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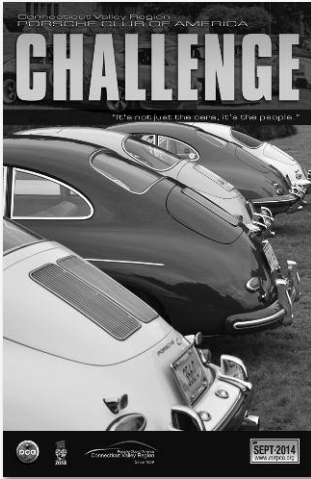
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## CHALLENGE

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





## Cover Story

Another great cover image from our friend Jean-Francois Bulycz, an interesting line-up of Porsche 356 Coupes from the 2013 CVR Father's Day Concours.

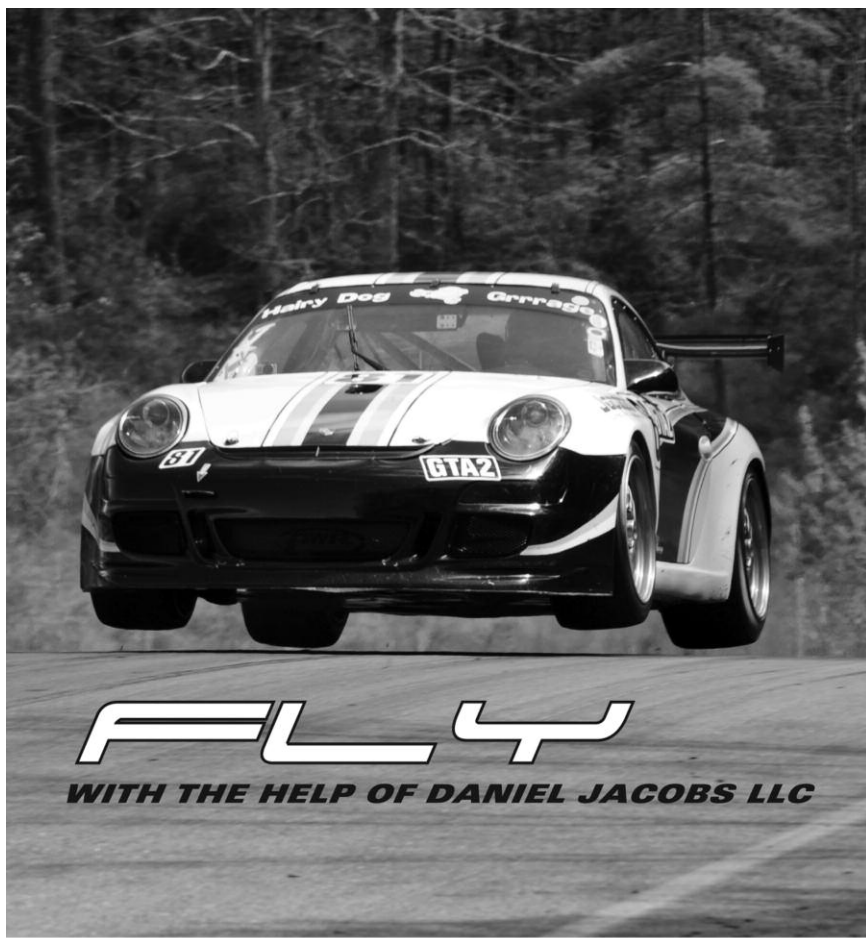
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and illustrations: Editor

### **Correction:**

*Photo credits for the Rally pages of the August issue were incorrect, the photos should have been credited to Cheryl Caouette.*

Annual Meeting  
& PHOTOFEST  
SATURDAY, NOVEMBER 1<sup>st</sup>, 2014

SAVE THE DATE

See page 74 for 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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Just log into [www.pca.org](http://www.pca.org). Click on **MEMBERSHIP** and select **MEMBER SERVICES**. Select any one of the four options in the drop down menu. Member Record, Renew Membership, Online Profile, Replacement Membership Card. By accessing this section, you are able to renew your membership, view and update your PCA membership record to include your address, phone, email, and car information. Continue your participation in PCA events and keep your *Challenge* and *Panorama* subscriptions coming! It's that easy!

## PCA MEMBERSHIP RECRUITING

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

## NOT RECEIVING IMPORTANT CVR EMAILS?

- ✓ It's easy: just go to the [cvrpc.org](http://cvrpc.org) website — click on **Email Blasts** and enter your email address
- ✓ Learn instantly of last minute changes to event dates, times or venues
- ✓ The CVR membership list is **NEVER** shared or sold to outside organizations
- ✓ The [cvrpc.org](http://cvrpc.org) website is **secure**
- ✓ Emails will **NOT** be sent on a daily or weekly basis
- ✓ You can opt out at any time





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# 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](http://www.hoffmanporsche.com)  
Directions available on the website

Hoffman Porsche will once again host this very popular annual CVR event on Tuesday, September 9th. Tired of figuring out tires? OEM? Name brand? Racer endorsement? Performance and value? Storage? Our guest expert from Town Fair Tire, a Connecticut-based company, will address all of these issues as well as the complex coding that appears on every tire you buy. Town Fair Tire was founded in Fairfield, CT and is New England's largest tire retailer. Visit their website at [www.townfairtire.com](http://www.townfairtire.com)

### Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner compliments of Hoffman Porsche.
- 7:30 – 8:00 pm CVR Programs coming events; Gary Hansen – business portion of meeting
- 8:00 – 8:45 pm Guest Speaker: Mark S. Jemison, Regional Manager, Town Fair Tire, Hartford County.
- 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.*



**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



## OCTOBER MONTHLY MEETING

**Date:** Tuesday, October 14, 2014

**Location:** New Country Porsche  
241 W Putnam Avenue  
Greenwich, CT 06830  
203.869.8900  
www.new-country.porschedealer.com  
Directions available on the website

Join General Manager Todd Bullock and the Staff of New Country Porsche in Greenwich, CT as they host our October Monthly Meeting.

Traditionally, one of the most popular meetings on the CVR calendar, with the October meeting slot, the weather will be a bit cooler, but the cars are just as hot. General Manager Todd Bullock will be discussing the off-the-charts popularity and launch of the Macan. He will also be discussing some exciting changes to the Cayenne line. Don't miss it!

### Meeting Agenda:

- 6:30 – 7:30 pm Socializing and Buffet dinner compliments of New Country Porsche.
- 7:30 – 8:00 pm CVR Programs coming events; Gary Hansen – business portion of meeting
- 8:00 – 8:45 pm Todd Bullock, General Manager
- 8:45 – 9:00 pm Raffle

Check the CVR website ([www.cvrpca.org](http://www.cvrpca.org)) for future updates regarding this meeting and others.

**RSVP:** Please respond to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org) by October 7th.

*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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# CVR EVENTS CALENDAR



## SEPTEMBER 2014

- 3 Deadline for ALL October 2014 *Challenge* business
- 5 Drivers' Education, Lime Rock Park, CT (Half-Day, Advanced)
- 6 Drivers' Education, Lime Rock Park, CT (Half-Day, Beginner)
- 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

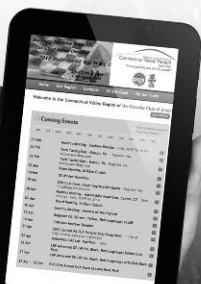
## OCTOBER 2014

- 3 Deadline for ALL November 2014 *Challenge* business
- 5 Fall Rally, Canton, CT
- 6 CVR Board Meeting, Gusto's, Milford, CT, 6:30 pm
- 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
- 24 AutoX Championship Celebration, Hoffman Porsche, W. Hartford, CT
- 25 Coffee Run, 3rd Annual Bear Mountain Run

## NOVEMBER 2014

- 1 CVR Annual Meeting and Photofest
- 3 Deadline for ALL December 2014 *Challenge* business
- 7 Drivers' Education, Lime Rock Park, CT (Half-Day, Advanced)
- 8 Drivers' Education, Lime Rock Park, CT (Half-Day, Beginner)

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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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

# THE SHORE LINE

Gary Hansen, CVR President



## FALL DRIVING PLEASURES

**With CVR's 55th Anniversary Celebration at the Historic Festival at Lime Rock Park in late August behind us,** I am now looking forward to the joys of driving our delightful New England roads in the fall. Autumn is my favorite time of the year, and a time to test the many delightful back roads in our area—roads seemingly designed just for Porsche enthusiasts. Although 2014 may be winding down, CVR still has numerous events planned through early November: Monthly Meetings, Coffee Runs, the Fall Tour, Autocrosses, the Fall Rally, plus several Driver's Ed days remaining before we bid farewell to the driving season and close the books on another great year, so don't miss out.

Of particular interest for drivers of all skill levels is CVR's 2-day, Driver's Ed event at Thompson Speedway Motorsports Park on Friday-Saturday, September 19th and 20th. There are several great articles about Thompson in this issue of *Challenge*, so be sure to read up on this new track located in CVR's North Eastern backyard, and mark your calendar to try it out.

Autumn is also the time when the CVR Board hosts our Annual Meeting / Photofest / Awards Night. It is a chance to socialize with CVR friends and reflect back on the year. It's also an evening when our Officers and Activity Chairs recognize and award outstanding club members. So mark your calendar for the evening of November 1st, at the Crowne

Plaza in Southbury, and join us to enjoy good food, and good company.

Our Annual Meeting is also when members vote to elect the CVR Officers for the coming year as identified by the Nominating Committee, and acknowledge the outgoing Officers and Activity Chairs. All of our Activity Chairs do an outstanding job—and are welcome to continue beyond a two year commitment, as many do. But at the end of each year there are positions that need to be filled: If you are approached by an Activity Chair to become more involved or to consider succeeding him or her as an Activity Chair I encourage you to say "yes". Our volunteer positions all provide excellent opportunities for members to lead and learn. Bottom line is, without Activity Chairs and volunteers, we would not have activities! So I encourage all members to think about what they have to offer, and in what areas you are willing to team up with other talented, high-energy Porsche enthusiasts!

**Bottom line is, without Activity Chairs and volunteers, we would not have activities!**

Be sure to check the dates and details for all our fall calendar of events and plan to take advantage of one or more of the remaining CVR club activities!—I look forward to seeing you at our meetings and events. Happy motoring! 🏁

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# BETWEEN THE LINES

Shelley Krohnengold, *Challenge* Editor

## LEAVES ON THE PAVEMENT

**The last few cool, delightful days** have just been a tease. We certainly have at least another three or four weeks of heat and humidity before we see cool weather on a regular basis. While I will be sad to see summer end, we are looking forward to some enjoyable fall driving during our favorite time of year.

This month *Challenge* again features a sizable full-color center signature thanks to our friends at Car Lifts Plus, whose color ads underwrote our print production costs. The extensive coverage of the first official CVR Drivers' Ed scheduled at the newly rejuvenated Thompson Speedway Motorsports Park (TSMP) makes for a noteworthy subject. Incorporating color images from four different photographers, one of them using his newly acquired Aerial Photo Drone, that gives a unique perspective to the TSMP facility.

Mid-priced Aerial Photo Drones represent relatively new technology, and the jury is still out on whether or not use of these devices will be permitted at race tracks in the future. Citing distraction to drivers' on track, and the possibility of technical issues, the powers that be are considering banning their use. Those of you who live close to the NY Metro area have likely heard about the near-miss aerial collision between a photo drone and a NYC Police Helicopter over the George Washington Bridge, this clearly has not helped the situation. It appears that stricter regulation of drone usage by the FAA and local governments is just

around the corner. Regardless of what happens in the future we hope you enjoy the few images we've chosen to publish here, as you may not see anything like them again in *Challenge* in the future.

**Mid-priced Aerial Photo Drones represent relatively new technology, and the jury is still out on whether or not use of these devices will be permitted at race tracks in the future.**

In this month's issue you will also find the announcement for CVR's upcoming Annual Meeting, Awards Dinner, and Photofest, to be held once again at the Crowne Plaza Hotel in Southbury, CT. This evening is an opportunity for the board to recognize all of our volunteers, elect new officers, and for you to show off your artistic talent at Photofest. All in the company of other CVR members, in a relaxed and informal setting. This year the date is Saturday, November 1st, where you can make it.

In the meantime, enjoy the great early fall driving, and watch out for those leaves on the pavement. 🐉

—cvreditor@cvrpca.org

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

# 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



**CVR track days for the month of July and into the beginning of August were very well attended.** We started off at TSMP in mid-July (please make sure you don't miss the feature color article in this issue of *Challenge*) and then finished out our summer events at Lime Rock on both July 28 and Aug 2. We have another event scheduled for August 9 at Lime Rock, but that event is after the deadline for me to get an article to our Editor, so I can't comment on how much fun everyone had.

We lucked out with the weather on the 28th. We had a few very misty showers in the morning and the rain held off until almost the end of the day. And then it rained—and then we had thunder and lightning. It was time for the Instructor's last session to be on the track but that did not happen. The flaggers were all safely seated in their cars, away from the lightning and the instructors had their cars in

their trailers, knowing that they were done for the day. We ended up calling the event 15 minutes before the official end of the day. At 5 p.m., the rain was over but so was our track time. So, everyone gathered under the LRP Tower to rehash the fun of the day's driving, enjoying some snacks and drinks before heading home.

For our Monday, July 28 event, we asked all of our drivers to bring a donation for the Corner Kitchen Food Pantry in Lakeville, CT. The food drive was a great success, as it was in April, when we also asked for donations. Thank you to all of our drivers for their generosity in helping those who need help. It's nice to give back to the local track community.

At our Saturday, August 2 Advanced Drivers DE, we tried something different with the schedule. It was a shared day with Club Lime Rock and when we share a day, we usually alternate hours on the



track with the members (they have it for an hour, we have it for an hour, then back and forth for the day). Instead, we took the first part of the day's rental, running from 9 a.m. - 1 p.m. with an open track format, throwing the checkered flag every thirty minutes. The drivers each had only one 15 minute work assignment, working at Pit Out to get cars safely on track. Thank you to Susan for acting as our Steward for the day, talking to the very limited number of drivers that had to Pit In and explain why they accidentally went off the track. Over-exuberance seemed to be the standard excuse. All of the drivers had a great time, with more than enough track time for one day and were even home early, by mid-afternoon instead of the usual 7 p.m.

We would like to be able to offer this shared day format more often, but since it only works for Advanced Drivers (White/Black/Red), we aren't sure if it would be feasible on a weekday – usually

the shared days are on Friday or Saturday. We always have more beginners (Green/Yellow) who want to attend DE events and those two rungroups easily fill a Saturday, so this past event was an experiment (and successful, from the driver's points of view). We would have been happier if we had a few more drivers



Dave Vaccaro



>>> Terrence Nolan getting ready to drive



>>> Instructor Don Schneider and wife Judy

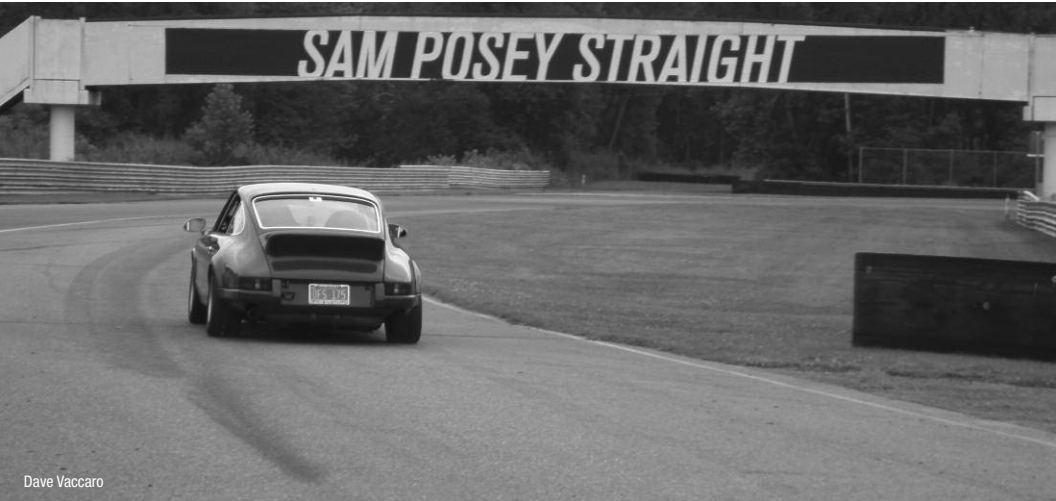


Photos on this page Keith Sanderson unless indicated otherwise

but understand that a lot of CVR members go on vacation at the end of July, beginning of August. Let me know what you think about another Advanced DE half day and we'll see if we can do it again in 2015.

With all of the days that have been completed thus far, there are still many opportunities for all levels of drivers to

get out there and experience some great track days. We have two days at the beginning of September at Lime Rock (come on up on Saturday, Sept 6 and check out the event). CVR also has a two day event at the all new Thompson Speedway Motorsports Park (TSMP) on September 19 & 20 and then a two day



Dave Vaccaro



Todd Pajonas

**Clockwise from top left:**

>>> Vin Vizzo refueling in the Lime Rock Paddock

>>> Joe Gawlik entering onto the track for the Advanced DE

>>> An aerial view of the entrance to Big Bend at Lime Rock

>>> Jim Hamblin's Gelbgrun (Lime Green) '74 911 Coupe

>>> James Stein's 1959 356 Coupe





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event at the always great Watkins Glen track. The WGI event is Monday, October 13 and Tuesday, October 14. Monday is Columbus Day so if you want to attend, you'll only miss one day of work because of the holiday. It is always a favorite event and I would love to see more CVR members make the trip up (bring your spouse, significant other, etc) and make it a very long weekend. The track is great, the Monday night dinner is always fun and it should be on your list of "events to attend".

We will finish up the 2014 season with two shared days in November at Lime Rock. We always have good attendance

at the November events because everyone knows that it's the last hurrah for the season. If you are a beginner driver, you want to register as close to opening day of registration for not only the November event, but any event you hope to attend. As always, all registration is on:

**ClubRegistration.net**

Enjoy tracking your Porsche in a safe, controlled environment and have more fun than you thought possible. I look forward to seeing both new and returning drivers at one of our many events still to come. 🏁

Dave



Keith Sanderson



Keith Sanderson



Dave Vaccaro



Dave Vaccaro

**Clockwise from top left:**

>>> Bill Verburgs' 993

>>> Todd Pajonas' 944 and Don Phelans' 911

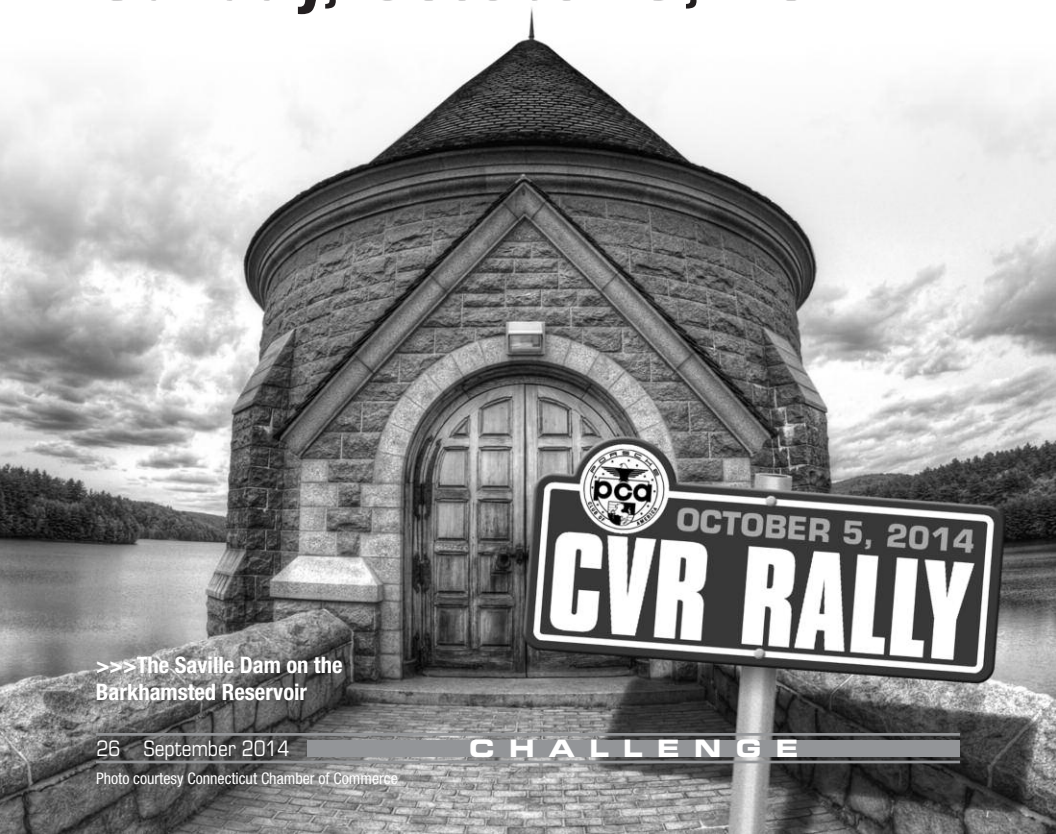
>>> Advanced DE at Lime Rock on August 2nd

>>> Tech Line guys at Lime Rock

# FALL RALLY



**Sunday, October 5, 2014**



>>> The Saville Dam on the  
Barkhamsted Reservoir

26 September 2014

**CHALLENGE**

Photo courtesy Connecticut Chamber of Commerce

# RALLY

Lon Hultgren, Rally Chair



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

**Gimmick rallies have evolved considerably from their great popularity in the 1960s and 70s.** Back in the day, there were many rally clubs putting on many events that were challenging and interesting. The course-following rallies I cut my teeth on in the Sacramento, CA area were generally held at night and run by anywhere from 50 to 75 teams! They were pretty popular in their day, but they all but died off in the last 30 years for what I suspect were the follow-

ing reasons: First, the traps got so difficult only a handful of experienced rallyists could recognize them. More importantly, however, our world of technology and entertainment has blossomed to no end—you don't need to be out driving a car to navigate through complicated visual circumstances... you can do this now on your computer, tablet or smart phone by playing a variety of video/computer games.

>>>continued on page 28

### SO WHY PARTICIPATE IN ONE OF OUR MODERN-DAY CVR RALLIES?

Despite the growth of technology and simulators, driving and navigating your Porsche through interesting and challenging circumstances **is more fun (and rewarding) than a video game or driving simulator.**

The **skills (navigational awareness?) you develop while rallying will be useful** in other challenging navigational circumstances, for example, in an unfamiliar city setting, on your next trip to Europe, or in the next gimmick rally at the annual Porsche Parade.

You will **meet other rallyists** who are committed to figuring out the traps in each rally, and learn how they recognized them at both the lunch following the rally and at subsequent club meetings and events where rally challenges come up in conversation. "Remember the confluence towards the end of the Southbury rally...?"

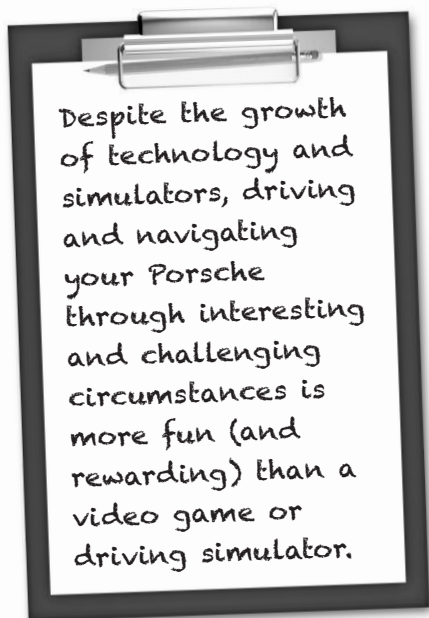
You will by **exercising your brain** and holding-off its atrophication! (Use it or lose it.)

Since each rally and its traps and circumstances are unique, you will have different traps and directional/observational activities for each rally— no two rallies are exactly alike—thus **coaxing you to think creatively whilst solving problems.**

You will by **matching wits with the Rallymaster** on each rally, acquire extensive rallying skills enabling you to serve as the club's next rallymaster, doing an even better job!

Not that I'm trying to retire from setting up the club's rallies anytime soon, but at some point in the future I may be fresh out of ideas and someone new will have to take on this challenge.

Speaking of challenges, it is now confirmed that the roadways in the greater Barkhamsted area are fabulous and the October 5th rally will have no shortage



of great roads on which we will rally. The biggest challenge I face is setting up a rally that can be done on state highways at state highway speeds, as most of the roads that traverse the rally area are numbered state highways, albeit somewhat more curvy than most numbered routes. So I promise that in setting up this rally I will be cognizant of safe places to

turn around, make non-standard turns and just plain pull off the road to understand what the directions really mean. Appropriate places will be synchronously provided for all of the above, so that you can safely navigate the rally route.

Although most of the rally will be conducted up in the Barkhamsted Reservoir area, the rally will begin at the Dunkin Donuts on the Simsbury/Canton line and end at the Wood-N-Tap in Southington. As in past rallies, we will need a few volunteers to staff checkpoints so please contact me if you want to help put on the rally on Sunday morning October 5th.

Looking forward to a new and interesting event, and sharing the course with the club's rally enthusiasts!

Please sign up using the registration form on the adjacent page.

Lon Hultgren  
Rally Chair



#### **REGISTRATION FORM FOR THE OCTOBER 5TH RALLY.**

**There is no age requirement for navigators/passengers but drivers must be licensed and all participants must sign a waiver.**

## 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



## THE MILLENNIALS ARE COMING!

A special part of the July 20th AutoX was that proud papa's were aplenty. Six fathers had the joy of driving in the event with their Millennial offspring. Some in the same car, some not. Six has to be an all-time record for CVR at a driving event. Sharing the AutoX experience with your "kid" has got to be one of the best gifts you can give them and one of the best you can receive. You could see that each wanted to do their best, and to help the other do their best. Learning was a two way street as the younger members got a good dose of survival skills needed on the real-world roads and experienced just what a car can and

cannot do; while dads got refocused on pushing like there's no tomorrow nor limits. It doesn't get much better than that!

AutoX 5 was the second course to use the new "runway" section of the parking lot. This has become a favorite addition

>>> "Not far from the tree". After years of helping out at CVR AutoX events it was obvious that Jeff Fournier had been paying attention as he made his AutoX debut! Here he hands dad Brian a well-earned first place trophy for another smooth and sensational drive. Brian also made a debut of his own, becoming CVR's newest AutoX Instructor. Congratulations to both!



Paul Kudra

that has raised speeds and accolades from the drivers. “My favorite course ever” was one such view voiced at the conclusion of the July 20th event. A large 25 pace slalom grabbed your full attention as you made high speed right-left-right-left lane changes and it even required third gear for some. Even the turn-around at the end could be taken in second gear before you blasted back through the slalom. Adrenaline powered fun!

“Smooth is fast” was the motto for the July 20th long-course. It was the best way to shave time off around the 200 foot diameter skid pad, through the sweepers and transition sections, and especially on the high speed slalom. Several drivers found this AutoX-U “secret” and had amazingly quick times because of it.

None proved that “smooth is fast” better than Rich Bellow. He lead the field after the second run, but it looked like his times could not improve any further. As he started his 6th run it looked like we had already seen his best as the run looked noticeably slower. As he crossed the finish line the clock revealed just the opposite. Rich was so smooth, and the car so composed because of it, that he lopped off almost another full second! That erased any doubt that smooth pays off handsomely, and that he firmly claimed the Fastest Time of Day.

Randy Kudra had a similar experience on his last run, shaving 0.7 seconds off an already impressive but stagnated time. Although he nicked a cone negating the time, it was a small price to pay for the

**>>> “Long Course” addicts! A giant skid pad that flowed into a high-speed slalom was the signature AutoX-U feature of this fast July 20th course. Six fathers shared this fun day with their Millennial. Can you find two people named: Barnett, Fournier, Frohman, Kudra, Taylor, Wojick?**



All photos Paul Kudra

priceless lesson of how “aggressive smoothness” can lop off big chunks of time just when you think there is no way to go faster. A great dual between Steve Dudzic in his Cayman R and Alex Au in his 997 also showed that by finding the “smooth groove” each went about another

.5 seconds faster than their previous best, with Steve just clinching the trophy by less than 0.03 seconds. And then there was Brian. Brian Fournier was “sleeper-smooth” run after run, slicing off 0.2 seconds each time he went out. He ended up with a time that not only claimed



>>> In just his second AutoX, Bill Thompson wins the Novice class trophy with an impressive time. Nice driving!





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**>>> Olga Timofeyeva-Vogt drove in her first AutoX and shaved off the seconds run after run, taking a well driven third place ribbon in Novice. To her left (in back) Gene and Eric Frohman, and (right) Scottie and Scott Taylor were two of the six family pairs driving the event.**

another glass but would have done so even in the next faster class. This kind of driving reaffirmed why Brian has become our newest AutoX Driving Instructor. Congratulations to Brian and to all of these “smooth operators”!

Put on “your smooth” at the September 14th AutoX for your last chance to add to your 2014 championship points ranking. This ranking counts your best four out of the first seven scores and tallies them up towards the prestigious “top-twenty” list. This status is getting harder and harder to achieve as the AutoX-U lessons have helped elevate CVR driving talent to new heights. To test that statement many of the CVR

faithful will have just returned from the famous Zone 1 Autocross. Each year we challenge ourselves against some of the best drivers in New England at that event. AutoX-U’s goal is to reclaim CVR’s prior dominance of this two-day Moore Airfield event in Ayer, MA and we know that better results at next year’s event starts right now. Join us on that journey and further elevate your driving skills at the September 14th CVR AutoX! Visit our [cvrpca.org/onthetrack/autocross](http://cvrpca.org/onthetrack/autocross) web-site for the course map, schedule, directions and more. See you on 9-14, and bring a Millennial if you can! 

CVR AutoX... Better Driving, Faster!

# 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)

>>> 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



## Smooth Operator?

In the preceding Pylon Place article you will have noticed that the fastest drivers made break-through drives by being extra “smooth”. We’ve all heard about being smooth, but what exactly does that mean? Let’s recap the November AutoXU-2Go article in Challenge that explored this dilemma and see what being smooth felt like on the July 20th AutoX slalom section where it really counted:

To quickly re-cap: Smooth Driving starts by slowing down 5-10% for the first few runs of the day to be sure you are actually driving well within your abilities. You should be underwhelmed as you circulate the course and have enough time to see, and remember, exactly what you and your car were doing at each moment. You should feel that you have plenty of time to look far ahead and are never surprised. You should notice that you are thinking faster than your car is moving and that you are just patiently waiting to give your next driver input to your car.

Being smooth also involves going slowly enough that you feel the Car Dynamics happening. You can feel the car sway when you turn the wheel, followed by the car actually turning after the tires and suspension had enough time to develop some side forces. Turning

takes time to happen, and being smooth means going slow enough to give your car that time to perform the command you just gave it.

Once you are actually feeling these things, “simply” speed up the film to the point where you are about to lose the



feeling of being in control. If you do lose control, you went a little too far and you need to regain your relaxed composure again by backing off a couple tenths of a second at that section on your next run.

---

On the July 20th AutoX course you will have noticed that there was very little drama to the fastest of runs. The drivers had calibrated how much steering, gas, and brake inputs were needed and

patiently waited to dole out only the minimum input needed to command their car through each section. Going through the Funnel and into the slalom section felt something like this:

**Flat-out through the Funnel.** Waiting, waiting, ready, ready... NOW! The precise turn-in point finally arrived and you were prepared for the quick flick of the steering to the right to your pre-calibrated angle. This angle was “held steady” from that turn-in point until... wait for it... wait for it, Now! An equally quick and decisive flick back to a different pre-calibrated angle to the left, this time maybe tempered with a slight lift (25%?) of the gas to put more weight onto the poor front tires that had now started to complain about the speed that had been allowed to build so far. To be sure, the fastest of runs required some “adjusting” of each driver input to keep the car from getting away, but equally for sure there were no real heroics needed to overcome any surprises. Only some very fine tuning of your driver inputs were needed since the speeds were now higher than ever, as the result of being so smooth and precise. Being patient and waiting to receive the “ok your command has been completed” signals from your car, now only consumed a few tenths of a second and not the previous three of four tenths of a second like on your prior calibration runs.




---

Watching the fast runs of the day, they all appeared very tidy, being just inches away from the key cones that constrained each section. They also had an absolute minimum of car movement to negotiate each section. They actually looked slower to the eye, since there was no

**>>> Brian Fournier didn't confuse his Cayman with excess commands, he simply told it what to do and then gave it the time to complete the request. His patience and smoothness was rewarded yet again with a blistering fast time and another class win!**

drama to suggest the stealth speed that was actually occurring.

So at the next AutoX when your times seem stagnated, even at a respectable level, try telling yourself to slow down a fraction and concentrate on looking ahead more and nailing a perfect line as the priority for that run. You may be amazed to find you too just lopped-off an unthinkable large portion of time. You too will become a believer in the power of being smooth! 

*“Driving to the Edge” doesn't necessarily look like you are...*





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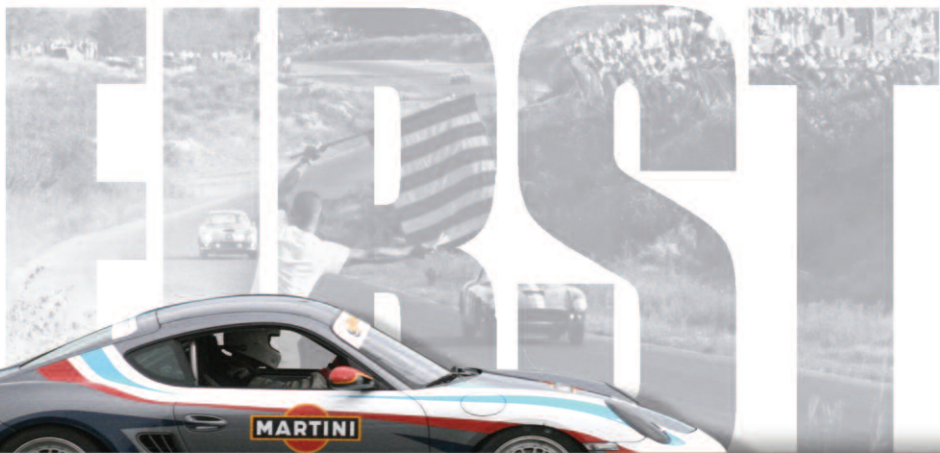


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# IMPRESSIONS

## Speedway

**All I have to say is “Wow!” regarding the newly re-opened Thompson Speedway Motorsports Park.** Those who attended CVR’s recently held two day DE event at TSMP were lucky to have clear and sunny days with plenty of track time for all run groups. I want to thank all of the instructors for their effort in making our solo and instructed drivers comfortable driving at a new

track. Roger Funk stepped in as acting Chief Instructor and did a great job leading. Thank you to Susan for all that she did in organizing everything, from student/instructor

pairings, to work assignments and the barbeque. I hope that you all enjoy this month’s color special, with contributing articles from CVR Instructor Jim Marquis and solo driver Mark Lewis, and photos from Keith Sanderson & Craig Kennedy, along with drone photos from Todd Pajonas. Our next TSMP event is September 19/20.

—*Dave Vaccaro*



Todd Pajonas

>>> **Rich Bello's 1984 911 passes under the bridge at TSMP (left)**

## ➔ CVR PCA DE Instructor's First Impressions of TSMP

Now that I've racked up three whole days at the new Thompson Speedway Motorsports Park, I'm certainly qualified to write a critique. Hah.

My first day at TSMP in June, with CVR, was sort of a scouting mission for CVR instructors and advanced drivers. As such, we were all walking around in a daze trying to get our bearings. Not only did we need to figure out the paddock and other facilities, but also the track itself. An evening track walk proved to be somewhat helpful but it was still the blind leading the blind. Newly paved and absent of curbing and cones, we were all speculating on turn in, apex and track out points.

**“It drives like a long autocross course” was heard from a few around the paddock.**

The next morning, after the first couple of sessions, reviews were mixed but mostly favorable. At first, 1.7 miles and 11 turns doesn't feel like it has much flow... and road course drivers love flow!! “It drives like a long



autocross course” was heard from a few around the paddock. Another feature noted was a couple of abrupt transitions between old and new pavement (the road course, built in the 1950s, incorporates one turn from

>>> Jim Marquis in his beautiful Cayman S (top)

>>> Dick Strahota works on his car (bottom)

the banked oval track that's been in continual use since 1940). On the flip side, most





Photos on this spread Craig Kennedy

instructors in attendance agreed that it's impossible to pass judgment with so few laps under our belts. There is a slightly shorter configuration that eliminates a hairpin turn and we tried that out for a couple of sessions after

lunch. The overwhelming consensus was in favor of the longer layout.

Everyone's outlook improved quickly. By the end of that first day we were having a blast! With several more laps under our belts,

>>> **Bob Scotto and Ron Savoron on the front straight (top)**

>>> **Bob Napoletano gets ready to go out (left)**

the track started to flow and there was lots of exuberant discussion about the optimal line through each corner.

Fast forward to our most recent two day TSMP DE on July 18th and 19th. With more instructors in attendance and with actual students, the atmosphere became even more exciting. By this time, curbs had also been installed around the track.

Day one, Instructors were first on track. This made for some interesting corners as some of us had

## THE THOMPSON STORY BEGINS

on a quiet September 21, 1938 afternoon in the farming community of Thompson, Connecticut. With no advance warning, the skies turned black as huge storm clouds raced over the area. The "Long Island Express" was ready to bear down on New England. The affects were devastating as the famous 1938 hurricane roared through this quiet farming town. When the skies cleared, buildings, trees and just about anything in the storm's path had been destroyed. Included was the farm of John Hoenig and his family.

In the aftermath of the storm called the "Long Island Express" and The Great New England Hurricane, many chose to pull up stakes and move elsewhere. However, John Hoenig had a dream. If ever that dream were to become reality, now was the time.

He began to remove the downed trees and clear the land. He brought in a rock crusher, built a sawmill, and moved thousands of cubic yards of gravel. All of these items were needed to create his dream. Before long, the nation's first asphalt racetrack was beginning to take shape and John Hoenig's dream was coming true with the construction of a combined 5/8-mile (1.0 km) paved oval and 1.6-mile (2.6 km) road course on his farmland in the northeast corner of Connecticut.

driven the track previously and some had not. I was behind fellow instructor David Nagler going into Turn 9, which is a sweeping left hander. I took a big arcing line and he cut the corner like you would a dogleg hole in golf with a similar risk/reward gamble. The shorter line presents you with an abrupt rise at the apex which can get the car unsettled, just as you need to brake hard to negotiate the turn. But it is a shorter distance. The more sweeping outside line allows you

>>> **State-of-the-art drone images capture Thompsons state-of-the-art facility, new technology put to good use**

to carry more speed and trail brake into the corner. If I had to guess, this section of the track was one of the more hotly disputed corners around the paddock.

I was worried that it was going to be a challenge to instruct at TSMP but, on the contrary,



Aerial Drone photography Todd Pajonas





it was a lot of fun. In terms of adding value to a prospective track junkie's experience, this track offers

a great mix of teaching opportunities and outright fun. Turn 11, leading onto the front straight,



features a blind crest so it's certainly important to have your student set up properly for that one! For the speed demon, the front straight is long enough to deliver some impressive top speeds but it's followed by a VERY tight Turn 1.

Many of the corners are very technical. Getting your student to apex just a few feet earlier or later can make a big difference in corner exit speed. My student demonstrated very good car control skills for only having four days on track leading into

this event. I felt comfortable enough on day two to have him try some of the alternate lines we instructors had been debating. In doing so, I was able to get some valuable feedback that will help me to better instruct at future Thompson DEs.

Bob Scotto and Ron Savenor, two of our CVR DE "Cup Car guys" really seemed to enjoy the track equally as much as our lower horsepower "momentum car" participants. In fact, there were big grins all across the Porsche family

tree from older 911 owners Dick Strahota and Joe Gawlik to 944 guys Don Schneider, Baron Jacobs and Bob Napoletano to GT3RS drivers Vin Vizzo and Bradley Ursprung. My student and I are both Cayman drivers and TSMP is a perfect Cayman or Boxster track!

The neutral balance in corners and enough torque to haul you out of those corners onto the straights, is perfect. I surveyed lots of students over the course of the two days and everyone had big smiles and good



>>> Three cars run through turn 10 (above)

>>> Alan Koiva's 911 in the paddock (right)



Photos Keith Sanderson



things to say about the track. The same was true for advanced drivers and instructors. TSMP management was actively seeking feedback from all involved as they really want to make their events as user-friendly as possible. I think they're off to an excellent start. Dave and Susan Vaccaro had taken lots of notes from our first test day and it showed in how smoothly the two day DE was run. Aside from a fun, challenging track, did I mention that there is also a snack bar in the paddock

area, an excellent restaurant on the property AND an ice cream stand?!! (Much like the track, the stand was a bit hard to find but well worth the effort).

We all know how lucky we are to have a legendary track like Lime Rock in our back yard but to now have two road courses to choose from in the tiny state of CT is just awesome. It won't take long for TSMP to become a "can't wait to go back" kind of track. 😊

—Jim Marquis

**In the 1960s and 1970s**, Thompson's Sunday night program was a who's who of modified greats such as Carl "Bugs" Stevens, Fred DeSarro, Fred Schulz, Ron Bouchard, Ed Flemke, Leo Cleary, Smoky Boutwell, and Geoff Bodine. During this period the track hosted memorable special events which drew legendary Southern drivers like Ray Hendrick in the famous "fire" #1 to battle the locals. Other surprise stars included Long Island's Fred Harbach and Rene Charland from Massachusetts.

**In the late 1970s**, the track drew 55 winged Super Modifieds to their World Series race. By owner's choice, all 55 started. During the energy crisis during the 1970s, Thompson hosted a unique division called the "Open Competitive" division which merged the Super Modifieds with the Modifieds. Later, Thompson tried a lower cost stock-cylinder-head modified division which chased away some of the track's regulars. Until the 1980s, the track had a unique barrier outside turns 1-2 and 3-4 made of dirt fill.

Hoenig's son Donald and grandson D.R. continue to operate the family-owned facility. As of June 1, 2013 the Hoenig family began work to reconstruct the 1.7 mile road course with and accompanying paddock and staging areas, and the website reflected the



>>> Bradley Ursprung in a 2010 GT3 RS





renaming of the facility to Thompson Speedway Motorsports Park. The newly-rebuilt road course celebrated its "soft opening" with the New England Region of SCCA on the weekend of June 6-8, 2014. Thompson has also created a private club model for individual use of the road course.

During its 47 years of motorsports operation, the facility also developed the Raceway Golf Club, which boasts 18 holes of classic New England golf course design, and Raceway Restaurant that hosts large race banquets, weddings, and parties and outings of all types. In addition, it houses the famous raceway bar and lounge that accommodate both racers after a night on the track or a foursome coming in after playing 18 holes. It is a unique dynamic to sit in the one of the seats of the lounge and imagine all of the greats who have passed through after a race as you look over the historic facility.

Thompson's multiple speedways, road course configurations and support facilities have given birth to many of this country's famed and influential motorsports players. It has always been a place where talented drivers have been given their first chance to show that they have what it takes to make it as a motorsports professional. 🏎️

TSMP History courtesy TSMP, Wikipedia and other miscellaneous sources.



## Drivers' Impressions

### **On July 18-19 CVR held its first full 'all run group' HPDE event in the north-east corner of Connecticut at the new road course at Thompson Speedway Motorsports Park (TSMP).**

Over 90 drivers participated, mostly from CVR but also from NER, DER, NNJR, NCR, HCR and Metro NY. We had the opportunity to drop our trailers off the night before the event and the friendly staff got an eyeful of how talented our drivers really are in parking so many trailers in a paddock.

There has been a track at Thompson for 74 years and 2014 marks the return of the road course, which has been absent since the 70s. CVR ran the 1.7 mile full course which included 11 turns, 2 straights and the lower part of the banked NASCAR oval circuit.

Everyone was learning the nuances of driving on a

new track, even those who had attended the previous Instructor/Advanced shake-down event in June. A consensus on the optimal line has not yet emerged for some turns but everyone agreed that the tight turns (mostly taken at 45 to

**"...the tight turns (mostly taken at 45 to 60-ish mph, depending on the car) were a bit of an equalizer between the lower horsepower and higher horsepower cars."**

60-ish mph, depending on the car) were a bit of an equalizer between the lower horsepower and higher horsepower cars. A common



question heard in all groups, not just Green, was “What were you doing way in/out there on turn X?” Unofficial times ranged from around 1:15 to the mid 1:20s for experienced drivers, depending on their cars. The track runs clock-wise and speeds on the main straight were in the 110 to 130+ MPH range.

### **Briefly here is a run around Thompson:**

The main straight has a bit of a kink in it, though still flat out, and the braking zone into Turn 1 (a double apex) is slightly uphill, though the turn itself is flat, so there were some “near agricultural” lines attempted there.

A short straight then takes you down to Turn 3,

a left hander that comes up quickly, with another short straight to a very tight right hand hairpin (speed in the 30s for most cars).

After the hairpin there is another straight leading to Turn 5, the very wide “bridge” turn that saw the greatest variety of lines, from a “diamond” double apex, to a wide entry single apex, to



### **Clockwise from top left:**

- >>> Tom Butler's 1973 RSR
- >>> Magnus Evertson's 964
- >>> Don Aylor and Bruce Turner under the bridge
- >>> Vin Vizzo comes out from under the TSMP bridge
- >>> DE group enters Turn 9





**An interesting connection between CVRs first official DE Event at TSPM and this years Concours.** In commemoration of the 60th Anniversary of the Speedster, CVR's Concours Chairs put together a display featuring a number



of historically significant cars. One of the Speedsters on display originally belonged to Lake C. Underwood, WWII Naval Airman, engineer, master mechanic and championship racer. Underwood was one of the founders of the Watkins Glen Racing School and an active member of many racing and automobile related clubs. Some of which he helped found.

The Porsche Club of America considered Underwood as one of four race car drivers who established

Porsche as "the giant killer" in the early days of its racing in the United States. Carroll Shelby described him as one of the top ten drivers in the U.S. and in September 2003, *Excellence: The Magazine About Porsche*, named Lake Underwood as *Porsche's Quiet Giant* in an extensive article on some of his driving history.

This Speedsters history is proudly displayed, yes TSPM has seen this car in action before.

Text excerpts courtesy Wikipedia.

# Seamless Flooring



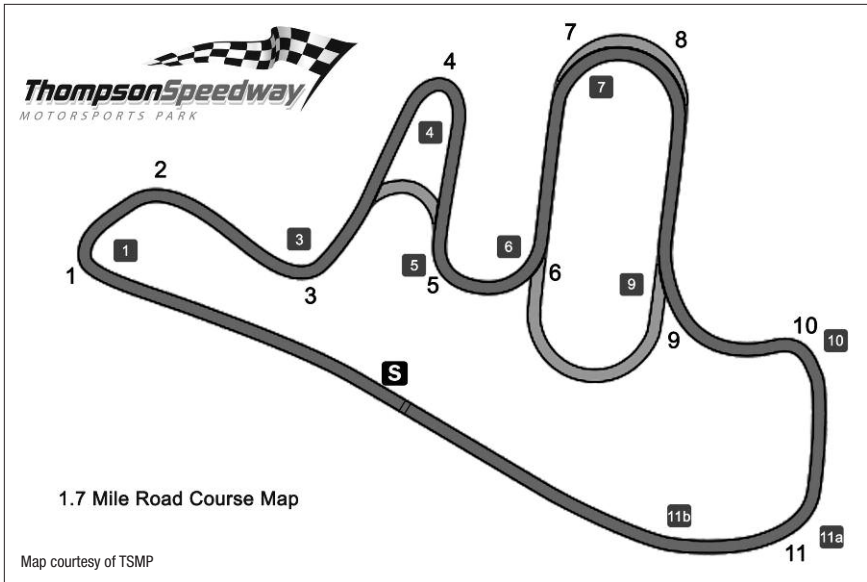
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a rim shot inside or outside (that was probably by mistake as the barrier is very close). The exit under the bridge is critical as it is here that you enter the oval track in Turn 6, over a small bump, onto a long straight with a concrete wall all the way down the side, towards the

oval banked turn. The high banking was not run, with cones set out to keep us on the lower part. Some found using the lower part of the banking (otherwise most of the turn is flat) to enter the turn worked, others went mid-track, and a few tried rim shots down the inside, taking a pass, usually only during the Instructor expanded passing sessions.

Coming out of the oval onto the straight in Turn 8 had most drivers tracking out no farther than 2/3rds, though some went all the way out to another unforgiving wall, to say they did it, but there was little advantage to that because the straight ends with a left-hander transitioning back on to the road course. Turn 9 saw a wide



Keith Sanderson

>>>Line-up across from the garages



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variety of lines, depending on the car and preference. Some went down the inside over a small bit of grass, some mid track and “kinked in at full speed” before braking/turning left after the bump, and others took a wider entry line to maximize the “straight” before the next turn (10). The next left and right turns (a set of esses) are very close together with some camber on the left but little or none on the immediate right with the track now going slightly uphill.

Some cars went wider after the left in the esses to set up the right turn and others went almost straight through on both inside curbs. All tracked out to the outside curbing, as the track goes slightly uphill to a right hander that falls off a bit (or seems to). There is a bit of a bump going over the small hill and many were feeling the revs go up a bit over the crest. “Hands near straight” is likely a good policy for the

faster cars. Some went mid-track over the hill as the bump appears less out to the left, with others going straight up the inside almost on the grass to shorten the distances and to lengthen the straight. The “jump/bump” is more severe inside but those with track suspensions hardly felt it compared to those with street cars.

Then it was full throttle down the straight. The straight gives drivers a moment’s reprieve before braking hard for Turn 1, setting up for another intense lap around TSMP.

Overall, the track is a fun challenge that never lets up, due to all of the turns with little camber and the small runoff in several areas.

While not scheduled to be on track for DE, at least two PCA drivers wandered over to Thompson’s three-lap public autocross event available with a Lamborghini Gallardo, Ferrari 430 Spyder,

or a Nissan GT-R. No word on what the track’s instructors thought of the ride they got with the “off the street” customers.

CVR arranged an all-you-can-eat barbeque on Friday night at the site’s clubhouse where our genial hosts got to hear how fast we all are. The hamburgers, hot dogs and barbequed chicken satisfied everyone’s hunger. The chocolate chip cookies and watermelon slices were devoured. The dinner was a great end to a very good first day.

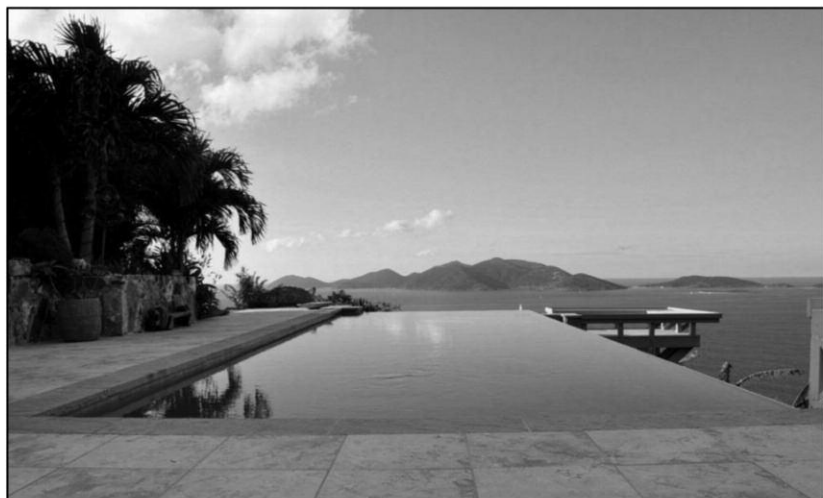
**Overall, the track is a fun challenge that never lets up, due to all of the turns with little camber and the small runoff in several areas.**

Everyone was very complimentary of the new facility and the friendly staff. With many hotels within a 30 minute drive, reasonably priced track fuel, a snack bar, an ice cream stand, a pro shop, an air conditioned classroom, and naturally the new course, this track is a great addition to the CVR DE calendar. 😊

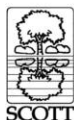
—Mark Lewis

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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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There will be a planned rest stop about 45 minutes into the drive. At Bear Mountain, there is a parking area for

us to hang out and enjoy the great views. After 30-60 minutes we will head back to Stamford. For those who would like to join us, we are working on a lunch spot and will let you know the day of the run.

Look forward to seeing you there.

For any questions, please contact James Ball at:

**[jamesballchimney@aol.com](mailto:jamesballchimney@aol.com)**

### THE DETAILS

**Date:** Saturday, October 25, 2014

Drivers' Meeting 8:30 am

Departure will be at 9:00 am

*Directions will be handed out at the drivers' meeting.*

**Starting Point:** Starbucks/High Ridge Center  
1055 High Ridge Road  
Stamford, CT 06905  
(203) 461-9049

Directions: Merritt Parkway North or South to Exit 35  
(High Ridge Road)

Coffee, bathrooms, gas within a half mile.

From Merritt Southbound: right off Exit, two traffic lights and left to High Ridge Shopping Center.

From Merritt Northbound: right at light, go 1 light, left to High Ridge Shopping Center.

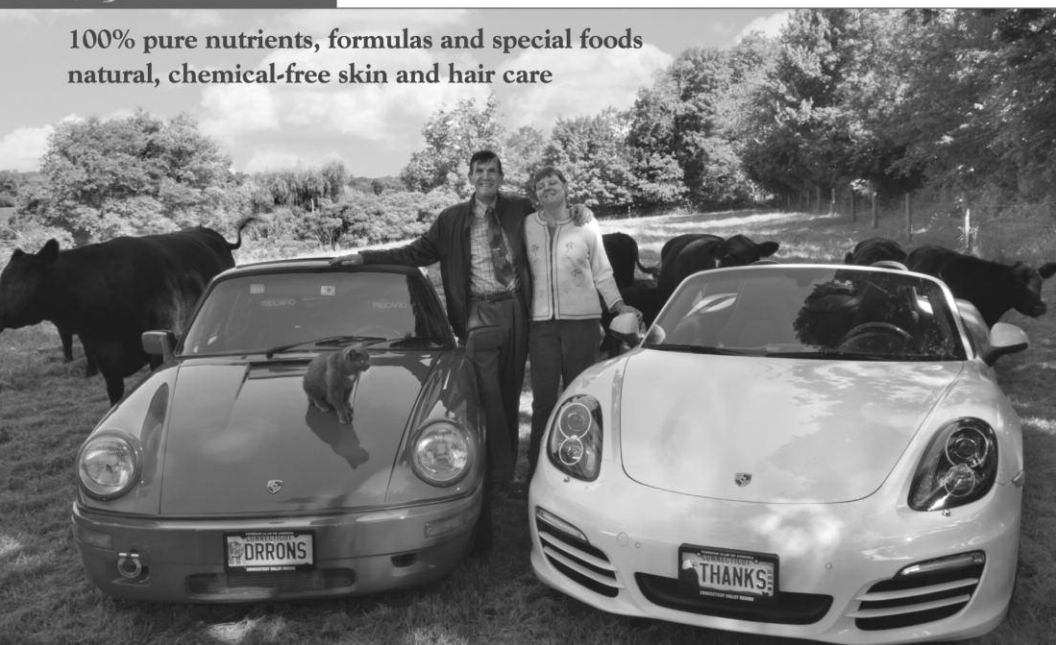
**Route of Travel:** Northwest thru Fairfield County, across the border into New York State and back



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# MONTHLY MEETING

## July Monthly Meeting @ PORSCHE OF FAIRFIELD



Story **Jeffrey Coe**

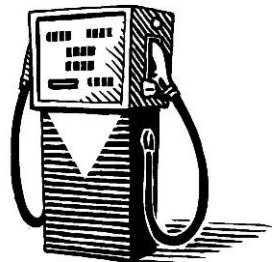
Photos **Paul Roth**

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Porsche of Fairfield you would have learned that in many cases the fuel delivery truck that just delivered fuel to your favorite premium station may also stop at the local grocery store chain to deliver exactly the same fuel. Not always, but who would have guessed that this ever happens!

The “better” fuel myth was just one of many enlightening topics that

attendees of the July event were treated to by Mike Devino, president of Mercury Fuel and Freddie Turza of VP





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>>> **Mike Devino, president of Mercury Fuel**



>>> **Freddie Turza of VP Racing Fuels**



>>> **Robert Duggan, General Manager of Fairfield Porsche accepts the CVR appreciation award from CVR President Gary Hansen**





>>> A beautiful white  
Porsche 911 Speedster



inventory of the latest models occupying the showroom floor including the new Macan and 911 Targa. Robert went so far as to demonstrate the new 911 Targa top retraction operation using a brand new floor model. Seeing this marvel of modern automotive technology in action was very impressive.

After the informative speaker presentation was completed, VP Racing Fuels was kind enough to donate raffle prizes including some neat fuel jugs. A great time was had by all. Thanks again to our host, Porsche of Fairfield and speakers Mike Devino and Freddie Turza. We'll see you next month at Porsche of Wallingford. 😊



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>>> Robert gave members a demonstration of the brand new Targas amazing top retraction system







# SAHLEN'S HOURS OF THE GLEN

**A Tradition Continues**

**In the center of New York is the town of Watkins Glen which had its first race in 1948, a great year.**

The races were held along the towns streets, traversing asphalt, cement, and dirt roads. Emerson Fittipaldi's father Wilson and Uncle Emerson both raced in Formula One at The Glen.

In 1956, this raceway was built, a 2.3 mile, permanent circuit. Formula One visited the Glen in 1961 thru 1980.

Innes Ireland won the inaugural Watkins Glen United States Grand Prix followed by great drivers such as Jim Clark, Graham Hill, Jackie Stewart, Niki Lauda, Emerson Fittipaldi and James Hunt. The circuit was expanded in 1971 as it bringing in Can-Am, Trans Am, Formula 5000 and Indy Car racing. 1992 brought a major reconfiguration of the track to what you see today: a

STORY AND PHOTOS

**Walt Hyjek**

ADDITIONAL IMAGES  
CREDITS AS NOTED

# road

wide track, with a long course of 3.4 miles having 14 turns and multiple elevation changes.

At the track we have mostly sunny skies in the mid 80s with 5-15mph wind gusts. Great views at the track and on the drive up from the hotel thru the small rural towns and the farmlands to the Glen high in the area rolling mountains.

Many teams tested here earlier but found that they had lower temperatures and also early in the week there were heavy rains clearing the track of any rubber.

Porsche Racing had the #911 with Nick Tandy and Richard Lietz. The #912 drivers are Patrick Long, Michael Christensen and Patrick Pilet. Then there is the Falken team of Wolf

Henzler, who during the LeMans break drove the 24 Hours of Nurburging and placed fourth while teammate Bryan Sellers did testing with the team.

In GT D(aytona) there is Leh Keen, Cooper MacNeil (Superman, as he and Jeroen Bleekmemolen were a two man team that raced the whole 24 Hours of LeMans and finished 5th in the GTE-Pro class). Patrick Dempsey, here with Joe Foster (who finished 5th in GTE-AM at LeMans with Patrick Long) is getting coaching this weekend from Hurley Haywood who won here in the 60s and 70s.



October 2, 1948, the first post-World War II road race in the U.S. (above left)



Le Mans start at the 1952 Grand Prix, the last year before the event moved to a temporary circuit, the 2.3 mile permanent circuit was completed in 1956 (left)



The Falken Tire GTLM car  
driven by Wolf Henzler  
and Bryan Sellers





Four drivers I have been watching are Kuba Giermaziak with Mario Farnbacher, both who won the 2012 Petit LeMans, both driving in GTD. In the Porsche GT3 Cup Challenge USA, I have been watching Sloan Urry with JDX Racing and Hertz and Angel Benitez Jr with the Formula Motorsports and Leader Jet team. Remember these names and watch them in the future as I have watched other young drivers drive their way up the ranks.

During practice Michael Christensen had a passenger that I think upset the #912 Porsche 911 RSR. He had, what he thought, was a cricket hopping around the

car. Then a drastic incident happened, radio communications went crazy. Well, what had actually happened was that a cricket allegedly jumped into his mouth and while he was trying trying to spit it out, the Porsche team was wondering what had happened. Michael turned out OK, but the alleged did not fare as well but no Porsche Driver was injured.

Crickets are considered to be lucky, this dates back to 500BC when Chinese people kept crickets as pets. To this day they are believed to bring wisdom and prosperity. Sadly, this cricket turned out to be a grasshopper, and not lucky at all.



**The #912 GTLM 911 RSR  
driven by Patrick Long,  
Michael Christensen and  
Patrick Pilet (above)**

Both the #911 and the #912 Porsche 911 RSRs shared the top three spots with almost all of the GTLM class. On race day it turned





unlucky for the #912 Porsche which had to make two extra pit stops, putting it out of contention for a top five, finishing 8th .

The #911 Porsche was in seventh place at the final laps when a yellow flag came out. The corner flaggers and cleanup crew were done with two laps to

go. The green flag flew and, during the last lap, an incident occurred in front of Nick Tandy, who kept calm going around it to grab fifth place. It's not over til you pass whomever and the Checkered flag.

In GT Daytona, the #44 Porsche of John Potter, Andy Lally and Sebastian Asch

came in 3rd. In 4th, was the #27 Patrick Dempsey, Andrew Davis and Joe Foster car. 6th place was #30 Kuba Giermaziak and Christina Nielsen.

Not a great race for Porsche, but as Patrick Long put it, "We are all very focused and when you have a group like



**01**

The #911 Porsche 911 RSR GTLM car of Nick Tandy and Richard Lietz

**02**

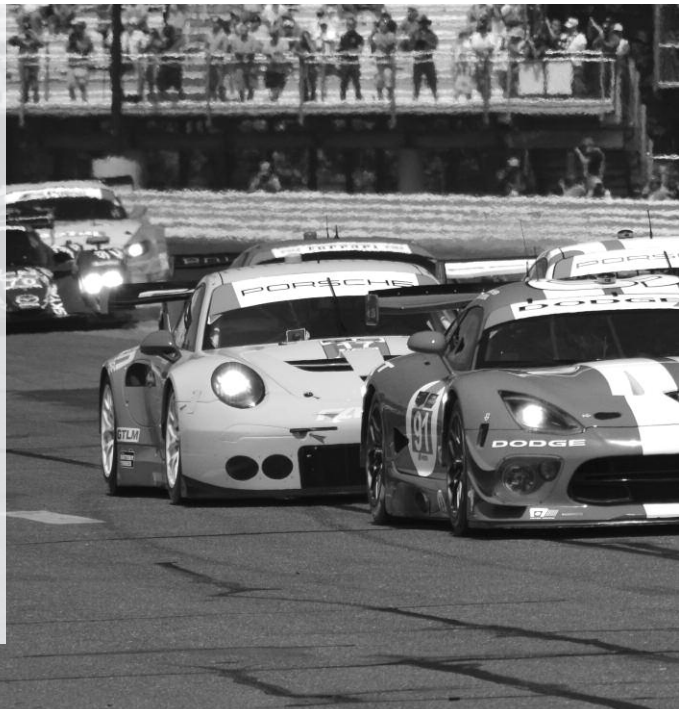
Behind the scenes with the Michelin Tire Engineers

**03**

Patrick Long and Michael Christensen in the pits

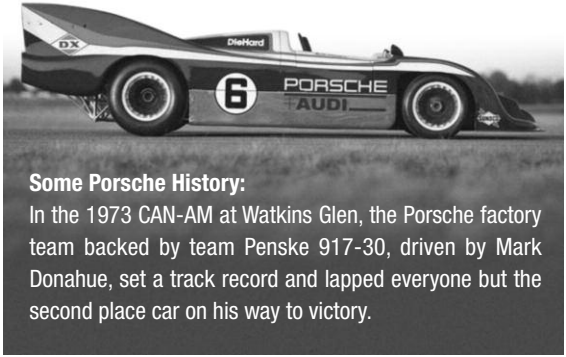
**04**

Nick Tandy, Erin Cechal, CORE Autosport Public Relations, and Michael Christensen answer questions at Porscheplatz



Porsche focused, great things can happen.”

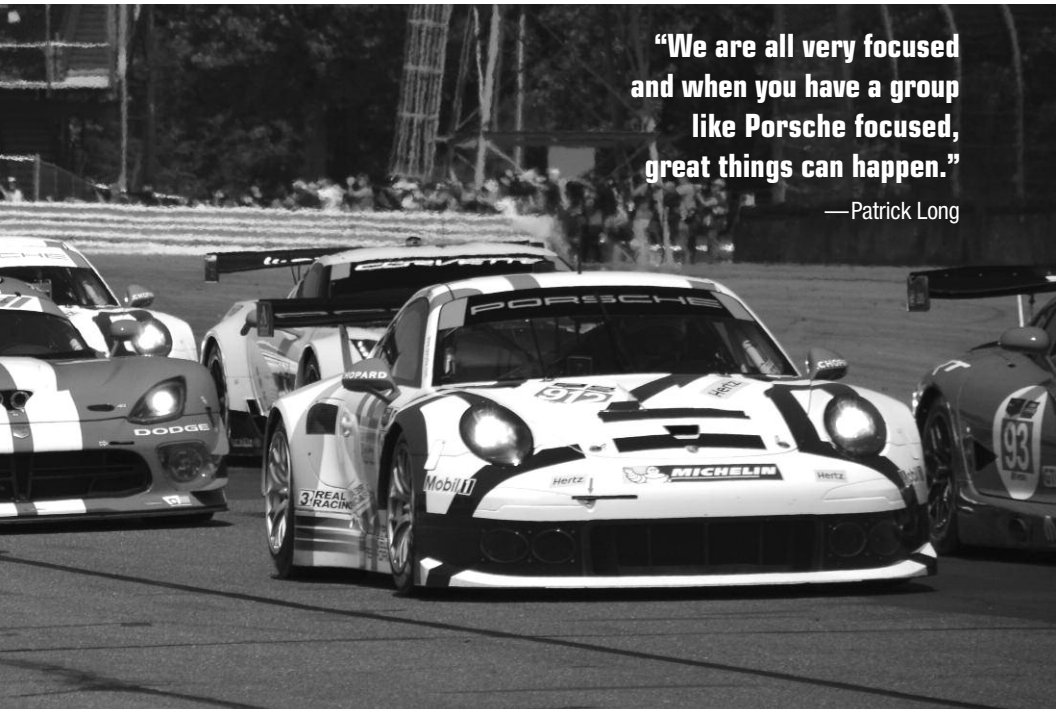
If you have never been to Watkins Glen, why not? A great track, a great area and great racing. Only a short drive from CT, so as always, safe travels and hope to see you at a race or a Porsche or CVR event. 🍷



**Some Porsche History:**

In the 1973 CAN-AM at Watkins Glen, the Porsche factory team backed by team Penske 917-30, driven by Mark Donahue, set a track record and lapped everyone but the second place car on his way to victory.

Archival photo courtesy TheGlen.com



**“We are all very focused and when you have a group like Porsche focused, great things can happen.”**

—Patrick Long

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**Yearbook@cvrpca.org**. Send your ideas too!



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Connecticut Valley Region  
PORSCHE CLUB OF AMERICA

# Annual Meeting & PHOTOFEST

**SAVE  
THE  
DATE**



Photo: Jean-Francois Bulicz

**Saturday,  
November 1st 2014**

**Watch for full details in  
the October issue.**



## 2014 ANNUAL MEETING AND PHOTOFEST PREVIEW

**Date:** Saturday, November 1, 2014

**Location:** Crowne Plaza Hotel - Southbury  
1284 Strongtown Road  
Southbury, CT 06488 (Exit 16 on Interstate 84)  
203-598-7600

<b>Preliminary</b>	6:00 pm – 6:30 pm	Photofest Registration
<b>Meeting Agenda:</b>	6:45 pm	Photofest Judging
	7:00 pm	Dinner, Annual Meeting Special Presentation and Awards

**Please mark November 1st on your calendars.** This year's Annual Meeting and Photofest will once again take place on a Saturday evening. The date has been selected in the hope that more members will be able to join in the festivities. This will be a fun evening for all CVR members and their guests.

As always, the evening will include our annual Photofest contest, election of officers, annual awards presentations and great prizes.

Reservations for dinner must be made in advance; forms will be available on the CVR website and next months issue of *Challenge*. Seating is limited and it is anticipated that this event will be sold out, so please be sure to make your reservations early.

Photo entries will be accepted from 6:00 pm to 6:30 pm. Judging will begin at 6:45 pm. If you plan to submit photos for the contest, please plan to arrive early or make arrangements to have your photos at the Crowne Plaza by 6:30 pm. Just think, your snapshot could be on the cover of *Challenge* in 2015. Bring one photo or bring a few to be entered in our annual contest.

Photos may be any size; however, 8" x 10" is preferred. Photos need to be unframed prints for display purposes.

**Please do not bring framed photos, they are impossible for us to display properly. Only current CVR Members may enter their images in our annual Photofest contest.**

Categories for Photofest, as well as related forms, will be published on the CVR website. If you want your photos to be considered for publication in *Challenge*, digital files will need to be made available to the editor.

For more information, please contact [primo527@verizon.net](mailto:primo527@verizon.net) or 508-224-1540. We look forward to seeing you there.

**ON THE COVER**  
A ROAD IS PRETTY SIMPLE, NOTHING MORE THAN  
SOME ROCK, ASPHALT OR BLACKTOP  
WITH A FEW WHITE OR YELLOW  
LINES PAINTED ON IT...



Story and photography

## Michael English

But put a Porsche on top of that road and this combination takes on a whole new dimension, especially when seen through the eyes of a talented photographer. Great photos don't just display the facts, they tell stories, awaken feelings, and share with the audience the emotions that the photographer



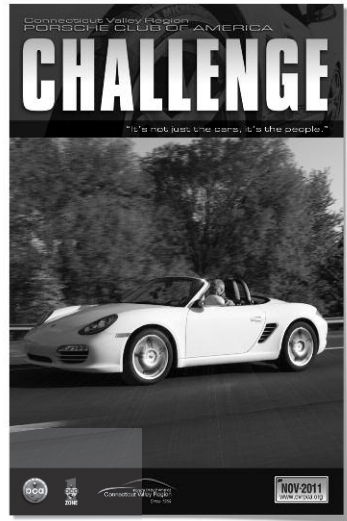
We hope you enjoy the results of Michael English's Sunday morning session with a bit of blacktop, his 2010 Boxster, a digital camera and some thoughtful use of his photo editing software.

experiences when capturing the image. Photography is a very powerful medium, and while today's modern digital cameras make it relatively simple for almost anyone to take a *decent* photo, really good photography is still a difficult craft to master. Both in the viewfinder and in the selection of editing software that is available to the photographer today. With this year's Photofest right around the corner, we thought this story, which originally ran in the November 2011 issue of *Challenge* might inspire you. —Ed.

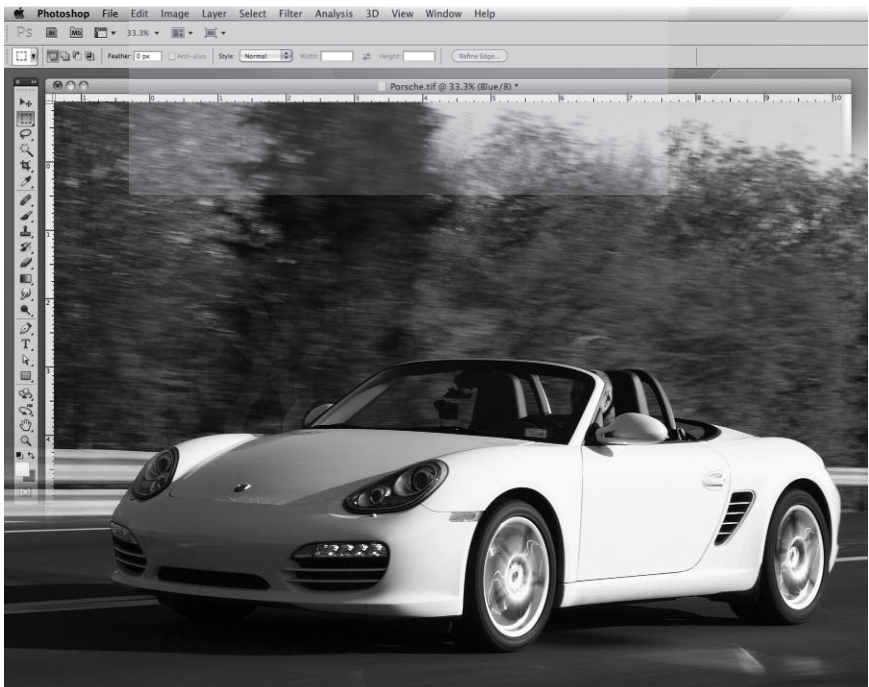
“

The photo on the cover is my 2010 Boxster traveling North to South on an interstate highway early on a Sunday morning. With the help of two of my friends travelling beside me, we were able to keep the car and myself in sharp focus while capturing linear and rotational blur to add the feeling of motion and action, this is quite different then it would have been had the camera been stationary with the car passing by. It was just about sunrise and we were able to capture the effects created by the morning light, such as rays and long and varied shadows. We used a full frame camera with a speed set at 1/100th of a second or slightly longer. Shooting across a 3 lane highway required a focal point of about 30 or so. The speed of the car was increased to capture the blur of the background, wheels and road. The pictures were taken in RAW format. Post processing consisted of tuning the exposure, painting out some road and background artifacts, cropping and rotation on some of the pictures. It was a fun morning, after which we all went for breakfast.

”



>>>continued on page 78





“Composites 1 and 2 were created from three landscape mode pics. Two images were layered together to form a 1:1 aspect ratio image, somewhat unusual for a cover but interesting.

The pictures on the opposing page are also somewhat unusual. These were rotated and cropped to fit most of the image into the shape of the cover window.”





>>> Images rotated and cropped to fit into the shape of the cover window.



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# TECH TIPS



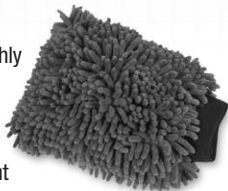
“SOME CAR WASH BASICS. NO... MY PORSCHE IS DEFINATELY NOT A GARAGE QUEEN”

## “TECH” NOTES (SORT OF) FROM A PORSCHE OWNER

Even though my Porsche is not my daily driver, it does get quite a bit of use, and not always on beautiful clear, sunny days. I try and keep it as clean as is practical, but sometimes it does get quite grimy, and ends up going into the garage and sitting like that for a while. So what do I do to clean it:

I rinse the car thoroughly with a hose to remove all loose road dust and grime *before* I wash it. I use a *small* amount of car wash soap and a couple of wash mitts that I throw in the washing machine with my drying towels after every wash. It is a good idea to never use regular detergent on your car. Detergent takes the wax off the car, this is because wax is actually a form of grease. Regular detergents are developed to cut grease—therefore, goodbye wax.

Car wash soaps are very mild and specially formulated not to take the wax off your car's surfaces.



Starting at the top, I gently work my way down, constantly rinsing the wash mitt out in my bucket to remove any loose dirt, finishing with the areas under the valance and running boards as these areas collect more dirt than any other place on your Porsche.

Rinse the car from top to bottom and immediately start drying the surfaces off. It's best to do this in an area out of the sun. Sometimes I pull the car into the garage and dry it off in there. The reason to pull the car out of the sun is to help keep little water spots from forming on the surface. They are ugly and a nuisance to get rid of.

I don't use a chamois, some people like them, but I have found they trap fine particles of dirt and can cause fine scratches in the surface. I prefer to use 100% cotton towels that have been washed at least once in mild detergent without any fabric softeners or softening rinse. Softeners can cause streaks, and retard the absorbency of the towel.

One trick I learned from Mike Odierna is to cut off the binding at either end of the towel as this is an area that has the potential to trap grit and can cause scratches. Once one towel gets damp, grab another one to use until it gets damp. If you find one of those annoying water spots, use a damp (not wet) section of the towel to *very gently* rub it out. Don't forget the valance, running boards etc. If you happen to drop a towel on the ground, toss it into the laundry bin, and grab another.

Anyone have any car care tips for us? We'd love to publish them in *Challenge*. 🌐

—Ed.







## New sporty options for the Macan

*Ex-factory or to retrofit: from Sport Design package to Sport Classic wheels*

*Stuttgart—7/August 2014*

**Porsche Exclusive is offering new options for personalizing the new Macan. A Sport Design package, sports exhaust system, bi-xenon headlights and dark-colored LED rear lights are now available.**

On top of that come the new Sport Classic 21-inch wheel in three color variants, which draws in its design on the legendary “Fuchs wheel” of the 911, and new interior offerings. Beginning in December these optional extras can also be ordered for retrofitting via Porsche Tecquipment.

The Sport Design package includes front body, side sill panels, rear bottom section and side blades in a unique look that underlines the dynamics of the Macan. In addition the roof spoiler’s trailing edge and the rear mid-section are painted. The Sport Design package is available

either completely in the car’s exterior color or with parts in high gloss black.

At the core of the sports exhaust system are modified silencers, the performance and sound of which can be altered via a special switch on the centre console. Visually the system is recognizable by two twin



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tailpipe trims made of stainless steel chrome-plated in black or silver.

On the smoked bi-xenon headlights the inner apertures, tubes and painted rims are finished in black. The lights are also equipped as standard with the Porsche Dynamic Light System (PDLS). Matching these there are smoked LED rear lights with dark red lens and surfaces within the fittings finished partially in black.

The range of interior features offered by Porsche Exclusive and Tequipment is also being constantly expanded. With the new "Limed Oak" interior

package, for example, overlays are added to the decorative trim on the instrument panel and in the doors. In addition numerous interior elements, including

for instance the frame of the Porsche Communication Management system (PCM), can be embellished with leather or high-gloss finishes.

Information relating to the Porsche Exclusive and Tequipment products can be accessed online at [www.porsche.com](http://www.porsche.com). Using the "Tequipment accessory finder" search function at [www.porsche.com/tequipment](http://www.porsche.com/tequipment), you can filter the Porsche accessories range by model.



# 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!

Barwinski, Marek  
Farmington, CT  
1991 911 Carrera 2

Berggren, Brad  
Westport, CT  
2001 911 Carrera 4  
Cabriolet

Bissell, Scott  
South Glastonbury, CT  
2014 911 Carrera S  
Cabriolet

Cadel, Andy  
Hartdale, NY  
2005 911 Carrera

Chin, Young  
Westwood, MA  
2011 Cayenne Turbo

DaSilva, Andre  
Danbury, CT  
2001 911 Carrera 4  
Cabriolet

Davidson, Robert  
Guilford, CT  
2007 Cayman

Devine, John  
Woodbridge, CT  
2008 911 Carrera  
Cabriolet

Droller, Richard  
New Hartford, CT  
1986 911 Turbo

Dubin, Brian  
New York, NY  
2013 Boxster S

Freeman, Joshua  
Wethersfield, CT  
2002 911 Carrera

Hayes, Dave  
Franklin, CT  
2000 Boxster S

Molinari, Gioel  
Westport, CT  
2004 Carrera GT

Mullane, Stephen  
New London, CT  
1999 Boxster

Murray, Daniel  
Easton, CT  
2002 911 Carrera  
Cabriolet

Pommernelle, Gavin  
Darien, CT  
2014 Cayman S

Przeszlowski, Andrzej  
Manchester, CT  
2004 911 Turbo

Rizzo, Michael  
Vero Beach, FL  
2011 Cayenne

Robbins, Charles  
Ridgefield, CT  
2014 Boxster

Schultz, Michael  
Rye, NY  
2007 Cayman S

Sylvester, Scott  
Weatogue, CT  
2012 911 Carrera S  
Cabriolet

Teichman, Stewart  
New Rochelle, NY  
2011 911 Carrera  
Affiliate: Sue Teichman

Terranova, Dr. Victor  
Ridgefield, CT  
2014 911 Turbo

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



# PCA ANNIVERSARIES



## SEPTEMBER 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.

### 40 Years

David Schutz  
Hingham, MA

### 30 Years

James Kelly  
Burlington, CT

Michael Piera  
Newtown, CT

### 25 Years

Jonathan Ferencz  
Challaqua, NY

### 20 Years

Stephen Karlins  
Monroe, CT

Daniel Riccio  
Trumbull, CT

### 15 Years

Robert Baker  
Brookfield, CT

John Kessler  
Southington, CT

M. Mera  
Weston, CT

Guido Petra  
Guilford, CT

Mark Silverstein  
Stamford, CT

### 10 Years

Blair DuPont  
Bristol, CT

Tom Hamilton  
Cohasset, MA

Arnold Light  
Ridgefield, CT

Michael Musante  
Coventry, CT

Jan Schipper  
Greenville, SC

Jeffrey Tamis  
Greenwich, CT

### 5 Years

Leonard Abrams  
Northport, NY

Peter Alexopoulos  
Longmeadow, MA

Greg Fodor  
Sandy Hook, CT

Barry Luke  
Unionville, CT

Robert Orris  
Colchester, CT

Marc Pensabene  
New York, NY

Gregory Pepe  
New Canaan, CT

Thomas Redmerski  
Mansfield Center, CT

John Rufrano  
Hamden, CT

Bruce Snyder  
Ridgefield, CT



## DID YOU KNOW

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





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

## PORSCHE CARS FOR SALE

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

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

**1970 914/6** Race Ready or DE, 300+hp professionally built 3 liter race engine (custom pistons, valves, rods, titanium), 915 Velios conversion transmission with custom gears, Pete Weber SS headers with Phaze 9 & 10 exhaust (runs at 89 decibels), 2 sets of Panasport 3-piece custom wheels, Tangerine Racing camber boxes and reinforced trailing arm brackets, ERP front race suspension, custom valved Bilstein adjustable gas shocks, big red brake calipers (993), IQ3 Data

Management system and gauge. Also available 24' ATC trailer with electric/cabinets/air conditioning and a great awning. PCA GT4. This is a 57 second car at Lime Rock. \$30,000 [dcafro@gmail.com](mailto:dcafro@gmail.com), Dave 860-450-6933 **(11-13) 6-14**

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

**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 BUY ONE WITHOUT THIS BEARING REPLACED, it's a \$2,400. sevice, mine is done with clutch replacement at the same time! Asking

>>>continued on page 88



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Director

by Appointment



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Email: msa615@yahoo.com. Call or text  
203-219-0744 Car located Easton, CT **7-14**

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

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

>>>continued on page 90

*Boxster*  
**REGISTRY**

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PORSCHE CLUB  
OF AMERICA

www.boxsterregister.org

Photo courtesy Porsche Cars North America



## MISCELLANEOUS

**Garage Spaces.** Available from Oct 1. Double garage, two bays, two doors, in secure office location in Westport, CT. Power, dry. \$200/bay per month – for individual rent or take both. Please call Adrian Little, 203-858-0503, or email [ajglittle@gmail.com](mailto:ajglittle@gmail.com) **10-13**

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

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

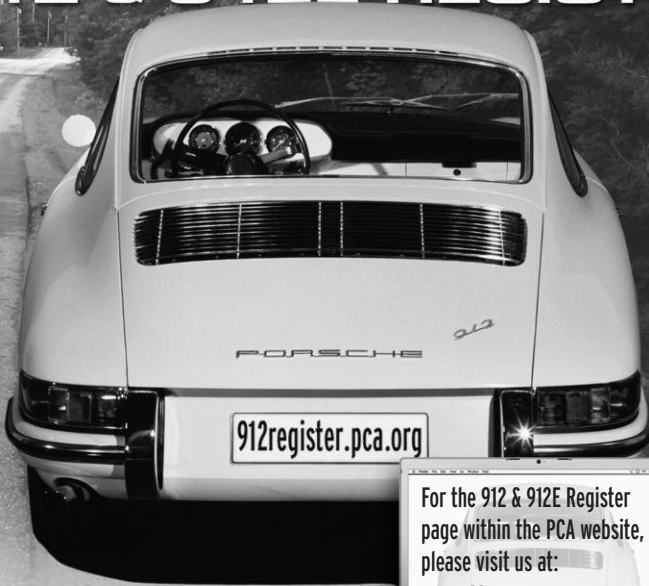
## WANTED

**Porsche 911 Coupe or Targa.**

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



# PORSCHE CLUB OF AMERICA 912 & 912E REGISTER



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

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

Photo courtesy Porsche Cars North America

# CVR & TIRE RACK AFFILIATION

# TIRE RACK<sup>®</sup> .com

**CVR has entered into an affiliation with TireRack that will benefit our members.**

It is a natural fit of TireRack's favorable pricing and resources for making an informed decision on the purchase of tires, for which there seem to be countless choices along with our members' need for the correct tires, not only for Porsches, but also on our other vehicles as well. When you, your family or friends shop for tires using the link on the CVR website, you will be going to the TireRack site for pricing, extensive technical information and product reviews. CVR will get a commission from TireRack for every purchase initiated using the link on the CVR homepage. The commission income will provide CVR with funding to help cover the cost of services provided to our members.

Remember, you must click on the TireRack link at the bottom of the CVR homepage: [www.cvrpca.org](http://www.cvrpca.org) for CVR to receive credit. Spread the word to family and friends to use the TireRack link on the CVR homepage when they shop at TireRack.



## CHALLENGE ADVERTISING RATES

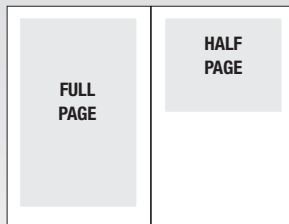
No. of Insertions	Full Page	Half Page
12 Issues	\$ 1,440.	\$ 810.
6 Issues	\$ 750.	\$ 430.
3 Issues	\$ 405.	\$ 225.
1 Issue	\$ 155.	\$ 90.

Cover ads are 12 month commitments only.

Inside Front \$ 2,645.

Inside Back \$ 2,645.

Outside Back \$ 990.



The above rates are for computer readable or camera ready artwork submitted in PC or Mac format and editable in Adobe CS or Quark. Cover ads must be 4-color (CMYK), text ads are Greyscale.

*All ads are payable in advance. There is a 20% surcharge for ads submitted as non camera-ready artwork. Please contact [cvreditor@cvrpca.org](mailto:cvreditor@cvrpca.org) for more details and specifications.*

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

Full Page	7 <sup>7</sup> / <sub>16</sub> " x 4 <sup>1</sup> / <sub>2</sub> "	7.4375" x 4.5"
Half Page	3 <sup>5</sup> / <sub>8</sub> " x 4 <sup>1</sup> / <sub>2</sub> "	3.625" x 4.5"
Inside Front/Back Cover	8 <sup>1</sup> / <sub>2</sub> " x 5 <sup>1</sup> / <sub>2</sub> "	8.5" x 5.5" (Full Bleed)
Outside Back Cover	4 <sup>1</sup> / <sub>4</sub> " x 5 <sup>1</sup> / <sub>2</sub> "	4.25" x 5.5" (Bleed left, right and bottom)

Challenge Advertising Rates January 1, 2014



## ADVERTISERS DIRECTORY

Attitude Garage.....	<a href="http://www.attitudegarage.com">www.attitudegarage.com</a>	14
Automobile Associates .....	<a href="http://www.automobileassociates.com">www.automobileassociates.com</a>	IFC
Car Lifts Plus .....	<a href="http://www.carliftsplus.com">www.carliftsplus.com</a>	41, 52
Clarke Landscapes .....	<a href="http://www.clarkelandscapes.com">www.clarkelandscapes.com</a>	54
CPR Classic East.....	<a href="http://www.cprclassiceast.com">www.cprclassiceast.com</a>	87
Danbury Porsche .....	<a href="http://www.danbury.porschedealer.com">www.danbury.porschedealer.com</a>	BC
Daniel Jacobs, LLC .....	<a href="http://www.danieljacobsllc.com">www.danieljacobsllc.com</a>	3
Days Inn/Fairfield Inn.....		12
Dr. Ron's Ultra-Pure .....	<a href="http://www.drrons.com">www.drrons.com</a>	60
InvestMark .....	<a href="http://www.investmarkfinancial.com">www.investmarkfinancial.com</a>	58
McLaren Greenwich/Miller Motorcars .....	<a href="http://www.millermotorcars.com">www.millermotorcars.com</a>	80
Morton Competition .....	<a href="http://www.mortoncompetition.com">www.mortoncompetition.com</a>	62
Musante Motorsports .....	<a href="http://www.musantemotorsports.com">www.musantemotorsports.com</a>	6
Porsche of Wallingford .....	<a href="http://www.porscheofwallingford.com">www.porscheofwallingford.com</a>	16
Scott Pools .....	<a href="http://www.scottpools.com">www.scottpools.com</a>	56
Sloan Cars .....	<a href="http://www.sloancars.com">www.sloancars.com</a>	40
Softronic, Corp .....	<a href="http://www.softronic.us">www.softronic.us</a>	IBC
SpeedSport Tuning .....	<a href="http://www.speedsporttuning.net">www.speedsporttuning.net</a>	30
Stable Energies.....	<a href="http://www.stableenergies.com">www.stableenergies.com</a>	34
Third Garage.....	<a href="http://www.thethirdgarage.com">www.thethirdgarage.com</a>	72
Thompson Speedway Motorsports Park.....	<a href="http://www.thompsonspeedwaycom">www.thompsonspeedwaycom</a>	24
Tire Rack/CVR Affiliation .....	<a href="http://www.tirerack.com">www.tirerack.com</a>	91
Trailer Depot.....	<a href="http://www.thetrailerdepot.com">www.thetrailerdepot.com</a>	10
TR Building and Remodeling .....	<a href="http://www.trbuilt.com">www.trbuilt.com</a>	8

## SPECIAL INTEREST GROUPS



### 356 Special Interest Group

Jerry Charlup (203) 322-8262  
[concours@cvrpca.org](mailto:concours@cvrpca.org)

### 930 Special Interest Group

Vic Caruso (203) 661-1599  
[vgcaruso@optonline.net](mailto:vgcaruso@optonline.net)

### 993 Special Interest Group

Mike Odierna (203) 653-4173  
[mikeo993@yahoo.com](mailto:mikeo993@yahoo.com)

### Cayman Registry Advocate

Michael Souza (203) 278-3547  
[Cayman.Register@comcast.net](mailto:Cayman.Register@comcast.net)

### Boxster Registry Advocate

Dennis Primavera (508) 224-1540  
[specialevents@cvrpca.org](mailto:specialevents@cvrpca.org)  
[boxsterregister.org](http://boxsterregister.org)

### 911SC Registry Advocate

Lon Hultgren (860) 487-9444  
<http://911SC.pca.org>  
[HultgrenLR@MansfieldCT.org](mailto:HultgrenLR@MansfieldCT.org)

### 912 & 912E Registry

<http://912register.pca.org>

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996 (all)	\$895	GT3 996	\$1,195
Boxster 987 (all)	\$895	GT3 997	\$1,195
Cayman 987 (all)	\$895	GT3/RS	\$1,195
987 DFI (Box/Cay) '09-	\$1,095	Cayenne 2007- (all)	\$1,195
997 (all)	\$995	Carrera GT	\$3,995

### Turbo cars:

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

### Conversion Files

997 3.8 S or 3.8 X51 to Boxster or Cayman 987	\$1,495
997 DFI 3.8 S or 3.8 X51 to Boxster or Cayman 987 DFI	\$1,595
996 3.4 or 3.6 to Boxster	\$1,395

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