

INTERMOUNTAIN REGION PORSCHE CLUB OF AMERICA

ZEITUNG

VOLUME 55 ■ NUMBER 1 ■ JUNE 2014

Amazing Rally 5 follow-up

check out the coverage
on page 6



Macan first impressions

is it faithful to the Porsche brand? ■ see page 14

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on the cover

Cones painted "flames" on the side of Zana Anderson's Boxster S at the March autocross. More on page 10. Photo by Raleigh Fehr.



Austin Brook Lockett



Dr. Ing. h.c. F. Porsche AG



Pedro Bonilla



1

the president's take

Gus Stribakos, President

We are now well into the year, and the Porsche club calendar is filled with dates of activities to pique your interest. From the hard-core speed freak for whom the only proper way to drive a Porsche is in anger—to the spit-and-polish concours fan who would never consider the thought of getting one's car so, well, *dirty*—there is something this year for everyone.

Porsche people love to party, which we politely refer to as “socials”—and regardless of your automotive talents, I have yet to meet a PCA member who is not an expert with the knife and fork, the wine glass and the story told. The social season typically begins in February and runs into December. This year's opening social took place at Café Trio in Cottonwood and was the perfect way to spend a winter's evening meeting friends, new and old.

Then there are tours to enjoy: a chance to get together with club friends for scenic drives through the same Utah landscape that attracts tourists from all over the world. There will be touring opportunities on roughly a monthly basis. Most will be simple day drives, but our tour masters will also plan an excursion or two with overnight stops. These are sooo fun!

Autocross is the easiest and fastest way to advance one's car-control skills. It is safe and inexpensive, and it will make you a better driver on the everyday roads. I have heard from more than one driver that the experience

learned at autocross helped them in an emergency situation on the street. Accident avoidance and situational awareness follow autocross skills. If you own a Porsche, you already own an autocross car. It is safe and it is fun—sort of like go-karting for grown-ups.

There is a concours and a car show with some of our fellow enthusiasts from different marques on tap for the

include our own instructors who personally ride with you around the track and bring you up to speed at your own pace.

This is your chance to channel your inner Sebastian Vettel or heck, Ricky Bobby. The bang-for-the-buck factor here is off the charts!

So as you can see, there is something for everyone this year. I would like to encourage everyone to make sure all of your contact info is up to date so that the club can keep you posted with what's happening when. Longtime members should get their e-mail addresses up to date at the Member Profile section at pca.org. We will be making an effort to contact everyone and give you a chance to opt in or out of our communications loop.

Here's to a great year!



From the hard-core speed freak to the spit-and-polish concours fan, there is something this year for everyone.

summer, and track opportunities still to be had at our national Club Race and Drivers Education this September. We are most fortunate to have—and I say this without hyperbole—a world-class race track an hour's drive away. Designed by Alan Wilson, who has recently completed the new Formula One circuit in Korea, Miller Motorsports Park is a four-and-a-half-mile challenge featuring 24 turns and a 3,500-foot straight. Our two Drivers Education events each take place on one half of the track—one east and one west—while our premier event, the Club Race in September, will give us access to the entire track. All events



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■ upcoming events

june

- 7 Sat** Driver Education sponsored by Ken Garff Porsche of Orem, Ken Garff Jaguar and Harris Imports at Miller Motorsports Park ■ de@irpca.org
- 13 Fri** ► **14 Sat** Caravan to Porsche Parade in Monterey Rich Sanders, vicepresident@irpca.org, 801.231.0400
- 15 Sun** ► **21 Sat** Porsche Parade in Monterey, CA ■ parade2014.pca.org
- 29 Sun** June Autocross sponsored by Ken Garff Porsche of Orem ■ 7:30 setup / 8:30 registration at Utah State Fairpark ■ ax@irpca.org

july

- 2 Wed** Eaglewood Festival of Speed
not an IRPCA event, but all are invited
7pm ■ www.eaglewoodfestivalofspeed.com
- 8 Tue** Board Meeting
contact the Board for details ■ board@irpca.org
- 12 Sat** ? **19 Sat** Tech Session at Kapp's European Auto
Vote on your preference of date!
Rich Sanders 801.231.0400
- 13 Sun** July Autocross sponsored by Ken Garff Porsche of Orem ■ 7:30 setup / 8:30 registration
at Northwest Research ■ ax@irpca.org
- 17 Thu** ► **20 Sun** Yellowstone Region Tour to Park City
IRPCA is invited to the tour events!
Scot Anderson 307.734.6006 ■ yel.pca.org
- 26 Sat** Oakley/Road Island Diner Tour
details TBD ■ tours@irpca.org

august

- 2 Sat** Summer Social sponsored by Porsche of SLC
details to be announced ■ socials@irpca.org
- 10 Sun** August Autocross (Tentative)
details TBD ■ ax@irpca.org
- 16 Sat** ► **17 Sun** Rocky Mountain Region Club Race/HPDE
at High Plains Raceway, CO
www.rmrclubrace.com
- 31 Sun** ► **1 Mon** Jackson, Wyoming Tour
details TBD ■ tours@irpca.org

■ member spotlight

323 primary members; 530 total

■ new members

- Jim Auerbach** Salt Lake City
1999 911 Carrera 4, silver
- Wendy Barclay** Riverton
2014 Boxster S, Mahogany Metallic
- Gigi Camarena** Bountiful
1997 Boxster, black
- James Cordner** West Jordan
2003 911 Carrera
- William Dunford** Salt Lake City
1982 911 SC, Silver Blue
- Michael and Kathy Gregg** Cedar City
1995 911 Carrera
- Bill Klein** Ogden
1969 911T, black
- Johnny Lange** South Jordan
2007 911 Carrera 4S Targa, Guards Red
- Gilson Melo** Orem
2014 Boxster, black
- Erik Natkin** Park City
2003 911 Carrera 4S
- Robert Neal** Ogden
1982 911 SC, blue
- Tom Ramsey** Salt Lake City
2004 911 Turbo Cabriolet, black
- Bill Sexton** Denver, CO
1999 911 Carrera 4, green
- Tim White** Salt Lake City
2004 Boxster S, GT Silver

■ for the complete event calendar, visit
www.irpca.org ■

■ runoff area ■

As I write this column from my desk in Salt Lake City, my heart is miles away—somewhere near Monterey, California, to be a little more precise. You see, this week (well, “last week” by the time you read this), Monterey and the surrounding area are playing host to one of the more hotly anticipated Porsche Parades in recent years. On a national level, anyway—the 2012 Parade hosted in our own back yard likely inspired greater anticipation around here! But if Salt Lake City is the best place to hold a Parade, Monterey has to be a close second. Not only is the storied region home to the legendary Mazda Laguna Seca Raceway, it also hosts the annual Pebble Beach Concours d'Elegance and numerous other epic automotive events such as the recent Rennsport Reunion IV and, of course, the occasional Porsche Parade. Any self-respecting automotive junkie, especially one steeped in the Porsche marque, would donate bodily organs to be there this week.

But I'm getting ahead of myself. The next issue of *Zeitung*—which I promise will reach you before Parade 2015—will cover Porsche Parade 2014 as thoroughly as our sources permit. (Incidentally, if you're reading this and you attended Parade, “our sources” means *you!* Be sure to send photos and even a quick—or not-so-quick—write-up!)

Meanwhile, this month's issue covers a lot of ground. On center stage we have the wrap-up from “AR5,” the fifth installment of IRPCA's annual Amazing Rally. Dozens of intrepid Intermoun-

tain Region members turned out on a beautiful spring day to navigate the rally route and gimmick challenges devised by Rally Master Rich Sanders. At the end of the afternoon, rallyists found themselves at Porsche of Salt Lake City to enjoy the Spring Social. A good time was had by all—but more importantly, the event raised over \$3,500 to support Camp Kostopoulos and the Children's Tumor Foundation's Racing4Research program. But I'll let our Rally Master fill you in on the rest of the event starting on the next page.

Elsewhere in this issue, you'll find news of other recent events, many of

amazing images, as you'll see throughout the magazine. And although he is a professional photographer (be sure to take note

of the ad for his Trinity Design firm on page 20), he has not charged the club a dime for his services. The most I can do for either of these talented photographers is to call attention to the excellent work they're doing. Thank you both for your contributions!

Finally, on page 14 you'll find a “mini-review” of Porsche's new Macan S, written by a friend of mine back in the Rocky Mountain Region. I want to call attention to it here because this is the sort of article I love to publish: an enthusiastic missive about one's Porsche, new or old. Each of you has a story (or many!) to tell about your Porsche—such as some adventure that you had with

it, why it is special to you, how it has become a money pit for restoration or performance upgrades... the possibilities are endless, and I'd love to hear all about them. As you can see from Alan's write-up, it doesn't take much—just a few paragraphs will do (although more is always welcome), as well as a few high-resolution photos (or we can always arrange to have some taken!). So how about it? Show off your pride and joy to the entire club! Tell us what you love about it. In return, you'll gain not only fame and fortune, but an extra copy or two of the magazine as well, so you can send one to your mom. So get after it! ■

Jeremy Rosenberger, Editor



If Salt Lake City is the best place to hold a Porsche Parade, Monterey, California has to be a close second.

them skillfully illustrated by capable photographers Raleigh Fehr and Austin Luckett. Raleigh has been showing up to many of our autocrosses—and while we haven't been able to talk him into competing, he has brought along his enormous lens (with attached camera body) and taken some pretty great photographs. Unfortunately, we only have room to share a few, but I hope you'll share my appreciation for Raleigh's ability to capture “the moment,” which sometimes includes cones flipping in mid-air, or the interesting flame-like effect as demonstrated on this month's cover photo. Likewise, Austin has given us some

■ contribute ■

Ever wanted to see your name in print? *Zeitung* needs your articles and photos! Become a part of the team by contributing your stories, photos and ideas, and make *Zeitung* **your** magazine!

Subject matter for contributions can be just about anything—a technical how-to, a story about last summer's road trip,

an interview, a breathless ode to your new (or old) Porsche, or anything else at least tangentially Porsche-related.

Not a writer? Not to worry! If you have an idea for an article, we can help put it into words, assist with development, provide photographic support if appropriate, and make it all look great in print.

Content and inquiries may be submitted to the *Zeitung* editor at zeitung@ir pca.org. The deadline for submissions is the **10th of the month** prior to issue date.

Thanks for helping to make *Zeitung* one of the best newsletters in PCA!



IRPCA's annual Amazing Rally turns 5

by Rich Sanders, Rally Master

IRPCA members turned out in impressive numbers on May 17th for a day of gimmick rally fun and food, with weather that appeared to be custom-ordered for a drive in the mountains and a social evening in Salt Lake City. After a short caravan from Salt Lake City to Layton, 30 teams—each comprised of driver & navigator—got the green flag at the shop of our starting line sponsor, Mark Russell at **RSR Motorsports**. From there, each team was armed with a beautiful rally T-shirt, a set of directions and some two dozen route observation quiz questions—some of them really silly. The “gimmick rally” covered about 110 miles up through the mountains and canyons and circled back to Salt Lake City. Along the route, teams encountered pre-determined stops where they had to compete for more points. Games included “Autocross with a mallet”—think team speed croquet with mallet, ball and wickets. Another game involved competitive parallel parking, where speed and accuracy were key—and penalty times were assessed to the team unless the navigator did some driving! Other stops along the route included competitive “ladderball” and Frisbee golf.



All who participated can be proud of the fact that the event raised over \$3,500 in the effort to support children afflicted with neurofibromatosis (NF). Fundraising to fight NF and its impact on children is closely connected with efforts supported by the Porsche

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brand. Porsche Cars North America (PCNA) supports efforts by the Children's Tumor Foundation to fund a program called Racing4Research. This program is focused on raising funds while also providing close-up racing-related experiences for children with NF. Another CTF/NF Heroes experiential program is much closer to home right here in Utah, in the form of "NF Camp" at Camp Kostopoulos.

While our fundraising was specifically targeted to support NF Camp locally, our goal for the rally was to raise awareness of Children's Tumor Foundation and Racing4Research as well.

At the conclusion of the rally, each team landed at **Porsche of Salt Lake City**, our primary sponsor for the entire day. Through their generosity, we

new Macan! Wow—driving art.

At the conclusion of the day, nearly 100 attendees heard presentations from Jill Beck, National Director of Racing4Research; Kelly Carpenter, president of the Utah Chapter of the Children's Tumor Foundation, and her son Travis; and Mircea Divricean, Director of Camp Kostopoulos. Our fun included a "one-minute fund-raiser" for Camp K, which, with a final push from Strong Porsche, added another \$1,000 to funds already raised. These funds will ensure that IRPCA has a memorial "brick" engraved at the entrance to Camp K's new equestrian center. The day ended with a fun ceremony for the winners of the rally, and random prize drawings for all who attended the social.

If you didn't make it to AR5, you



were provided with a new-showroom-turned-restaurant for the day, along with snacks, dinner, desserts, bartending services and prizes. Artwork décor in the showroom included the



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missed a really good time. Remember that when AR6 shows up on the club calendar in 2015!

IRPCA is an all-volunteer organization, and our events would not be possible without the significant efforts of all of our member volunteers (see sidebar), in addition to the funding from our sponsors. Thanks to all of you who volunteered to make AR5 truly "Amazing"! ■



more photos on next page ►



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Thanks to all the volunteers who made AR5 possible!

Zana Anderson - registration

Jerry Blazek - T-shirt procurement

Jeff Bogaard - sweep car

Loretta Bogaard - registration and social

Pam Borden - T-shirt design

Warren Glen - sweep car

Bob Lapine - rally team photographer

Austin Luckett - social photographer

Jeremy Rosenberger - rally stops

Julie Sanders - rally stops

Rich Sanders - Rally Master

Shari Troester - social

Larry Williams - registration

Cory and Jenn Woolson - rally stops

with special thanks to **Brandon Hood** at **Porsche of Salt Lake City** for going beyond our expectations as a sponsor!

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A black and white advertisement for Porsche Design Fashion. It features a man standing and a woman sitting on a chair, both wearing shiny, metallic-looking jackets. The man is holding a large leather bag. The background is a minimalist, modern interior with concrete walls. The text "PORSCHE DESIGN" is visible in the top left corner, and "FASHION P'1000" is in the bottom right corner. The overall aesthetic is sleek and sophisticated.

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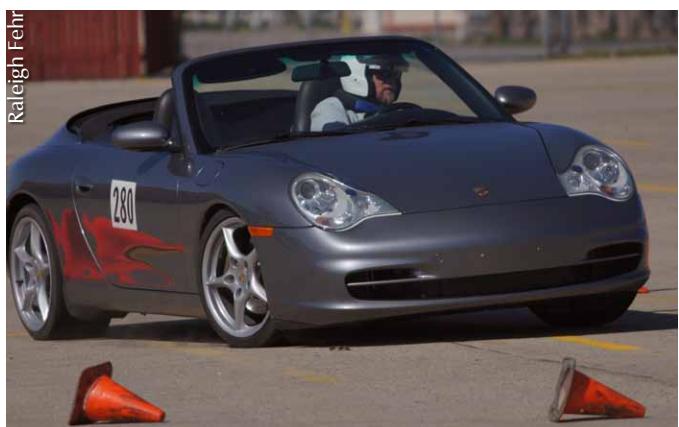
■ spring autocross action ■

If you haven't participated in an autocross, just look at the fun you're missing! Then, plan to join us for the next autocross on Sunday, June 29! See page 4 for details and/or contact an Autocross Committee member (page 2) with any questions.



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REAL ESTATE WANTED

To all IRPCA members: Your Autocross Committee needs your help!

We are in need of large parking lots or open paved areas that we can use for future autocross venues. Some venues that we've used in the past are no longer available, or the rental prices have risen to the point of not being cost-effective.

Basically, we are looking for open, unobstructed lots with a minimum of light poles, curbs, drainage grates or other features harmful to suspensions and bodywork. Ski resort lots are a good possibility. Church and school lots tend to not be good candidates due to insurance regulations. A central location is not a pri-

mary concern—even Davis County and Utah County areas will be considered.

If you have friends that are involved with any other car or motorcycle clubs, perhaps they have areas that they use that might fit our needs. Talk to business associates, relatives, neighbors—anyone who might have some information on lots.

All we need are location addresses (and contact names, if you can get them); we can do the actual negotiations.

So, if you are driving around and think, “Hey, that lot might work!”, contact Autocross Co-Chair **Richard Aupperle** at 801.647.1315, or the AX Committee via e-mail at ax@irpca.org.

Thanks for your help!

Richard Aupperle, Autocross Committee co-chair

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recent events

Austin Luckett of Trinity.Design snapped these photos of April's Antelope Island tour, sponsored by Porsche of Salt Lake City. If you missed this tour, there will still be plenty of opportunities to join us this summer and fall!



Meanwhile, customers of Ken Garff Jaguar were invited to the June Drivers Education event at Miller Motorsports Park to play with the Porsches. Also on hand was storied race driver Davy Jones (who, while currently affiliated with Jaguar, did win the 1996 24 Hours of LeMans in a TWR-Porsche).



Macan

My wife Dotty and I took delivery of our Macan S in early June down in southwest Florida and drove back to Colorado over the course of a few days. The Macan is a very impressive



vehicle. I just had to tell my friends about the car, because both Dotty and I are blown away with the performance of the Macan S after our drive back to Colorado.

First of all, we ordered the car about Christmas time and really had no idea what to expect from the Macan S. When we decided to buy the car, we both agreed it was going to be a daily driver and not a garage queen. Both of us wanted plenty of room in the new vehicle, with room to carry things—and a back seat for our dog Cody or maybe a couple of passengers if we are driving friends to dinner. We also decided to order all the performance options and creature comforts—in-

first impressions

cluding the panoramic roof, since Doty has always wanted a convertible.

The new Macan has deep door pockets and a good-sized glovebox for storing things while traveling. The headrests are also adjustable, which is great for supporting your head during those long drives.

We were careful during the recommended break-in period not to exceed the RPM imposed

by Porsche. We stopped short of using full throttle and babied the car during break-in, because we intend to have the Macan S for a long time.

So after a couple of thousand miles, we decided to get off the Interstate and test the passing ability on some roads near Russell, Kansas. Squeeze down on the throttle, and the PDK gearbox downshifts while the twin turbos kick in—and the car flies by any vehicle being passed. Even without the Sport Plus button, the car performs quite nicely!

After dodging severe weather, we finally got back to the Denver area and were able to try the Macan S in the foothills driving home. At our

Alan Fritze, Rocky Mountain Region

mile-high altitude, the Macan S has an incredible amount of power! My seat-of-the-pants impression is that, with the twin-turbo 3.0 V-6, the Macan S has as much power as a 911 Carrera S!

The suspension on the Macan S is taut, but it seems to handle the rough roads in the Denver area well. We ordered the 19" wheels to ensure that the ride around town wouldn't be too harsh. I have played around with the electronically-controlled shock settings, but have not really had a chance to throw the car around and find its cornering limit. I suspect that when the car is driven aggressively, the Macan S will handle the curves as advertised.

So, I just had to tell everybody how pleased we are with this vehicle after a couple of days on the road. Don't be fooled by the quaint appearance of the Macan S—it is really not just another cute utility vehicle. The Macan S is a sports car with “cute ute” body—

■

Have you recently purchased a new Porsche? An old Porsche? Or have you been driving the same Porsche for a decade? Regardless of the length of your relationship, share your enthusiasm with other Zeitung readers! Send some high-resolution photos and a brief (or not-so-brief) write-up to zeitung@irpc.org, and your Porsche could be featured in the next issue of Zeitung!



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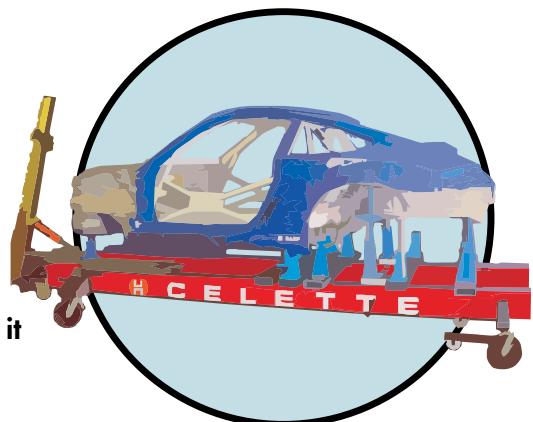
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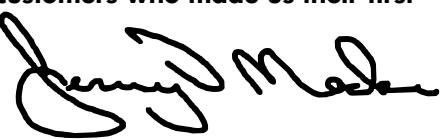
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The “next” Porsche track car?

Ten years ago I wrote a business plan to build track/race cars from the first generation Porsche Boxster (986). I really believed that it would happen because this platform was the ideal and logical one for many reasons.

Porsche made nearly half a million (500,000) Boxsters, which means that they will likely not become "classics," and therefore their prices are very affordable. You can purchase a 1997-1999 Porsche Boxster for as little as \$5,000 in good running condition. And because there are so many of them, used parts are very easy to purchase and are priced reasonably. This includes engines, transmissions, brake components, wheels, hard tops, body panels, etc., etc.

These first-gen Boxsters all came with the 2.5-liter flat-six engine producing 201 HP. This engine was designed to carry the nearly 3,000 pounds of weight of the OEM Boxster.



Boxster flat-six.

But when you reduce weight by over 600 pounds by eliminating the carpets, seats, lining and some of the

wiring, gutting the doors, removing the A/C and power steering systems, etc., etc. then the power-to-weight ratio all of a sudden becomes very attractive.



Gutted interior

Some weight needs to be added back with a safety roll cage, racing seat(s), safety harness(es), fire extinguisher, etc., but the car can be brought to under 2,500 pounds without too much problem.



Top to bottom: Accusump installed in rear trunk; additional oil cooling installed; modest suspension modifications.

You can build a very basic car, or you can really option one out.

Some of these cars are built to run in the popular and fast-growing

Many enthusiasts have built their own BSRs in their own garages, but there are some independent shops and race shops throughout the country that are now offering to build a



Pedro Bonilla
Oil pan improvements.

Boxster Spec Racer for you, or even sell you one off-the-shelf.

I've just returned from the 20th Anniversary 48 Hours at Sebring PCA Club Race—which, by the way, is the largest Porsche Club Race in the world—and I was extremely happy to see how many of these wonderful cars had been converted to full-blown race cars or to dedicated track cars. The workmanship on some is fantastic, and they are truly works of art. As one of the two Tech Inspection Co-Chairs of the event, I had the opportunity to see them up close and

personal, and to talk with their owners and builders.

Everyone agrees that these BSRs are *very* fun to drive on the track. Because of the Boxster's mid-engine layout, they have great stability, are extremely quick through the corners, and their brakes are legendary.

The BSR is now accepted as a class by many racing clubs and groups throughout the US, such as PCA, POC, PBOC, SCCA and NASA, among others.

To learn more about the Boxster as a track/race car, and more, please visit my Web site at

www.PedrosGarage.com.

Happy Boxstering,
Pedro



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■ newsworthy

IRPCA member wins PCA national logo contest

Brandon Bowen, contest winner

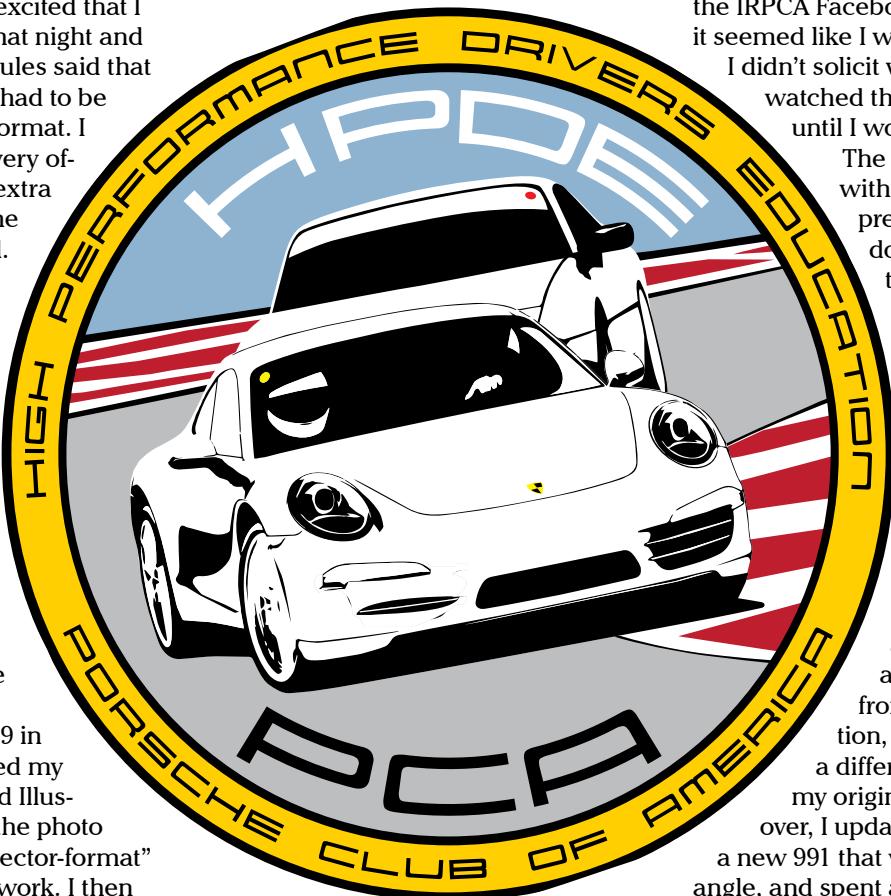
Back in November I received the PCA "E-Brake News" e-mail with a story about the PCA High Performance Drivers Education logo contest. I read the rules and noted the prize money, and I got so excited that I stayed at work late that night and created a logo. The rules said that the logo submission had to be in Adobe Illustrator format. I don't use Illustrator very often, so it took a few extra hours to figure out the program as I worked. I use Adobe Photoshop all day long, and luckily for me, Illustrator is similar enough that I was able to come up with a design.

I started with a photo of Darrell Troester and myself going down “the Attitudes” at Miller Motorsports Park. It was a picture taken from a Drivers Ed event back in 2009 in which I had instructed my brother, Brook. I used Illustrator to “live trace” the photo to convert it into a “vector-format” file suitable for logo work. I then added the outer rings, followed by the text in a “Porsche” font I had downloaded. Finally, I created the red and white curbing and the sky by hand in Illustrator.

I submitted that design the same night that the PCA e-mail was sent out—I'd bet \$50 that I was the first one to submit! About a week later, I started

to feel guilty because I hadn't put enough time into my design. The plan was to submit another, "better" logo design, but I just never found the time for a second design.

My original logo design had my Porsche 996 as the lead car. A few months after I e-mailed my design, PCA Executive Director Vu Nguyen



contacted me to ask whether my 996 could be replaced with a new 991. I was kind of disappointed to swap out my own car; however, I figured he wouldn't ask me to alter the logo unless PCA really liked it. About two months after I re-submitted a new logo featuring the 991, PCA sent out

an e-mail calling for votes on the three finalists. I was pretty happy to see my design among the three, but I never figured I'd win. The PCA Web site had a little bar graph showing the vote count for each of the three finalists. It looked like I was ahead in votes right off the bat. I had planned to post a "vote for me" message on the IRPCA Facebook page, but since it seemed like I was winning already, I didn't solicit votes from anyone. I watched the voting every day... until I won!

a new 991 that was at the correct angle, and spent a few days cleaning up my sloppy Illustrator work. Long story short, I was pretty happy with the end result. I made a B&W version and a couple of “mini” versions for small-format use.

The PCA press release said 180 people submitted designs and over 6,000 people voted. I won \$450 cash and a \$1500 set of Tovo tires.



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how we roll

Our club is blessed by some of the best facilities and terrain for the car enthusiast. The Intermountain Region Porsche Club of America organizes a variety of activities to help you enjoy your car.

Several **Driving Tours** are organized each year. These give you a chance to meet with other owners and take a nice drive on our scenic roads. Some are day trips with a stop for lunch, while others are multi-day trips with overnight stops. Stops are made for cultural events and to photograph our cars at scenic points. We seldom have "single point" restaurants or hotels you must stay in, although a "Tour Central" hotel and/or restaurant will be designated to provide a gathering place. There is no charge for tours, and you are welcome to join or leave a Tour in progress whenever you wish. These trips are a great excuse to get out and drive those scenic roads that we never seem to find time to enjoy.

If you want to explore the potential of your car, a driving tour isn't the best place to do it. Fortunately, the Porsche Club offers a couple ways to do that safely. The Region holds **Autocross** events during the warmer months.

These are held in large parking lots (such as fairgrounds or the Maverik Center). They involve navigating a course laid out in the parking lot with traffic cones. Cars are run one at a time, or spaced well apart for safety. The events are timed, with each driver getting 5-6 runs. Speeds are generally low, with emphasis on getting through the tight course quickly. The design of the course is always done with safety in mind—generally, the biggest danger to you is hitting one of the cones, leaving your car unharmed, but your ego bruised. Helmets with Snell SA or M ratings of 2005 or newer are required, but loaners are available at the event. Participation in the autocross is open to anybody with a driver's license.

Miller Motorsports Park also provides an excellent opportunity to learn the potential of your car. The Porsche Club has several **Driver Education** events there each year. Events are run on the same track in Tooele that professional race series (American Le-Mans, Grand Am Racing, etc.) use. We use either half the track (providing a course about 2.5 miles long with 10-11 turns), or the full 4.5-mile course.

The Driver Education events are a fun and legal way to explore the high-speed dynamics that make Porsches legendary. Although several cars will be on the track, the event is very safe, with passing only in designated areas (never in corners) and only with agreement between both drivers. Each driver will be given about two hours of track time each day. As with autocross, helmets are required, as are long pants, long-sleeved shirts and closed shoes. Loaner helmets are generally not available, so you will want to buy one or arrange to borrow one for the day.

If you don't feel like driving, the club still has a lot to offer. The Region has a great **Social** calendar, with events planned almost every month. The social schedule generally starts in January, and typical events include "date nights" to restaurants, plays and other activities. The social events continue through the year, with summer, fall and Christmas activities planned.

Plenty of opportunities exist to get involved, not only as a participant but as a volunteer. If you'd like to help out with event planning, contact any of the Regional leaders on page 2.

display advertising



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The print version of *Zeitung* is published four to six times per year and is distributed to over 500 IRPCA members and readers in some 300 households along the Wasatch Front and throughout Utah. Advertising in *Zeitung* offers an unbeatable opportunity to reach a highly targeted audience that includes hundreds of the area's most affluent and influential automobile enthusiasts.

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■ in the zone ■

Happy summer, Zone 9 members! The months of May and early June were busy for me—and I hope all of you were busy, also, with PCA activities! Around the middle of May, I traveled to Lubbock, TX and joined the West Texas Region members for a Show 'n' Shine and fun luncheon at the Cattle Baron. Park Place Porsche from Dallas brought a car transporter full of Porsches for sale, and people signed up for test drives. This was a long way from Dallas, and everyone appreciated the support and efforts from the dealership. There were over 51 Porsches in attendance, and most of them were entered into the Show 'n' Shine. My car wasn't really a contender—forgot to wash the bugs off the headlights—but the winners were rewarded for their fine efforts. Another great accomplishment from this event was the attraction of new members to PCA.

A couple of weeks later, I accompanied PCA National Safety Chair, Jo Martin, on a trip to central New York for the "Clash at the Glen" PCA Club Race at Watkins Glen. It took us all day to fly from Albuquerque to Elmira, NY, but it was well worth the trip. When we got to Montour Falls, just a few miles from the track, we joined everyone for a delicious buffet and got the game plan for the next day. Jo planned to shadow PCA Club Racing Chair Bryan Henderson, and my plan was to watch the racing action and help out wherever needed.

There were 285 drivers signed up for the weekend, and things got started early, with a worker meeting at 7:15. After the drivers' meeting, the first group started out on the track at 8:30. From there, everything worked like clockwork, and the various groups got out for their race sessions. Zone 1

Rep Jennifer Webb and Zone 11 Rep Aaron Ambrosino, along with about 60 volunteers, worked very hard with this event, and it went off flawlessly.

Saturday consisted of practice sessions and sprint races, and then on Sunday there were enduro practice sessions and three enduro races. The track is *huge*, and on Saturday afternoon, we jumped on a golf cart and got a guided tour from one of the volunteers. Unfortunately, we were only able to see a couple of the enduro practice sessions because we had to get to the airport to fly back to ABQ.

The weekend after the PCA Club Race, I attended the New Members' Social at the home of Roadrunners Yvonne and Paul Teske. They've hosted the social at their house for the last couple of years, and they did an outstanding job of providing a delicious barbecue lunch for about 45 people. It was great to meet the new members and to see some seasoned members who are getting back into the Roadrunner Region action. Several hands were raised when the question came up about who will be attending Parade.

And speaking of Parade—as I'm writing this, I'm getting my list together of what to take to Monterey. I'll have pictures and stories for my August report. For those of you who aren't going to be able to get to Monterey for Parade, you have another chance to get over to the area for a great car event. In mid-

Liz Shaw, Zone 9 Representative

August, PCA will host the inaugural Werks Reunion in Carmel Valley. The event takes place on Friday, August 15—and from what

I've heard, this will be a spectacular event, with over 500 Porsches showing up. For more information, go to www.werksreunion.com.

On a sad note, friends and family are mourning the passing of long-time Rocky Mountain Region member Grady Clay. Grady was a very active member of PCA and had the honor of winning the Parade Tech Quiz four times! He was well respected by everyone, and his technical knowledge of Porsches was legendary. Among his many accomplishments, he was also a mechanic, racer and concours judge. Grady will be missed by everyone.

See y'all this summer!



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