



Hudson Champlain Region Porsche Club of America

AIR * COOLED ADVERTISER

Spring 2012



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Porsche recommends **Mobil 1**



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On the Cover:

The new 991.

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From the President

Two Thousand Twelve has been a great winter for many reasons, but one reason is I have never seen so many Porsches on the road in February and March in our northern region. Our 1st quarter meetings and activities have been well attended at New Country Porsche, Buca di Beppo Restaurant and at Autohaus Motors. I believe this is due to the mild winter and our membership has been growing.

In 2011 we had over 50 new members join. We had a record turnout in our new member luncheon this spring, thanks to Linda Gorthy our Membership Chairperson with Ken and Karen Blass's phone calling assistance.

The Hudson Champlain Porsche Club Boardmembers are excited about our HCP Motorsports and Social Activities for 2012.

Track Activities - Once again Don Schneider our Track Chairman and Jim Morgan Registrar Chairman have prepared a full year of motorsports for the club at Lime Rock Park and at Watkins Glen International.

Autocross - Andy Dorman our AutoCross Chairman has scheduled three dates for low speed competitive driving.

Social Activities - Steve and Lydia Marlow our new Activities Chairpersons have been busy forming volunteer sub-committees to plan and implement a variety of fun, food and fellowship driving activities.

Make sure you watch our website calendar as we post more information as we approach each activity.

Don't forget that we are always open for volunteers to help our club grow and enhance all of our experiences with our Porsches. Plus, we welcome any suggestions for great destinations and restaurants to share with our club members.

Since our driving season is upon us, it reminds me of a time when I was much younger I was taught by a race car driver instructor how to properly position all your mirrors in a vehicle for safe driving during your daily commute as well as on the track. I have used this method for many years and the lesson learned has kept me safe multiple times.

I decided this safe driving with proper mirror positioning, would be good information to pass along to our members. As I was beginning to write, I came across a good article by ADTSEA with the same detailed instructions and method on how to properly Eliminate Blind Zones with your Mirrors. This article is published by the American Driver & Traffic Safety Education Association. I would like to share this Safe driving method with our Club members whether you are on the Track or driving down the highway. Remember to drive defensively and always be prepared for the unexpected.

How Blindzones are Created:

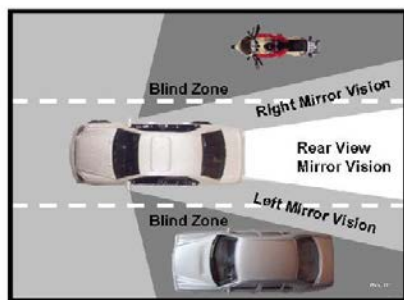
Most passenger cars are equipped with one inside mirror and two outside mirrors. The inside mirror provides the driver with the widest field of view. Graphic A is a scale drawing showing the inside mirror's field of view when it is centered on the road. The shaded regions are blindzones in which a vehicle cannot be seen in either the inside mirror or the driver's peripheral vision. To

change lanes, you must turn and look into the blindzones to see if a vehicle is there. The outside mirrors have been set so that the sides of the car are just visible. The field of view of an outside mirror is about half that of the inside mirror. Note that the outside mirrors have reduced the size of the blindzones, but have added relatively little to the field of view seen in the inside mirror. Blindzones capable of hiding a vehicle still exist. With this setting of the outside mirrors, it is still necessary to turn and look into the blindzones when changing lanes. This setting is called the “blindzone setting.”

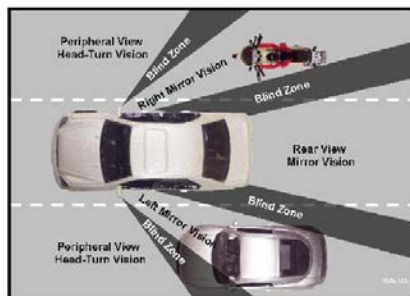
Eliminating the Blindzones:

Graphic B shows how easily the blindzones can be eliminated. The two outside mirrors are simply rotated outward to look into the (Graphic A) blindzones instead of looking along the sides of the car. There are now four mini blindzones, but none is large enough to hide a vehicle. With this new setting, it is no longer necessary to turn and look into the blindzones. All that is required is a glance at the outside mirror to see if a car is there.

A: Traditional Mirror Settings



B: Enhanced Mirror Settings



The Five Major Advantages To Blindzone Glare Elimination (BGE):

1. First, turning to look into the blindzones, which can be uncomfortable and annoying, is no longer necessary .
2. Second, only a brief glance at the outside mirror is required to view the blindzone, as opposed to the longer time required when turning your head. At highway speeds, turning your head takes your eyes off the road for about 100 feet of travel.
3. Third, glancing at the outside mirror leaves the forward scene in your peripheral view, while turning your head completely eliminates the forward view.
4. Fourth, the blindzones can be easily included in your visual scanning.
5. Fifth, at night, glare from the outside mirrors is virtually eliminated. The reason for this is that a following car's headlamps are not visible until the car moves into the blindzone, and at that point, the high intensity portion of the headlamp's beam does not hit the mirror.

Using the BGE Setting:

The BGE setting requires turning the field of view of each outside mirror outward by about 15 degrees from the blindzone setting. For the driver's side mirror, this can be done by placing your head against the side window as shown in Graphic C and then setting the mirror to just see the side of the car.

Do the same with the passenger's side mirror, but position your head at the middle of the car. You should next check to see that the blindzones are truly eliminated. From the normal driving position, watch a car as it passes you. It should appear in the outside mirror before it leaves the inside mirror, and it should appear in your

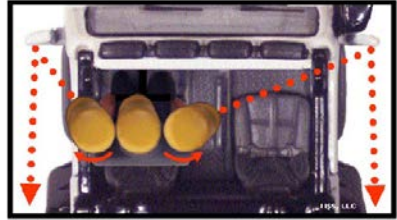
peripheral vision before leaving the outside mirror. This is your proof that the blindzones have been eliminated and that your mirrors are correctly set. When changing lanes with the BGE setting, you must first look in the inside mirror for vehicles approaching from the rear, then glance at the outside mirror to see if a vehicle is in the blindzone. A good rule to follow when changing lanes is that if you can see the entire front of a vehicle in the inside mirror, and that vehicle is not gaining on you, it is safe to change lanes provided there is no vehicle in the blindzone. This is similar to the rule used when passing, which indicates waiting until you see the front of the car you just passed before changing lanes.

Information for this fact sheet was derived from: ADTSEA Curriculum version 2.0 Public Service Information SAE International.

Hope to see you at one of our future events. Drive Safely.

Keith Antal
president@hcp-pca.com

Graphic C



From the Newsletter Editor

This past February my father and I made the four-hour drive, in the non-stop rain, to Porsche's northeast training facility in Easton, PA for this year's National Tech Tactics East. Each year since 1980 Tech Tactics has been a full day event, with speakers and hands on demonstrations dedicated to teaching Porsche owners more about the cars they love. From its inception 32 years ago until 2010, Zone 1 was the host of this event that started at the Harley Hotel north of Harford, CT. Within no time it out grew it's home and was moved for the next 20 years, to Springfield, MA. Then in 2007, the location was moved to Danbury, CT until 2011 when PCA National took over the event and it was moved to its current location in Easton, PA. National has also added Tech Tactics West, which takes place in the Fall at Porsche's training facility in Ontario, CA. Over the years there have been numerous guest speakers including Norbert Singer, Phil Hill, Derek Bell, Bruce Anderson, Allan Caldwell and Brian Redman. This year we had a great list of presenters discussing a wide range of topics including the new 981 Boxster, Porsche's Direct Fuel Injection, Porsche Test Equipment, Cayman track set up the new 991 and much more.

The morning started off with a welcome from Pete Tremper who is the Tech Tactics Chairman and National President Manny Alban. We then jumped right in with a presentation of the new 991 by Chris Gillman who is the Technical Training Manager for PCNA. Chris began his career in Cincinnati, Ohio working for the local dealer. He archived the rank of Master Technician while working in Ohio and in 1985, was hired by PCNA as Technical Instructor. Throughout his career with PCNA, he also worked as a Sales Trainer and Sales Training Manager.

Chris began his talk with a great comparison of the new 991 vs. the 997. A majority of the 991 is completely new except for some drive train parts which are shared. The 991 is 2 inches longer and is lower then the 997. It's wheelbase is 100 mm longer and the front track is 46 mm wider on the Carrera and 52mm wider on the Carrera S, which gives the 991 more stability at higher speeds. The front and rear overhangs have been shortened up compared to the 997. This makes entering and exiting steeper driveways easier with less contact of the lower front or rear valance.

The basic engine in the 997 was carried over into the 991 with a few changes that helps to boost horsepower. Porsche's engineers were able to reduce the stroke of the base Carrera from 3.6 liters in the 997 to 3.4 liters but they extracted more horsepower than the base 997, and keeping the amount of torque almost identical at 288 ft lb of torque. The Carrera S still has the same 3.8 liter engine but it now produces 400 horsepower with a redline of 7800 rpm. That is 15 horsepower more than the 997 S. They have reworked the intake with an air guide to increase the engine sound in the cabin. With the use of a Sound symposer an acoustic channel picks up intake vibrations as air flows between the throttle valve and air filter and a membrane (which is in the channel) reinforces the vibrations and transmits them as an engine sound into the cockpit.

In the new 991 there are numerous new functions that help the new 991 perform better and be more efficient. One of these new features is the Cold Engine Restriction. When first starting the car during cold temperatures, or when the engine operating temperature is below a certain threshold, the ECU will not let

the motor rev above 6300 RPM, which helps protect the engine. Once the engine reaches operating temperature, the engine will be allowed to rev normally.

Once the engine is sufficiently warm, the ECU will then engage the engines auto start – stop function. When the car comes to a stop at a traffic signal, the engine will shut off until you release the brake and apply the gas. This new system not only works on cars with PDK, but it also works on manual cars as well.

When a manual car is put into neutral and the clutch is released, the engine will stop and once the clutch is depressed, the engine will restart and the turning on and off of the engine is instantaneous and very smooth. This feature was originally introduced on the Cayenne and Panamera to help improve fuel economy, and has made its way into the new 911.

Another fuel saving feature is coasting mode. As you travel at highway speeds with the transmission in 7th gear and you let off the accelerator, the clutches in the PDK transmission disengage and the car begins to “freewheel” down the road. When you apply the brakes, the clutches re-engage to give you added engine braking. This is another great piece of engineering Porsche has developed to help improve fuel economy in the new line up of 911’s.

Porsche has made great improvements in Thermal Management of the 991. By networking all of the relevant heat sources in order to manage the heat loss and warm up the engine and transmission oil more quickly. This allows for the engine and gearbox to reach their optimum operating temperature sooner, providing more efficient combustion and less friction, which equals lower fuel consumption.

This is achieved by the DME electronically controlling the thermostat in order to warm the engine coolant more quickly and to a higher temperature. It will supply heat to the cabin if there is a call for it from the occupants. Then the coolant will be used to heat the engine oil to its optimum temperature, for better engine lubrication, then it will be used to bring the transmission fluid to its optimal operating temperature. The quicker these systems can be brought up to operating temperature, the more efficient and more effectively they will operate.

The new 991 comes with a 7 speed transmission, whether you choose the PDK or manual version. The manual uses the same dual clutch that is in the PDK, along with the same gears on the same shafts. The manual transmission uses 5 different clutch forks in order to change through all 7 gears. One other difference is the manual uses cables to change gears, where the PDK relies on solenoids to do the gear changes. Both 6th and 7th are used for over drive, with the car’s top speed being achieved in 6th gear.

Also new to the 2012 991 is Electro mechanical power steering, dynamic engine mounts and PDCC (Porsche Dynamic Chassis Control). Electro mechanical power steering is a first for Porsche on the 911. It still uses a rack and pinion to steer the car, but the steering wheel senses the amount of torque you are putting on the wheel and at a predetermined force a valve opens to assist with power steering. It is still the use of the rack and pinion that gives the driver good steering feel and feedback. The steering also has active resting to the center position, along with a counter steering pulse if the rear of the car should start to come around. Therefore, if you are taking a right hand sweeper and the rear of

the car begins to step out to the left, the steering will pulse to left to help the driver initiate counter steer to try and help regain control the car.

The dynamic engine mounts are only available on cars with the Sport Chrono Package. This feature is basically an electronically controlled system for managing the stiffness of the engine mounts. This system works similarly to Porsche's PASM (Porsche Active Suspension Management) which uses a magnetizable fluid and an electrically generated magnetic field to change the viscosity of the fluid. This allows for the alteration of stiffness and absorption of the engine mounts. With softer mounts, you achieve greater comfort and less vibration when driving normally. With harder mounts, a more direct driving feel is obtained when driving the car harder. This helps to improve the handling of the car along with improving comfort.

Another system to help improve the handling of the 991 is the PDCC or Porsche Dynamic Chassis Control. This system is an active anti-roll system that reduces lateral body movement as the car corners. The system uses hydraulic stabilizing actuators at the ends of the swaybars and a pump to push fluid to the actuators. The system anticipates lateral body movement and by pushing fluid into the stabilizing actuators, it reduces roll and keeps the car flat through corners and under hard braking or acceleration. This results in improved dynamic performance, optimized turn-in and increased ride comfort.

Above are just a few of the highlighted features of the 991 that Chris Gillman spoke to us about. There were numerous other features and technologies that were discussed, but there are not enough pages in the newsletter to go into all of them. Chris also did a wonderful presentation on the new 981 Boxster. He did a direct comparison to the current 987 Gen 2 model, and gave us his impression on the new car having the opportunity to drive both of them back to back only a few weeks prior to Tech Tactics.

There were also three other speakers that I had the pleasure of hearing throughout the day. John Paterek of Paterek Brother in NJ gave us a wonderful presentation of cars that his restoration shop competed in 2011. These include an early 356, a 356 speedster, and a 911 rally car. I was amazed by the basket cases they started with compared to the finished product. Whole sections of cars had to be replaced, rusted floor pans cut out and new ones welded in place, and bondo inches thick removed from one of the 356's. The work that Paterek Brothers does is just amazing and that is evident in the award winning 1953 America Roadster, which is presently displayed at the Porsche Factory Museum (which is on loan from the Wolfgang Porsche collection).

The next session was a very informative one on the "In's and Out's" of the Durametric Diagnostic Tool for Porsche, with a live demonstration on a Porsche from Peter Smith. Peter has been a Porsche Technician for over thirty years and a factory Master Tech for almost as long. Pete joined PCA in 1999 and became the Boxster expert on the Tech Committee. He is presently the PCA National Tech Committee Chairman.

For those of you not familiar with the Durametric Diagnostic Tool, it provides access to the control units of newer Porsches, and allows the user to see

Porsche's diagnostic codes, maintenance and troubleshooting information. The tool consists of a software program for your PC and a USB cable that plugs into the OBD II port of your Porsche.

Pete began by hooking the cable up to a 2007 Cayman S and launched the software. Peter was able to see if there were any error or fault codes stored in the car's ECU. Then they started the Cayman and we were able to see actual values of the systems of the car, including DME supply voltage, Engine air temperature, transmission oil temperature, O2 sensors, camshaft angle, and many others. This can come in handy when trying to diagnose a problem with the car. Peter was also able to activate drive links in the Cayman, like make the horn beep, change the way the side markers behave, making them blink with the directionals instead of just being side markers, reset the service reminder and turn off the airbags. Peter showed how this tool is great for the person who likes to do their own maintenance or repair work.

The other session I attended was "Cayman Set Up", with Michael Bavaro of Bodymotion Inc. Bodymotion is a full service facility with complete engine and transmission repair and rebuilding. Prior to opening Bodymotion, Michael was employed by Porsche, trained and certified as an ASE Master Technician in 1980, followed by management at a Porsche Dealer. Michael took the dealer to #1 in the Northeast in 1983. He spent one month at the Porsche factory in Stuttgart and Weissach and attended Lemans for the 24 hour race. In 1980 he became a Porsche Club Member, and a driving instructor in 1982. Michael is a racing licensed in Grand-Am, SCCA, HSR, ALMS, N.A.S.A., PCA and has also held an International F.I.A. class A certificate.

Michael gave a fantastic talk about getting your Cayman prepared for the track. He started off by discussing safety and what a Cayman owner should look for in race seats, harnesses and roll bars. He then discussed the different levels of upgrades that can be done to a Cayman to improve its performance, handling and reliability. He began with setting the car up as an occasional Driver Education car but still driven on the street. Then he discussed upgrades that would bring the car to a dedicated Drivers Education car, including larger brakes, better suspension, more horsepower and ways to improve reliability. Lastly he went over the necessary components need to make your Cayman a full blown track car. This requires true commitment and a deep set of pockets.

Now I am sure you can read about any one of these topics in any magazine, website or online forum. What makes Tech Tactics so great is the ability to ask questions of the folks who are giving the presentation and who have first hand experience. So if you do not understand how something works, or would like more details on a specific technology, you can ask the presenters and get an answer.

I hope you will consider making the drive to Easton, PA for next year's Tech Tactics East.

Aaron Ambrosino

Watervliet Arsenal Tour

Photos by Keith Antal



Thanks to the Spring-like weather in February, many members drove their Porsches too.

The Arsenal Museum had many artifacts on display, dating back to the Civil War.



Members gather for a group photo in front of a mobile Howitzer.

Drive to the Walkway Over the Hudson



Loctus Grove was the home of Samuel Morse. He was not only the inventor of the telegraph, he was also an accomplished painter.

212 feet above the Hudson River looking south over the Mid-Hudson Bridge on the Walkway Over The Hudson.



Members had a wonderful time on our first drive of 2012.

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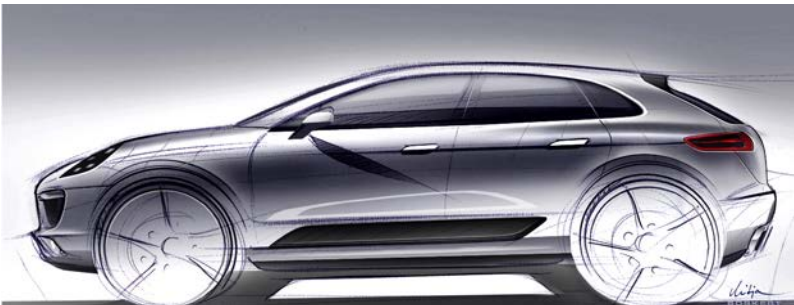
New Porsche SUV is Macan

Porsche's new sports car in the SUV segment has been given the name Macan. The name Macan is derived from the Indonesian word for tiger and combines suppleness, power, fascination and dynamics – core characteristics of the new off-road car.

"The Macan combines all sports car characteristics with the benefits of a SUV and is a genuine Porsche", said Bernhard Maier, Executive Vice President Sales and Marketing of Porsche AG. "The name of a new Porsche has to fit with the brand, sound good in very many languages and dialects and evoke positive associations."

As the fifth Porsche model line, the Macan is a central plank of Strategy 2018, by which the sports car manufacturer wishes to expand its model portfolio. Porsche intends the Macan to emulate the success of the Cayenne. The SUV will start coming off the production lines in Leipzig in 2013. To that end, the site in this city in Saxony is being expanded into a fully-fledged production plant including body assembly line and paint shop - with 500 million euro of investment one of the biggest building projects in Porsche's corporate history. In the medium-term, the sports car manufacturer will be creating more than 1,000 new jobs here.

Word names at Porsche have a concrete connection with the corresponding model and its characteristics: the name Boxster describes the combination of boxer engine and roadster, Cayenne stands for sharpness, the Cayman is snappy and agile and a Panamera is more than a Gran Turismo, capable also of winning the Carrera Panamericana long-distance race.





ZONE ONE 2012 CLASH VOLUNTEERS

May 31st - June 3rd, 2012 Watkins Glen International, Watkins Glen, NY

There is no better way to help support Zone 1, than by volunteering for this year's Clash at the Glen club race. Held at one of the best and most historic racetracks in the country, the Clash brings together club members for 3 days of fun and exciting racing, which you can be a part of.

Volunteers are what enable us to put on one of the best club races in PCA. We encourage you, your family and friends to register as volunteers for this year's Zone 1 Clash at the Glen club race.

Below are the areas and descriptions of where we need you to volunteer!

Registration: This takes place at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wrist band to get into the track. Registration involves ensuring everyone signs the waiver. This is a very busy place Thursday afternoon and Friday morning.

Garage Admin: This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork are also handled here and every volunteer must sign in every day!

Tech Inspection: The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

Timing & Scoring: Although the race is timed and scored with computers and in-car radio transponders, a paper trail is also needed. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.

Grid: All the cars are "parked" along the grid prior to the start. The person at the start of the grid tells the drivers their grid number. People along the way direct drivers into their grid position. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.

Enduro pits Monitor: The job here involves working for the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. *This group only works on Sunday.*

We ask that volunteers sign up to work for a full morning or afternoon session. The more sessions you sign up for the better the reward. If a volunteer signs up to work Thursday afternoon, they will receive a free ticket to dinner Thursday evening. If they work both sessions on Friday and/or Saturday they will receive a free ticket to that night's dinner (Friday and/or Saturday). If a volunteer works any three sessions, they will receive a \$100 Zone One Gift Certificate. Work either session on Sunday and receive a Zone 1 Club Race jacket and hat.

Volunteers can register on line at www.clubregistration.net. A paper registration form is available upon request from Aaron Ambrosino zone1clashregistrar@gmail.com, 518-729-0017. Please contact Jennifer Webb at jenniferbischoff@hotmail.com with any questions about volunteering.

Member Anniversaries

25 Years

Gunnar Walmet

20 Years

Dennis De Jonghe

John Schummer

Mark Bonesteel

15 Years

Benoit Tonneau

Matthew Runyon

Duane Ball

10 Years

Michael Snyder

Perry Condon

David Linendoll

Richard Fountain

5 Years

Stephen Redmond

Jerry Mirochnik

Barry Kessler

New Members

Jordan Halstuch

2006 Cayman S Gray

Brian D. Lee

2011 Carrera 4S Black

Tarry R. Marsh

2008 Cayman S Black

Rafal Proban

2011 Cayenne Black

Stephen Metivier

2008 911 turbo White

Christian V. Mohr

1973 911T Brown

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Calendar of Events

April 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

April

Monday, April 2nd

Monthly Meeting 7:00 p.m.

Wolf 1-11 Restaurant located at 111 Wolf Road in Colonie

Friday, April 6th

Advanced Drivers Education Event at Lime Rock Park, CT

Saturday, April 7th

Novice Drivers Education Event at Lime Rock Park, CT

Saturday, April 14th

Drive to Springfield, MA to tour the Smith and Wesson's
Manufacture & Museum

Sunday, April 29th

Spring Autocross

McCarty Avenue parking lot at the South end of 787

Calendar of Events

May 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

May

Monday, May 7th

Monthly Meeting 6:45 p.m.

New Country Porsche, 205 Route 146 in Mechanicville

Wednesday - Thursday, May 9th & 10th

Cups and Saucers Advanced Drivers Education Event at
Watkins Glen

Saturday, May 12th

Drive & Dine to Cooperstown, NY

Saturday - Sunday, May 19th & 20th

Zone 1 Rally and Concours

Calendar of Events

June 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

June

Friday - Sunday, June 1st - 3rd

Zone 1 Clash at the Glen Club Race

Monday, June 4th

Monthly Meeting 7:00 p.m.

Location to be announced

Saturday, June 10th

Annual Picnic at John Boyd Thacher Park

Friday - Sunday, June 15th - 17th

Zone 1 48 Hours DE at The Glen

Registration opens April 15th on clubregistration.net

Calendar of Events

July 2012						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

July

Monday, July 2nd

Monthly Meeting 7:00 p.m.

Location to be announced

Sunday - Saturday, July 8th - 14th

57th Porsche Parade in Salt Lake City, Utah

Sunday, July 22nd

Drive & Dine to Lake George

Sunday, July 29th

Summer Autocross

McCarty Avenue parking lot at the South end of 787



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