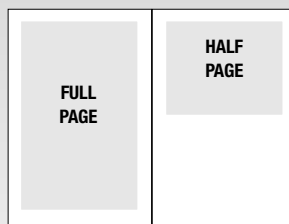
No. of Insertions	Full Page	Half Page
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6 Issues	\$ 750.	\$ 430.
3 Issues	\$ 405.	\$ 225.
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The above rates are for computer readable or camera ready artwork submitted in PC or Mac format and editable in Adobe CS or Quark. Cover ads must be 4-color (CMYK), text ads are Greyscale.

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### Cayman Registry Advocate

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