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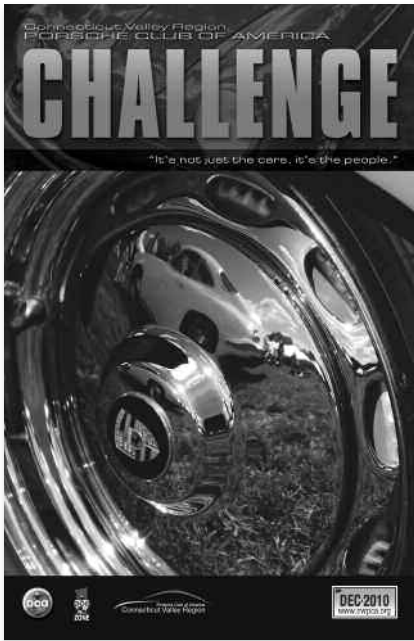
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## CHALLENGE

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





## COVER STORY

>>> This month's great cover photo was taken by David Mancini at the Fairfield County Concours D'Elegance.

"Reflecting back on this picture brings a smile to my face. This photo was taken at the Fairfield County Concours D'Elegance while strolling through the park-like setting and the myriad of beautiful cars on an absolutely gorgeous day with my wife and great friends. The ride up through the winding back roads, a caravan of two Porsches... and a Ferrari, only heightened the anticipation of what was to come. We were not disappointed! Does it get any better?"

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**LIVE** If you are viewing this as an online PDF with Acrobat V6.0 or later all links and URLs are live! Just click on the link to take you directly to the website or email that is shown on the page.

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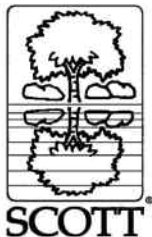


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# MONTHLY MEETINGS

Nick Esposito, VP Programs



## JANUARY MONTHLY MEETING

**Date:** January 11, 2011

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

Black Horse Garage ([www.blackhorsegarage.com](http://www.blackhorsegarage.com)) will once again host our monthly meeting on Tuesday, January 11, 2011. Since 1991 the team at Black Horse have restored, repaired, serviced and stored a wide range of truly fine automobiles including exotic vintage Porsches, Ferraris, BMWs, Jaguars and many more. They have prepared classic cars for shows that include the Concours d'Elegance at Pebble Beach as well as other fine Concours around the country and world.

John Buonanno, President of Black Horse, along with his team of specialists, will arrange an exciting evening of understanding the world of restoring and caring for our personal Porsches and daily drivers. Please mark your calendar and plan to attend this most popular event.

Please check CVR Website: <http://www.cvrpca.org> for any changes.

Please RSVP to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org) for seating and food pre-orders as this will be a very popular event.

### Meeting Agenda:

- 6:30 – 7:15 pm Socializing and Buffet dinner compliments of Black Horse.  
Tour of the facilities and get to know the team of Black Horse.
- 7:30 – 8:00 pm CVR Programs, Welcome new members, upcoming events and activities.
- 8:00 – 8:45 pm Raffle Prizes
- 8:45 pm Meeting adjourns



Remember to check out our newly updated Website for all of the most current information.

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## FEBRUARY MONTHLY MEETING

**Date:** February 8, 2011

**Location:** SpeedSport Tuning  
52 Miry Brook Road  
Danbury, CT 06810  
(203) 730-0311  
[www.speedsporttuning.net](http://www.speedsporttuning.net)

SpeedSport Tuning ([www.speedsporttuning.net](http://www.speedsporttuning.net)) will host the CVR PCA monthly meeting at their new location on Miry Brook Rd, Danbury CT on February 8th. Spencer Cox is celebrating 30 years of Porsche excellence and is excited to have the CVR members join him and his team at their new 15,000 sq. foot facility for an evening that will not soon be forgotten.

SpeedSport has built a reputation on their skill and integrity in all facets of Street service and track set-up. They are known for their alignments and race prep. From flat tires to crewing on the top level pro race teams, they have done it all. On the service side, Porsche master technician, Brian Holinko is an expert on newer models cars, while Jeff Adams is renowned for his air-cooled and 4-cam expertise. There are always plenty of beautiful cars to see.

Please check the CVR Website: <http://www.cvrpac.org> for any late moment changes.

Please RSVP to [cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org) for seating and food pre-orders as this event will be very popular with the members.

### Meeting Agenda:

- 6:30 – 7:15 pm Socializing and buffet dinner compliments of SpeedSport.  
Tours of the new facilities and get to know the team of SpeedSport.
- 7:30 – 8:00 pm CVR Program Chair update, welcome new members, upcoming events and activities.
- 8:00 – 8:45 pm Speaker – TBD
- 8:45 pm Raffles, adjournment



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# MEMBERSHIP RENEWALS



## >>> CLUB MEMBERSHIP UPDATES MADE EASY

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

Just log into [www.pca.org](http://www.pca.org). Click on **MEMBERSHIP** and select **MEMBER SERVICES**. Select any one of the four options in the drop down menu. Member Record, Renew Membership, Online Profile, Replacement Membership Card. By accessing this section, you are able 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)



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# 2010 ACTIVITY CHAIRS



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# QUARTERLY EVENTS CALENDAR

## DECEMBER 2010

**20** Close for ALL February 2011 Challenge business

## JANUARY 2011

**11** Black Horse Garage, 6:30 pm

**20** Close for ALL March 2011 Challenge business

## FEBRUARY 2011

**8** SpeedSport Tuning, 6:30 pm

**20** Close for ALL March 2011 Challenge business

Note: Board Meetings are always open to all members. Contact any board member for exact times and directions and/or check CVR website (above) 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/)

## Act Now! Exciting Opportunity!

*An exciting opportunity exists for you to contribute to CVR in a significant way.*

### **CVR is looking for a new VP Program.**

After many years of service, Mike Odierna has decided to take a “pit stop” for 2011. This creates an opening for someone to join Nick Esposito and Mark Richard to carry out CVR program activities.

The role includes creating, planning and organizing CVR’s very popular monthly meetings with a group of venues; more specifically identifying guest speakers, planning and scheduling the agenda, negotiating with venues and setting up and orchestrating monthly meetings.

This will be a fun and rewarding experience allowing you to get to know so many wonderful CVR members, venues and other partners. Your good organization and relationship management skills will enhance CVR’s program activities and bring in new members to continue the Club’s growth for the future. This is an opportunity to demonstrate your talent and give back to the CVR community. The most critical element is that you love cars and people.

**For more details, please talk to or email Mike, Nick and Mark at:**  
[cvrprogramvp@cvrpca.org](mailto:cvrprogramvp@cvrpca.org), or call 203-622-8717.





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# FROM THE COCKPIT

Jeff Jones, CVR President

## AN INVITATION

Soon after New Year's Day the CVR Board will gather for the annual planning meeting and you are invited to join us. All CVR members are welcome and we invite your participation during the discussions. Just let me know that you are coming so we have enough space. A light breakfast is included. Check [cvrpca.org](http://cvrpca.org) for the date and location.

Each activity chair will present a detailed plan for the coming year including a budget. The board will review the ideas put forth and comment upon

**With almost 2,000 members and many driving activities on the road and track, CVR is exposed to risks that may result in a major liability. Recent meetings have highlighted the need for an up-to-date, complete set of bylaws.**

the programs. And the treasurer will question every budget to assure that it meets our breakeven philosophy for those programs that produce revenue.

Those members who have joined us for past planning meetings have expressed how much they learned about CVR and several have become active volunteers (you've been warned!). Please join us.

## Zone 1 item

During November I will have attended the Zone 1 Presidents' Conference near Albany representing the Connecticut Valley Region. In case you aren't aware, all the regions are part of a zone and the zones make up PCA. The zones provide support to the regions and are representatives to PCA reflecting the ideas of their regions.

I have found the gatherings to be very useful for practical advice regarding running the region and especially helpful for keeping us out of trouble. PCA sends national advisors for financial and legal matters. They cover the recent problems that PCA has encountered and make recommendations to help us avoid them.

With almost 2000 members and many driving activities on the road and track, CVR is exposed to risks that may result in a major liability. Recent meetings have highlighted the need for an up-to-date, complete set of bylaws. CVR is currently reviewing ours and will produce a solid document soon.

In a future column I'll let you know what the current topics are.

Happy Holidays and Happy New Year. I'll see you, in your Porsche, on the road. Flash your lights. 🚗

# We've got a new home...

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On the service side of SpeedSport, Porsche master technician Brian Holinko is an expert with late-model cars, while Jeff Adams is renowned for his air-cooled and 4-cam expertise. Peter Almeida is Audi-factory certified and can tackle all the service needs of your daily driver.

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# ON TRACK

Lawrence Perry, VP Driver's Education



**It has been a tumultuous year.** It was literally the best of times and the not-best (not “worst”, happily) of times. But I opened the year on high hopes, and am closing it on high hopes as well.

I wanted to make this year a lot of fun and I think we largely succeeded. We had amazing professional coaching available at Watkins Glen for instructors and black rungrouper drivers. We attempted to have a skid pad available for everyone to play with at Lime Rock. (The skid pad ultimately was cancelled but will reappear in the Spring.) Also at Lime Rock we even got an extra hour driving until 6 (actually, this happened twice, considering we used a *rain check*, [see](#) below). At both Monticello and Watkins Glen we combined black and red run groups so black drivers could experience extended passing. I believe none of those was ever done before. There were track walks (or track drives) most everywhere thanks to Rick Canter – plus we had a track jog courtesy of Patrick Kosci. We are working on a narrated photo essay of how-to-drive all our tracks, and we had a very entertaining Winter Workshop address. Of course, at Watkins, Susan and Dave Vaccaro ran two wonderful dinners with CVR door prizes (in addition to Susan’s endless work as Registrar).

We held two great events at Monticello only to learn they decided never,

ever to rent the track to outside clubs. So I very much hope you got a chance to drive there, since you may not be able to do so again and learning that track is a hoot. Lime Rock and Watkins Glen had their moments: in Lakeville (sorry) we had a couple of very significant rain storms (I wish I had gotten photos of the pond across the left-hander and the river traversing the esses), we held an event where semi

trailers invaded paddock A to unload, and then we held another event without any access to paddock A at all! Also, we drove Watkins Glen with only the front half and the left half of the back half (read it again, slowly) of the front straight available to cars. Plus we had some godawful hot weather everywhere.

We added dates throughout the year and ultimately managed to hold seventeen

events over twenty-two days. That might be a Club record; I am unsure. There were fourteen days at Lime Rock. Four days at Watkins Glen. Four days at Monticello. Plus the Race Committee wrangled an “unmuffled” Club Race – which got us an unmuffled DE. Three of our Lime Rock days were reserved for green and yellow drivers, and three days were reserved for white and black drivers, plus an additional two during the Club Race. Those numbers might

>>>continued on page 20

**We added dates throughout the year and ultimately managed to hold seventeen events over twenty-two days. That might be a Club record...**



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make a Club record as well. And Taste of the Track took off this year. Reese Mason and Rick Hosley made us an amazing banner for their trailer and hosted passengers at nearly every event.

Still, attendance was down more than 10 percent. We love what we do but the economy has taken a toll on our participation, which naturally affected our bottom line. Even so, more than seventy five people were

**You now have a new VP of Driver's Education, Jon Fairbanks. Jon, as you well-know, held that position before me and is again going to do a wonderful job with all the existing and new members of the DE committee.**

promoted to yellow, white or black. And we made ten new instructors with another half dozen in the pipeline. This progression is pretty much the lifeblood of our hobby, and I am thrilled to see it happen.

You now have a new VP of Driver's Education, Jon Fairbanks. Jon, as you well-know, held that position before me and is again going to do a wonderful job with all the existing and new members of the DE committee. On behalf of the DE committee, I want to thank outgoing Chief Instructor Cecil Ursprung for all his yeoman efforts these last three years. Cecil has worked tirelessly with the instructors and our students to make sure our DE program was as good as it could be.

With Cecil retired, we now have a new Chief Instructor in Francis Florido. And outside of the DE committee I fully expect John Schnabel and Rick Canter will continue their care of the beginning and advanced drivers, Fred Staudinger will continue to nurture the instructors, Susan will continue as Registrar, and Dan Jacobs will continue as Safety Chair. I wish them all the best.

I hope you enjoyed yourselves as much as I did. I was honored to be able to work with a dedicated group of individuals who are equally passionate about their hobby and about "giving back" to the Club. As for me, I was happy just to be able to provide what little assistance I could to this extraordinary group. It really is "about the people".

We all had a safe, exciting and challenging year. I expect CVR will do it all again in 2011. We have a terrific schedule developing and great confidence of doing just that.

So go have some fun. (Come join Rebecca and me in Sebring!) And I hope to be able to see you all at the track in the Spring.

I wish you all a healthy, happy and prosperous New Year. It has been a privilege. 🍀

Very best, Larry

*Shortly after you read this, my official email will be transferred to Jon. You can always reach me at: [iplaw@optonline.net](mailto:iplaw@optonline.net).*

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# BETWEEN THE LINES

Shelley Krohnengold, Challenge Editor

**Having never attended** a Connecticut Valley Region Photofest before I was not really quite sure what to expect, but I'm pleased to say that it exceeded any expectations that I had. A great turnout, lots of excellent member photography on display, and *Connecticut Magazines'*—"Best Pancakes in CT" breakfast served up by our friend George Chatzopoulos, owner of Chip's Family Restaurant in Orange, CT. All in all I found it to be a very interesting and enjoyable morning at The Trailer Depot in Northford. If you were not able to make it, have no fear, as you will definitely be seeing some of the award winning member photography on a number of upcoming *Challenge* covers in the near future.

**This month one of several feature articles in *The Challenge* centers around two of our members who have been kind enough to share their experiences at the Nikon Motorsports Photography Workshop at Lime Rock Park.**

With the holidays rapidly approaching and the "driving season" drawing to a close our activities chairs take a much needed rest from the flurry of club activities that precede the month of December. It will be quiet for the next few weeks while we all spend some time with our families and there

are no CVR events or activities planned, but then we start right back up again in January.

The first event of the new year is our monthly CVR club meeting, back by popular demand at the Black Horse Garage in Bridgeport. John Buonanno and his team of specialists have an exciting evening planned for our CVR members. If you are interested in attending, please mark your calendar and RSVP soon as this is always a very popular event.

This is the second issue of *The Challenge* that we have Designed and Edited, and we are very pleased with the response that we received from CVR members to the re-formatted November issue. We hope that everyone enjoyed reading it as much as we enjoyed putting it together.

This month one of several feature articles in *The Challenge* centers around two of our members who have been kind enough to share their experiences at the Nikon Motorsports Photography Workshop at Lime Rock Park. If you have ever thought about improving your own automotive photography skills read all about their Labor Day weekend at the Lime Rock Historic Races beginning on page 34.

Our best wishes to all of you for the sweetest of holidays and a Happy and Healthy New Year! 🍀

*I always look forward to hearing your comments and suggestions.*  
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# A TASTE OF THE TRACK

Reese Mason, Contributing Editor



**Did you know** that you can experience a 20 minute track session at a world class race track without entering yourself and your car in a Club Race or Driver's Education event? It's true! You can feel the rush of speed and cornering in the passenger seat of a track-prepared Porsche with a certified CVR Instructor at any CVR Driver's Education event (and also at Autocross events). You need only be 18 years old, wear long pants and closed toe shoes and be willing to part with \$40 (a genuine bargain given that you'd have to pay over \$100 to go for a three lap, five minute ride in a clunky old stock car turning only left on an oval track – you do the math!). We will even supply the helmet.

Come see for yourself how a Porsche was meant to be driven. Find a future date on the calendar at the

club website ([cvrpca.org](http://cvrpca.org)) and go see Ric or Reese at the Taste of the Track hauler. If you hang around at lunch time, you may even get Ric (aka The Boss of the Sauce). 🍷



>>>Rick Hosley prepares his lunch at the registration trailer for the Taste of the Track at a Lime Rock DE. Don't confuse the two. **MAKE NO MISTAKE**, the Taste of the Track has **NOTHING** to do with food!



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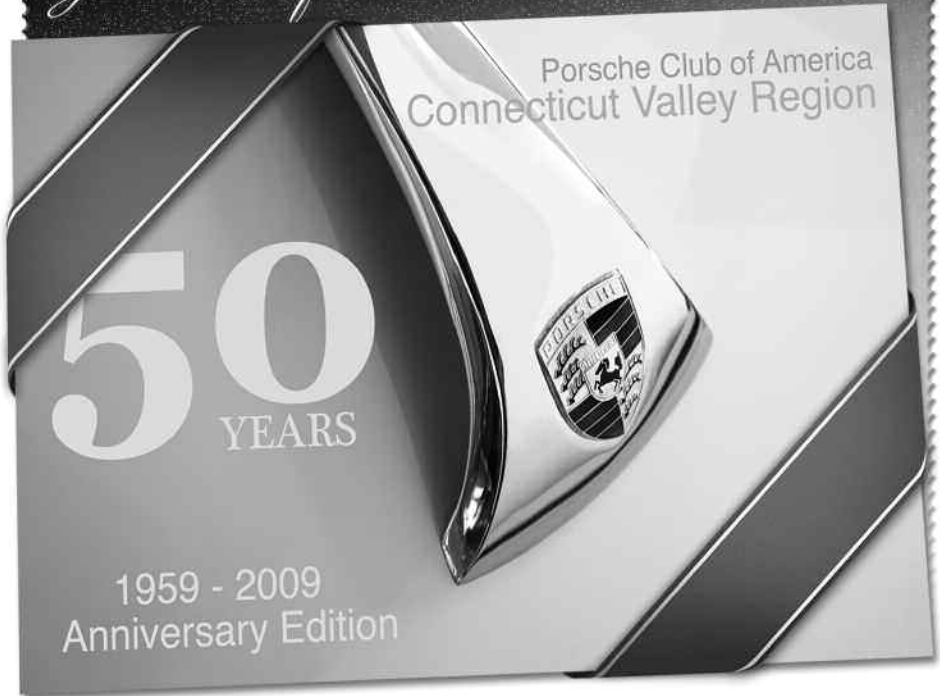
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# CVR's 50th Anniversary Yearbook

*Just in time for Christmas and Chanukah!*



**This inspired coffee-table size book of over 200 pages is lavishly illustrated with hundreds of color & black/white photos from CVR archives or donated by CVR photographers.**

Spanning 50 years, members have contributed essays and written remembrances that are sure to entertain and bring back fond memories. There are chapters covering: Autocross, Club Race, Driver Ed, Concours, Tours, Monthly Meetings, and much more!



# ooks Arriving November 20th!



If you attended the Gala you are entitled to a free copy! Single copies are \$50. But if you purchase two, the 2nd copy is only \$40! Want more copies to give as Christmas presents to your children to show where you have gleefully spent their inheritance? We'll make you a great purchase price on multiple copies!

Purchase your yearbook by visiting the Emporium at any of our events, or by contacting CVR's 50th Yearbook fulfillment center by emailing: Peter & Janica Shafer, [emporium@cvrpca.org](mailto:emporium@cvrpca.org).



# MONTHLY MEETING

Mark Richard, Vice President, Programs



**When Tuesday, September 12th came around, our CVR membership descended on one of our favorite monthly meeting venues – Hoffman Porsche.**

Members circulated through the impressive selection of new and pre-owned Porsches out in their lot, then headed into the showroom to be welcomed by Hoffman's talented team and down into their large service area where our meeting was being held.

Row after row of chairs awaited, as well as a fantastic buffet Hoffman provided for us. (I for one "hit" the buffet line more than once!) When I was finished I found myself wandering from one service bay to the other admiring the underpinnings of one car after another while surrounded

by some of the Stuttgart's finest components awaiting their new "homes". From crates housing complete engines to



John Karam

**>>>Mark Richard**

limited edition body parts, there was something of interest everywhere I turned. While I love the complete assembled final product I must admit to having a "thing" for the parts & components that

make them up. Over in the right corner of the service department, CVR's Emporium set up shop and from the number of members crowded into that area, the Emporium's new items are proving very popular. If you haven't attended a monthly meeting in a while, it would be worth the trip just to check out the expanded Emporium's line-up (a "tip of the hat" to the Shafer's for all their efforts).

The meeting was called to order when I introduced our club president, Jeff Jones. Jeff welcomed everyone and thanked our hosts at Hoffman Porsche for their long history of support for CVR. We welcomed new members Rick, Ray and

Rob with a round of applause. CVR's own Nancie Giacalone also announced a new "associate member"... Portia.. her very well behaved (and very cool) new canine family member. Frank Zawacki was our lucky September birthday gift certificate winner and then Jeff announced 2010's Photofest and awards presentation that would again be held at a pancake breakfast hosted by The Trailer



John Karam

>>>**Phil Capella**

Depot in Northford, CT. Paul Kudra brought us up-to-date on the latest from Autocross and then Phil Capella described our fantastic "Fall Tour".

The ever-expanding "Mart" portion of our meetings included; 18" Fiske wheels, Twin Turbo seats, a Boxster and much more. (I would be remiss if I didn't mention Hoffman's Josh Dworman's an-

nouncement at this point that he had a couple of great deals available on a couple of GT-3s and Caymans as well!!.



John Karam

>>>**Fred Jackson**

Jeff informed us that because of Bo Parker's yeoman efforts, our 50th Anniversary Yearbook is on its way shortly. I thanked Jeff and then we all offered a standing ovation to my teammate Mike Odierna for all he's done (and is still doing) for CVR!

I mentioned how pleased your program staff was to be able to announce Murray Smith as our speaker for October's monthly meeting at Fairfield Motorsport. Introducing Lime Rock Historics' Fred Jackson was a pleasure, and he informed all in attendance about the recently-completed Historics. He especially thanked CVR for our involvement in the event and stressed how

key our relationship is to the Historics. In particular, he let us know of our own Dennis Primavera's "above and beyond the call of duty" contributions to the event. He also generously provided Rolex hats to add to our upcoming raffle... more on that later. I called up CVR's Walt Hyjek to describe his "Activities Video Project", where he has been assembling clips of all our events; Autocross, Rally, Tour, Concours, Driver's Education and Club Race,



John Karam

>>>**Walt Hyjek**

which will be shown during upcoming monthly meetings... another great reason to RSVP and join us at a monthly meeting coming soon near you. Thanks Walt! After whetting everyone's appetite by describing venues and activities coming in 2011, I opened everyone's second favorite part of

>>>continued on page 30

our monthly meetings (the food is first, of course... LOL) – the Raffle! In this month's case with the items generously provided by Hoffman Porsche, CVR and Fred Jackson it was truly "A Mega Raffle". Item after item was gratefully received by CVR members (except by... yours truly... again!). I couldn't help but notice how Mike O. really got into "the swing of things" as he handed out prize after prize!


I closed what had been an entertaining meeting by asking our

members in attendance to introduce themselves to the members seated next to them... the fellowship that followed brought a tear to my eye... LOL.

When you have a chance, take a moment to thank the "Hoffman Team" of Tim Michael (General Manager), Josh Dworman (Product Specialist), Ethan Gombossy (Senior Advisor), and the rest of the Hoffman's staff for their support of CVR. Whatever your Porsche needs might be; Sales & Leasing, Maintenance

& Service, or Genuine Porsche Parts, Hoffman Porsche stands ready to assist you!

Again, I want to thank my friends Mike Odierna and Nike Esposito for all their hard work and help.

'Til next time... 

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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.





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Sizes: M, L, XL



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Great for DE.

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## Men's Light Weight Nylon Jacket

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# MONTHLY MEETING

Linda Gullotta, Photography

## OCTOBER MEETING

# Fairfield County MOTORSPORT

12/October 2010

**Fairfield County Motorsport's** beautiful facilities once again played host to the CVR Porsche Club of America's October monthly Meeting.

Hosted by Nick Esposito, the highlight of the evening was a visit from Murray Smith, a name that is respected worldwide not only as a driver, but also for his contributions as writer, team manager, event

creator as well as race car developer.

Murray spoke to our enthusiastic members and moved through the crowd passing around photos of cars that he has owned and driven, and then autographed copies of his new book *The Alphabet and the Automobile* for our members.

Many thanks to Don Vidoli, Jim Reilly and the rest of the team for a wonderful evening and fabulous buffet dinner. 🍽️



>>> Murray Smith



>>> Nick Esposito handled the MC duties.





>>> Murray Smith with Elaine DeFrancesco and Fred Jackson



>>> Autographing a copy of his book *The Alphabet and the Automobile* for Dick Strahota



>>> Passing around photos of some of the many cars that he has owned, developed and driven

# THROUGH THE LENS

John Karam & Chris Troianello, Contributing Editors



## NIKON PHOTO WORKSHOP @ LIME ROCK PARK

viewpoints

Two CVR

Members, John Karam and Chris Troianello, attended the **Nikon Photo Workshop** at Lime Rock and share their experience with us.



### John Karam

**Labor Day weekend was busy for me this year.** My wife and I returned on Saturday, September 4th from our vacation in rural Pennsylvania. It was so rural that where we stayed, we had very limited cell phone signal. Internet use was almost non-existent. The resort we were at had access but, you had to drive six and a half miles to get to it. This made for a lot of quiet time and relaxation. I spent a lot of my time getting caught up on

reading, both magazines and books.

Sunday, the day after we returned, was a day of rest and unpacking for us. Monday, Labor Day, was a different story. I had signed up to take the first ever Lime Rock/Nikon Racing Photography Workshop. It was scheduled for 8:00 am to 8 pm.

To arrive in time I got up at 4:20 am and was out the door a little after 5:00 am. Part of the reason for my early departure is that if there is a problem at work, it would most likely happen

between 5:30 am and 7:00 am. So I need to make sure I am on the

**Remember that your photos are meant to tell a story so it helps to have some that provide an open perspective of where you are.**

road and unreachable before 5:30 am!

I arrived at Lime Rock at 7:30 am and checked in. I was one of the first to arrive and met the

instructors for the workshop. Rick Dole, George Tiedemann, and Robert Laberge are professional photographers all working in sports photography. And, of course, all of them have an extensive background in photographing motorsports as well.

The day started with Renea Topp, Director of Marketing, of Lime Rock Park issuing us hard-card media credentials for the day and the photographer's vests to allow us access to trackside. We then listened to Rick introduce each member of the team including three people from Nikon who could issue us almost any piece of equipment we could want to try.

As a last step before heading out to the track to take photos, they each showed us a slide show of their material to give us an idea of what they have done as well as hopefully inspire us as to some new things we could do.

As I am in the market for a new telephoto zoom, I decided to give the Nikon 70-200mm f2.8

>>>continued on page 36



>>> Here is an establishing shot. It clearly shows people watching a race at Lime Rock Park.

## DEPTH OF FIELD



>>> Shows the compression of a long telephoto. The trick is to get the first car perfectly in focus and let the depth of field of the lens allow those behind it to go gradually out of focus.



>>> This also shows the compression of a long telephoto and the gradual loss of focus of each car.

## PANNING



>>> Panning a long lens at a slow shutter speed is very difficult. The recommendation is to calculate the shutter speed based on the length of the lens. This was taken with a 300 mm lens. That suggests a shutter speed of 1/300th of a second. VR (Vibration Reduction) provides the capability of going even slower but you need to be very smooth when you do. This was shot at 1/100th second and you can see some blurring of the decals on the car.



>>> This also shows panning but the car is now very sharply focused to the point where the person's name can be read on the car. Shutter speed was 1/320th of a second. Also note that the car was placed at the top of the photograph to eliminate the unsightly background of metal posts that would otherwise ruin a good photo.

AF-S lens a try. This is the latest, just released model with VR II, Nikon's vibration reduction mechanism. The autofocus motor on it is super quick and very accurate. Unfortunately, my old 70-300mm f4.5-5.6 is slow and inaccurate on

autofocus. This leads to many shots that have the wrong car in focus or something in front of or behind the subject in focus instead of the subject itself.

Armed with my new weapon of choice mounted on my Nikon D300,

I followed our instructor, Rick Dole for the first half of the day, out to the track. Our first stop was along the wall on the outside of Big Bend. To get there we had to cross the track, which we did in between races.

>>>continued on page 38

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## LIGHT & SHADOW



>>> This image shows the use of the lighting and shadows to make the car the dominant object in the photograph.



>>> This image also shows the use of lighting and shadow to put emphasis on the automobile. The image was also panned to cause some blurring of the background and the foreground.

Here we were able to set up and shoot down the track to capture the start of the race when the cars are packed closely together. With a long telephoto on the camera, the perception is they are even more tightly packed.

I had the chance to use the 70-200 mm lens as well as a huge, 500 mm mounted on a D3s. These pieces are all part of Nikon's professional equipment line up and two of them cost more than I paid for my 944! Unfortunately, the huge lens and D3s didn't work for me. I had difficulty getting used to them. I did get to try another D3 camera which is an earlier version of the D3s with another monster lens on it, possibly a 600 mm unit, and found that after a little time I could get used to it. I wasn't super happy with what I was getting in that location and with that equipment but I found the experience of using it very helpful for the future.

The next exercise we did was to go to the out-field and shoot some "establishing shots" to show where we were and





>>> This photo is an example of using objects in the foreground, the tree branches and leaves, to frame the object in the background, the car. Note that the car is also in a well lit patch of the track.

give an overall perspective to the event. Remember that your photos are meant to tell a story so it helps to have some that provide an open perspective of where you are.

Rick made some suggestions and I tried to take a few shots that would represent each of the ideas he gave us. He also told us to keep in mind the sun's position and how it would affect the shots we would be taking. As the cars would now be back lit in this location, we would need to increase the exposure to correct for the shadows that would be on the cars as they

came down the straight.

Here was one of the most important pieces of information I learned that

**Here was one of the most important pieces of information I learned that day. I learned how a professional photographer thinks. He sees the lighting that he has and figures out how to correct for it.**

day. I learned how a professional photographer

thinks. He sees the lighting that he has and figures out how to correct for it. While I could see the lighting differences as well, I didn't always think about what the solution to the problem would be. I left it to the camera and hoped that I could fix something wrong in the workflow. These guys look for the solution right then and there. It definitely made me more aware of light and shadows for the rest of the day, and hopefully from now on as well.

We shot from one or two other spots in the

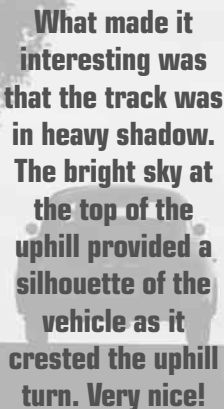
>>>continued on page 40

morning and then broke for lunch. During lunch we uploaded our images to our laptops, recharged our batteries, and ate a wonderful buffet lunch provided for us. We also had an opportunity to have our images critiqued by our instructor.

I watched the instructors go through the photos of a number of us and learned a lot about what they liked to see.

For the afternoon session I was in a group led by Robert Laberge. We made our way to the outside of the track near the uphill turn. We would shoot from both above and below the uphill and make use of the different lighting and shadows that the sun cast on the track. For the afternoon I had signed out a D300s body on which I put the 70-200mm lens. I then put my 18-135mm lens on my body so I could shoot long or wide. This was very effective at the station near West Bend as I could shoot down the track with the long lens on the loaner body and then switch to my camera and the wider lens to get the car going through West Bend to the downhill.

Robert took us to some places along the track that I didn't know existed. One of them involved walking along a wall about fifteen feet off the ground and having to crouch down to go back and forth under a fence until we reached our destination. From here we had a great view down No Name Straight as well as a good view of vehicles



**What made it interesting was that the track was in heavy shadow. The bright sky at the top of the uphill provided a silhouette of the vehicle as it crested the uphill turn. Very nice!**

cresting the top of the hill. What made it interesting was that the track was in heavy shadow. The bright sky at the top of the uphill provided a silhouette of the vehicle as it crested the uphill turn. Very nice!

From there we went to the downhill and took some photos of the view from the top of the downhill right after the cars passed under the bridge

as well as the cars as they passed the apex of the turn onto the front straight. Lime Rock has cleared a lot of the trees that were in the way here and I made my way down a path that took me near the bottom of the downhill. From here I could frame the cars between trees or branches hanging down as they passed the apex of the turn. Great stuff!

After we wrapped shooting for the day, we sadly had to return all the equipment we had borrowed. We had another session of loading photos to laptops and then showing them to the instructors and the group. While some of my images of the morning were okay, others were quite good. And many of my photos from the afternoon elicited accolades from Rick Dole. It seems that my venturing off on my own had resulted in some good shots that no one else had.

I want to point out that while we were trackside shooting, the instructors were always available to review our shots as well as make suggestions. Their suggestions very



>>> A Porsche 356 crests the uphill. The car in shadow and the brightness of the sky causes an interesting silhouette.

often provided insight into how they see the world. They see shadows on the track and think of ways to make use of them in their photographs. They not only correct for sun or shade but they make use of them in an artistic way. To have the chance to see and hear how they think was the most valuable part of the whole day!

By the end of the day I was beat. I had spent eleven hours at the track, most of it taking photos and had over two

thousand images to go through. This was a lot and is probably more than I should have taken but I found that when presented with an idea, I wanted to explore it fully and shoot it multiple times changing little things as I went.

I also found that the 70-200mm f2.8 lens while expensive is worth every penny. I am not sure it will be my next lens but it is on my list of lenses to try for next year. There are a few places that will rent you

equipment for a weekend or a week at a reasonable price. That way you can find what works best for you before you make your capital investment.

I learned a lot in the eleven hours I was there and am looking forward to using what I learned in the coming year. Much of what I shoot will appear in Challenge. Hopefully you will enjoy looking at the photos I shoot as much as I enjoy taking them.

>>>continued on page 42

>>>continued from page 41

Nikon offers many programs for digital photographers from point and shoot cameras to DSLRs. For those new to digital cameras, there are one day seminars offered through the Nikon School\*. For those with some experience there are seminars offered by National Geographic and other organizations specializing in one area of photography such as travel or racing. There are weekend and weeklong workshops offered by various groups and photography schools for those with some experience who want to improve their skill set. For those of you who would like to combine your love of cars and photography, there is talk about holding another workshop at Lime Rock Park next year. Maybe I'll see you there. 📷



**Chris Troianello**

***My name is Chris Troianello. I am relatively new to the PCA and I have been obsessed with cars for as long as I can remember. I am an amateur autocross and track photographer, and like most photographers I am always searching for a perfect shot. When I received word that Lime Rock Park would be offering their first motorsports photography workshop during the Historic Festival that occurs every Labor Day Weekend, I was one of their first registrants and I successfully convinced two friends to sign up with me.***

Nikon sponsored the event, and had all of their newest camera gear available for use. It featured the expert photographic instruction of George Tiedermann, Rick Dole, and Robert LaBerge. George Tiedermann has over thirty years of experience shooting for Sports Illustrated and ESPN Magazine, Rick Dole has twenty-five years of motorsports photography experience, and Robert LaBerge's exhaustive

catalogue of publications is far too long to list here.

**I shoot Canon and elected to use my personal gear rather than temporarily switch to the best Nikon bodies and lenses that money can buy.**

All three advised different means and best practices towards achieve the same result: The best possible

\*See <http://www.nikonusa.com/Learn-And-Explore/Nikon-School/index.page>



>>> **Two generations of Turbos, a liquid cooled 944 and an air cooled 911 shot with a panning motion that blurs the background and helps to accentuate their speed as they roar past.**

picture with the most striking-yet-natural color, contrast, saturation, and sharpness.

I shoot Canon and elected to use my personal gear rather than temporarily switch to the best Nikon bodies and lenses that money can buy. While this choice ultimately handicapped my output, I wanted to get better with my own setup. I had purchased a new, recently released 70-200 f/2.8L IS II telephoto lens about a month earlier, and I was eager to put it to use on the vintage cars that would be our subjects.

I learned a lot and

absorbed a large amount of theory, however I admit having difficulty with some of the instruction.

**The instructors advised dialing down to a 5 frames per second maximum in order to better see the subject as it roared past, and they offered great panning tips to best follow and capture the car.**

For instance, the professionals only shoot full manual where I am still

stuck shooting in shutter-priority mode, and they also advised against autofocus and I just couldn't make this work to my satisfaction. I am far too reliant upon the 1D II's amazing ability to focus the way I desire, and while my full frame 5D is nowhere near as competent in this regard I was also able to get surprisingly acceptable shots despite it not being a "sports body."

The instructors advised dialing down to a 5 frames per second maximum in order to better see the subject

>>>continued on page 44



**>>> Panning is a technique that can produce excellent results, but is also one that can take a great deal of practice. The idea behind panning is to pan your camera along smoothly in time with the moving subject in order to capture a relatively sharp subject but a blurred background. This can help create a feeling of movement and speed.**

as it roared past, and they offered great panning tips to best follow and capture the car. I was surprised when they advised against image stabilization (known as “IS” for Canon lenses and “VR,” short for Vibration Reduction for Nikon glass), advice I did not follow because the IS feature is still too novel an addition for me to disable. The explanation was that image stabilization takes too long to actuate before a car has traveled out of range, rendering it useless in a lot of the shooting situations that require a fast response.

One advantage afforded by this course was the ability to get trackside to places that would otherwise be off limits. This allowed us to get past the spectator gates and walk up to the guard railing that lined the track. One part of Saturday found myself, and my two friends Corwyn and Matt hiking down a wooded trail in order to access a remote part of the track. We surfaced towards the end of the back straight, enjoyed

**>>>continued on page 46**



>>> One advantage afforded by the workshop was the ability to get trackside to places that would otherwise be off limits.





>>> A photographers eye for detail must extend to more than just the cars “on track”, as in this interesting comparison of two distinctly different exhaust tips.



the approving wave from the workers, and got down to business. No longer just spectators, our orange photography vests allowed us to actually participate in the Vintage Festival.

Saturday afternoon found us basking at the photo building after lunch. Before I knew what he was doing, Matt grabbed a D3s, a vicious full frame Nikon sports body, and an enormous 600mm f/4 telephoto lens, and scampered up to the top

of the photo building. It had a perfect perch to shoot the cars coming



>>> It's not always “just about the cars”.

down the long front straight, and after the constant walking between

vantages we appreciated the convenience of shooting from home base. We were later joined by the instructor responsible for teaching Sunday's Photoshop photo processing class, and while I had to miss this part of the course I hope to attend it in the future.

I would like to thank Lime Rock Park for the chance to participate in their motorsports photography course, and I would also like to thank Renea Topp, Lime Rock Park's Director of Marketing and Public Relations, for being wonderfully accommodating as I had scheduling concerns that were easily handled. Were Lime Rock Park to offer another similar course I would highly recommend it to all budding automotive photographers. The experience was great fun, and I learned a lot. I recently applied the instruction at a local PCA driving event, at Lime Rock of course, and the positive impact upon my photos is immediately appreciable to all who have seen my previous work. 🌐



# 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!

Arone, John B.  
Trumbull, CT  
2007 911 Turbo

Blake, Ronald L.  
Wethersfield, CT  
1971 911T

Bonin, Joseph E.  
Fairfield, CT 06824  
2011 997

Brown, Bob  
West Hurley, NY  
Affiliate: Denise Razzazan  
2009 Cayman S

Brown, Todd A.  
Sherman, CT  
1963 356 S90  
Laing, James M.  
Rancho Santa Fe, CA  
1970 911T

Lombardi, Jeff S.  
Cos Cob, CT  
2010 911  
Macisco, Michael L.  
Stratford, CT  
2006 911

Panigrahi, Patricia  
Greenwich, CT  
1996 911

Perdikis, Kyriakos  
Farmington, CT  
2007 GT3

Perdikis, Sylvia A  
Avon, CT  
Affiliate: John Burke, Jr  
2000 Boxster

Wood, John R  
Stafford Springs, CT  
Affiliate: Sarah Gordon  
1983 944

### Transfers In:

Balters, Sharon K.B.  
Kansas City, MO  
*Transfer from:*  
*Great Plains (GPL)*  
Affiliate: Tammy Aluis  
1986 911

Wagner, Harvey A.  
Greenwich, CT  
*Transfer from:*  
*Gold Coast (GCT)*  
Affiliate: Arlene Wagner  
2007 997

Wiley, Julie C  
Cheshire, CT  
*Transfer from:*  
*St. Louis (STL)*

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



### 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 nearby 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 our newly updated website, 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.



## PORSCHE CLUB MEMBER ANNIVERSARIES

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

### 30 Years

Romero, Pedro  
South Glastonbury, CT

### 25 Years

Butler, Thomas  
Portland, CT

Campbell, Thomas  
Bonita Springs, FL

### 15 Years

Holbrook, Allan  
Bethany, CT

Lewis, John  
West Dennis, MA

### 10 Years

Buchmiller, Chantal  
Stamford, CT

Cheplick, Jennifer  
Danbury, CT

DeCosmo, Danny  
Suffield, CT

Fuller, Will  
Clinton, CT

Kokinis, John  
Brooklyn, NY

Mahoney, Harriet  
Ridgefield, CT

McMurray, Michele  
Greenwich, CT

Morris, Sue  
West Hartford, CT

O'Connor, Christina  
Short Beach, CT

Overacker, Brett  
New Canaan, CT

Press, Stephen  
Hamden, CT

Vorio, Peter  
North Haven, CT

Washchilla, Pam  
Easton, CT

### 5 Years

Ackerman, Frank  
Wilton, CT

Brewster, Andrea  
Woodbury, CT

Narowski, Richard  
& Kathleen  
North Canton, CT

Niaura, Matt  
West Hartford, CT

Peake, Kuei-Ying  
Weston, CT

Zumbach, Douglas  
New Canaan, CT





The Mart is a free service to PCA members. Submit non-commercial ads including PCA Membership # and region to: **CHALLENGE c/o Krohngold, 351 Pemberwick Rd, #827, Greenwich, CT 06831** or email to: [cvreditor@cvrpca.org](mailto:cvreditor@cvrpca.org) by the closing date published in challenge 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 12 lines in The Mart format.

## FOR SALE PORSCHE

**1975 914 1.8L** Bahia Red with Tan interior. 93,000 miles. Mostly original, no rust! Needs nothing! Very well maintained, all service records available. This is a nice car in very good condition. Full inspection report available. \$9,000 obo.  
[chris.foley@tangerineracing.com](mailto:chris.foley@tangerineracing.com)  
860-647-8719 Manchester, CT. *12-10*

**1976 Porsche Turbo Carrera** (9306800116) 50,189 miles. 3rd owner, since 1996. K-27,1bar wastegate. Lowered & aligned. Short shift, short gears, H-1 headlights. Complete upper end, hydraulic tensioners, race ware hardware, strut tower brace, brake & suspension upgrade. Have original parts & receipts. \$30,500.00. George Englert 203-743-1006 *10-10*

**1983 928S** Guards Red/Blk leather, sunroof. Very good condition. Rare 5-speed trans upgraded to 1986 with Borg/Warner synchros, LSD, upgraded Eibach/Bilstein suspension, Devex radiator. New alternator, fuel pump and lower ball joints, A/C blows cold, K&N, upgraded blaupunkt CD/MP3 player. 155K miles. \$7,900. Mike 203-520-2001  
[michael.maurice@charter.net](mailto:michael.maurice@charter.net) *10-10*

**1987 944T Race Car** 265 rwhp, stage 2 intercooler, fuel rail, adjustable regulator, honed manifold, LINK ems, 044 fuel pump, ETC K26C-27-7200 turbo, manual boost control, cage, oil cooler, ABS, K&N filter, turbo S brakes, Fabcar control arms, adjustable camber plates, splitter, spoiler, Bilstein coil-overs, carbon dash, Lexan rear window and more, \$13,500. Hank at 203-393-1148 or [hvoegeli2@sbcglobal.net](mailto:hvoegeli2@sbcglobal.net) *10-10*

**1987 944** Diamond Blue Metallic (silver with slight lavender tint), Auto, full burgundy leather interior, cruise control, cassette & 6 CD changer, sunroof. 51,900 miles. Runs great. Many extras including car cover and shop manual. All records since new. New Yokos at 45,500 miles. No smoke, snow, or rain. Second owner since January 1989. Car is stock with unused air compressor, tools, removable roof cover, and spare that has never been touched. A few outside scratches and dings, interior is beautiful, looks brand new. A great daily driver, turns heads in a parking lot, but not on the road. See to believe. \$7,995. Call Bob at 203-245-7553, or email [pltrgn@comcast.net](mailto:pltrgn@comcast.net). *12-10*

**1988 Porsche 944** Charcoal metallic exterior with Gray interior, 5 speed, 167,900 miles. Well maintained, no winters, non smoker. Runs like a champ, Hankook K106 16" 25/50 rears and 205/55 fronts with 7k miles on them. Pioneer MOSFET 50 x 4 CD radio, performance chip, quick response throttle cam, K & H air cleaner, aftermarket fog lamps, originals included. Mobil 1 oil, no leaks. Belts replaced at 137,000 miles – balance belt, both belt tensioners, cam and all housing seals and trans. oil. Oil & filter at 167,037 miles, replaced sunroof gears July '09, water pump replaced 115,000 miles. Head gasket seal not replaced but does not leak. Clutch and transmission are original and still solid. Brakes are great, master cylinder solid, steering rack is excellent but the reservoir leaks a bit. Rear wiper does not work. Asking \$4,500. Call Dave at 203-415-4634 or email [dbassetc2@gmail.com](mailto:dbassetc2@gmail.com). *10-10*

>>>continued on page 50

**1988 Porsche 944 Turbo S**, Silver Rose/Burgundy Plaid. Restored to nearly perfect condition and insured as a collector car, but still driven. Stored in a climate controlled environment, under a cover. 99,300 miles. Upgrades include Autothority MAF and software, K27 turbo, B&B Stainless full exhaust. Factory Cup Sway bars, Kinesis Supercup 17"x8.5" and 17"x10" wheels with new Michelin Pilot Sports. Short Shift Kit, and New cup clutch along with many other parts "while in there", like lighter flywheel and sleeve. Lower Front Splitter, clear paint protection. New axles, control arms, brake pads, AC compressor. Belts and water pump have very low mileage. Also, H4 headlights, euro fog and driving lights. Original parts included are 16" Turbo S wheels with Dunlop tires, exhaust and catalytic converter, sway bars, airbox/AFM, etc. Also comes with extra burgundy plaid cloth for redoing any future damage to the interior, or in case you'd like it all refreshed someday in the future. Just about

the nicest, freshest and most complete 944 Turbo S available right now. \$17,500. 908.303.9350 [pskalc@hotmail.com](mailto:pskalc@hotmail.com) 12-10

**1988 Porsche 924S** It's a 2.5 litre (160 hp) 5 speed manual with 118,000 miles. Handles great! Mechanically excellent. Many performance upgrades such as 220 lb front springs, Koni shocks, 944 turbo sway bar, Borla exhaust, Boxster 16" alloy wheels, throttle cam, Pioneer CD stereo system. Paint (Red) has some imperfections but still looks good. Black interior in great shape other than the normal cracks in the dashboard (which happens to all of these cars). I have loved this car. Must sell due to moving. \$3,950. Mark at [markd@madscientist.com](mailto:markd@madscientist.com) or 413-374-7671 12-10

**1989 911 Turbo Cabriolet** Guards Red/Black leather, 5-speed, electric top, windows, and seats, air; factory and Clifford alarms, Alpine am/fm/CD, 15,850 original miles, always

>>>continued on page 51

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**1989 Porsche 944 Turbo S DE Track Car Turn Key** Fresh Lindsey built 2.5ltr 8 valve 951 engine. Approx. 350 RWHP. New 53# turbo, stage II intercooler, new injectors, adj. fuel reg., Billet blow off valve, extrude honed intake, ported and polished head, Lindsey MAF, 4" exhaust. Leda coil over shocks, camber plates, strut bar, new 6pt harness, Recaro race seats, Momo wheel and shifter, roll bar, 2 sets Fikse 17" wheels, 1 set 993 18" wheels with new Hoosier race rains. All original parts to go with car. COM car club class winner, consistent podium finisher for last 7 years. \$18,900 obo. Mario Bonacorsi, [mariobonacorsi@yahoo.com](mailto:mariobonacorsi@yahoo.com) or 802-461-6225 **12-10**

**2000 Boxster** Metallic Black w/Boxster Red special full leather interior. Other factory options include the sport package, heated seats, traction control, 17" Turbo Twist Wheels, CD shelf center console, colored wheel caps, dark burr maple steering wheel

and shifter, Boxter Red floor mats, Boxster insignia on door sills. Never tracked, always garaged, maintenance records, excellent condition. 61k. \$14,850. 860-404-7482 [Garoan@att.net](mailto:Garoan@att.net) **10-10**

**2004 996 GT3** Seal Grey, This is a pristine condition 2004 996 GT3. The car is perfect. Recent oil and filter change and brake fluid flush. It has new rear tires and a new rear main seal. Everything is 100% Factory Original. Maintenance on car was performed at local Porsche Dealership. Options include: Xenon, Crest on wheels, Stainless Steel door sills, Sport Steering wheel, There is also a custom installed K-40 radar system, with front and rear detection. I have all three original keys: Two primary and one valet. Includes all factory manuals and the Car & Driver issue from 2004 with the car featured. The car has never been tracked... ever. (Porsche will not CPO a car if it has been tracked) CPO expired Aug 2009. Thanks for your interest. 14,900 miles \$57,900. Call Adam 203-685-2287 **12-10**

>>>continued on page 52

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**Porsche Parts** Four 17" 996 wheels - like new with Michellin McAlpins - 20% worn, 4-P7 Pirellis like new - for 16x7 & 16x8, Boxster/996 hdtop hoist, new early 911

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Steve Meszkat 11-10

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**Trailex Trailer**, 1999, excellent condition, tire rack, long ramps, new brakes, all lights, new tires, etc. \$3,995. Alan Friedman, Hillsdale, NY, 518-755-4411, email [afworks@hotmail.com](mailto:afworks@hotmail.com) photo's available 11-10

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