

## **PHASE I**

I think of myself as lucky.

After considering politics, the State Department and other public possibilities, I chose the business road my father had paved. Then fortunately, reasonably early, I learned that I loved working on technology problems and was good at it. While having a boss and managing people were challenges for me.

After 8 years at a software start-up, I co-founded an early-stage venture capital partnership. I was my own boss on the wavefront of the microprocessor era. Like Dustin Hoffman in the movie *The Graduate*, I blundered into the Plastics of our time. This road has been intellectually challenging and financially rewarding. But my goal has never been to get rich (and I haven't). But, pretty much every day has been interesting.

But there is the road not taken!

Sometime back in Junior High School, I connected with cars. Not born an Andretti, I had no idea of how to instantiate this feeling in a racing career. Rationality forced it into remission.

In 1962, Michael Lydon was loaned a convertible Mustang as part of Ford's college marketing program. Among other road trips, we watched Formula One racing drive at America's first road circuit, Watkins Glen

International in western New York. This morsel was sustenance for my hibernating racing interest. It remained dormant until 1991, when closing my 3<sup>rd</sup> fund made me confident enough to buy a Corvette ZR1.

PIX 1 & 2

375 hp was a lot at that time

I know that some believed that I was suffering from a mid-life crisis. I didn't see it that way; it was just a thing that needed doing. Then I replaced my daily driver with an Audi and had it hopped up. Then I bought a Ferrari 512BB in 2000 and collected more tickets.

PIX 3 & 4

It's a mid-engined V12, classic Ferrari.

## **PHASE II**

And then everything changed.

Catalyzed by a business colleague turned friend, I began driving on real racetracks with open-wheel Skip Barber programs at Lime Rock and Laguna Seca. And I started to track my modified Audi and the Corvette

PIX 5 & 6

The Audi at Lime Rock. The Corvette at NH MS.

It was totally gratifying, but again my regular life took over. I worked more (a mistake), travelled to various continents and was home more (not mistakes). But, finally, in 2009, I was smitten in a test drive for a new daily driver and I bought a Porsche 911.

PIX 7

Friends in the driveway.

And I discovered the Porsche Club's track events.

PIX 9 & 10

The 911 at Watkins Glen and at Lime Rock.

I soon discovered the short-comings of convertibles on race tracks.  
Getting more serious, I bought a Porsche Cayman R (R for racing).

PIX 11

Mid-engined flat 6.

And after a season turned it into a track car.

PIX 12 & 13

Being stripped for the crash cage. The crash cage.

PIX 14 & 15

The completed car in its habitats at Watkins Glen and New Jersey MSP

Sometimes things go wrong on this road. I came into a corner too fast at  
Watkins Glen and rolled. I needed the crash cage.

Pix 16 & 17

Sadly the beauty wasn't safely repairable.

### **PHASE III**

I bought a purpose-built Cayman Interseries from a guy who owns 70-odd cars. He sold it after his shop said that he needed to focus.

PIX 18, 19 & 20

It's a Cayman converted directly from a dealer and never driven on the streets. From April to mid November, I spend as much time as possible on tracks within 12 hours of Boston.

And sometimes in other cars on other tracks.

PIX 21 & 22

Go karts. Spec Miata.

I find driving at the limit is simultaneously totally relaxing and exhilarating, an odd mix but it produces wonderful feelings of wholeness. It has taken me years to find this place and my goal is to drive as long as I can.

PIX 23

This is a video from a camera in my car. The left gauge shows engine RPMs; the right shows Speed. The center circle is a force diagram with fore-&-aft and lateral G Forces alongside.

FastLap Video

In this same event, three weeks ago, I spun.

Spin Video

There is more to be learned. I doubt that I will ever be World Champion.

But it feels great!