

IRPCA Makes its Mark on Porsche Parade 2014 ■ see page 18



“48 Hours” of LeMans

IRPCA’s Jeff Brueningsen Takes Us There! ■ see page 8

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PORSCHE

■ the president's take ■ ■ ■ ■ ■ ■ ■ ■ ■ ■

Gus Stribakos, President

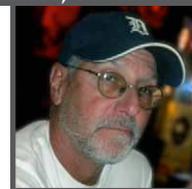
Recently the IRPCA held its annual three-day speedfest, the club race and driver education at Miller Motorsports Park. Racers from Utah, nearby states and some not-so-near gathered to test their skills and explore both the full track and their Porsches' capabilities. Those new to the track got a chance to take their cars out with an instructor on board in a safe, non-competitive atmosphere. As you know, every Porsche has racing DNA in its gene set, so these cars are right at home on the track. Drive to the track, slap on a helmet, and an instructor will help you fulfill your "need for speed." When the day is over, your Porsche takes off its "Superman" outfit and becomes Clark Kent again, ready to handle the daily chores. Are these great cars or what?

This was an exceptional weekend for learning. Two gorgeous fall driving days were followed by an absolutely awful one. Friday and Saturday's sunny skies and mild temps gave way to Sunday morning's low, dark clouds and spitting rain. We all have to drive in the weather, and we all have to adjust our driving to meet the conditions. On your commute, I am sure that you slow down when the roads are wet and slippery. The people in the driver ed groups got a great opportunity to learn the dynamics of driving on a wet racetrack. How are the braking and acceleration affected? What are the safe limits of cornering speed? Is the tire on the car designed for wet weather? Also one learns firsthand how to correct a car that loses traction and how not to panic when it does. All of these are great skills that anyone can use in their everyday driving.

For the racers, it was another matter altogether. While our goal is also to get from point A to point B

safely, we also wish to get there before that dirty rat who is in front of us. Both races on Sunday occurred under the worst of circumstances: an apparently drying track. As we prepared for the race, the rain had held off for the better part of an hour. A dry line was

area where each of the tires on your three-thousand-pound vehicle is in touch with Mother Earth. It is your sole source of control of



In the rain, those big, fat, flat race tire contact patches act like the underside of a surfboard.

forming along the racing line, thanks to the sweeping effect of all the student cars. The choice seemed pretty clear to go out on race tires rather than rain tires. Race tires are made of a softer compound and have little or no grooves, so they maximize the "contact patch"—that little four-by-six-inch

the car. Every input you make has to go through these tiny contact patches. Race tires give you the greatest contact patch. Unless it rains. In the rain, those big, fat, flat contact patches act like the underside of a surfboard.

As the racers gathered at the grid, Pit Marshall Paul Larsen counted down the minutes. Five minutes: time to place the helmet and HANS device on. Three minutes: secure the window net, adjust the five-point harness and slip on the Nomex gloves. Start the car. One minute: let out the breath in slow cadence. Give the belts a final tug. As the final signal came to pull onto the track for the formation lap, the rain began. Thirty-

five cars split into two lines as we pursued Porsche of Salt Lake's Cayenne pace car. On this lap, the idea is to build some heat in the tires to improve grip, but the rain was falling steadily. By the time we had completed the 4.5-mile circuit, it was difficult to see the green flag fall through the pelting rain. By the end of the first race lap, cars were spinning off. By the second, there had been a serious accident and several spinoffs and near misses. (Go to YouTube: "IRPCA Wet-n-Wild Weekend at MMSP" for an example.) Before the third lap, officials red-flagged the race and we all pulled to the side of the track, scared and grateful that in the end no one was hurt.

Thanks to all who attended!

Check out the photo coverage of this year's club races starting on page 15.



■ upcoming events

december

13
Sat
Holiday Social sponsored by Ken Garff Porsche of Orem at Willow Creek Country Club ■ socials@irpca.org

Thanks for a fantastic 2014! Look for another action-packed event calendar coming in 2015. Contact any of the officers or event chairs (contact information on page 2) to get involved with your club!

■ member spotlight

344 primary members; 542 total

■ new members

Sanjay Acharya 2005 911 Carrera S	Draper	Chris Hutchens 2014 911 Carrera S, Agate Grey	Hideout	Michael Plummer 2008 911 Turbo, Arctic Silver	Park City
Thomas Andrews 2014 Cayman	Holladay	Raymond Johns 2014 Cayenne	Orem	Terry Putnam 1995 911 Carrera Cabriolet, white	Cottonwood Heights
Jim Cecchini 1991 928 S4, Guards Red	Cottonwood Heights	Chris Klee 1986 911 Turbo, black	Park City	Vincent Romney 1999 911 Carrera 4, Paladio Metallic	Bluffdale
Jennifer Cline 2013 911 Carrera Cabriolet, white	American Fork	Lorin Leavitts 2014 911 Turbo, white	Orem	Henry Schwendiman 2014 911 Turbo S, black	Salt Lake City
Gary Davey 2003 Boxster, Seal Grey	Draper	Brad Lystrup 2007 911 Carrera 4 Targa, gray	Draper	Eduardo Silva 2013 Panamera	Lindon
Daniel Eastman	Draper	Mark Maziarz 2001 911 Carrera Cabriolet	Park City	Tove Sorensen 2015 Macan S, Agate Grey	Salt Lake City
David Ewell 1986 944 Turbo, Guards Red	West Jordan	Edward Morandi 2006 Cayman S, Speed Yellow	Castle Valley	Diane Taylor 2004 911 Carrera Cabriolet, black	Salt Lake City
Hongyi Gao 2014 Cayenne	South Jordan	Matt Moscon 2010 Panamera 4S, black	North Salt Lake	Thomas Van Winkle 2014 Cayenne	Park City
Kelly Hatcher 2007 Cayman	Saratoga Springs	Dong Pang 2014 Panamera	Sandy	Art Veenema 2004 911 Carrera 4S, Arctic Silver	Park City
Jeff Hite 2002 911 Carrera Cabriolet	Mountain Green	Jessie Peng 2014 Cayenne	Sandy	Craig Ward 1988 911 Turbo Cabriolet, white	Park City



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Just \$46/year gets you membership in the world's largest single-marque car club, including subscriptions to *Zeitung* and *Porsche Panorama*. Check out page 23 to see what we're all about!



As I write this, the sun is setting on IRPCA's 2014 season of driving events. Looking back on it all, it's been a great year, replete with the usual monthly (more or less) tours and autocrosses, a handful of driver education events at Miller Motorsports Park, an occasional social (which I'm quite pleased are increasing in frequency), and of course our "banner" events—the Amazing Rally (which saw its fifth iteration this year) and our club race (which has seen more than forty!). By the time you read this, the fall social will also have come and gone (a good time was had by all), but the 2014 event calendar isn't finished yet! We still have the season-ending holiday social on December 13 coming up (see the calendar on the opposite page). Social co-chairs Loretta Bogaard and Shari Troester have done a commendable job of planning these highly enjoyable events over the past year, and while I enjoy every driving event I can get myself to, I'm always looking forward to the next social as well. Hope to see you there!

Each issue of *Zeitung* presents a challenge: Rarely do I know ahead of time where most of the content is going to come from. Having served in the past as magazine editor for a larger Region, I can safely say that having a larger pool of potential contributors certainly helps to put content in the pipeline—but even in a Region four times our size, the magazine doesn't write itself. So in a smaller Region such as ours, content acquisition is probably the most challenging part of my job.

Fortunately, a few of you—and even

some non-members—have really stepped up. This issue was made possible first of all by Jeff Brueningsen, who shares with us his enthusiasm for the 24 Hours of LeMans and how to experience this spectacle of racing firsthand, even on a budget. As Jeff demonstrates, LeMans doesn't even have to be the whole story; the Isle of Man TT and the Goodwood Festival of Speed are other attractions worth seeing while abroad. While Jeff's article (beginning on page 8) is enough to whet one's appetite, he also provides his contact information so that if

If you're kicking yourself for missing Porsche Parade in Monterey, there's always Rennsport Reunion V next October...

you're serious about getting to LeMans next year (or sometime soon), he'll be happy to provide some tips on how to get the most out of the experience.

Also in this issue, *Zeitung's* "better late than never" Parade coverage was made possible by Eric Shea and Rich Sanders. Over two dozen IRPCA members made the trek out to Monterey, CA for the national PCA extravaganza; a number of them—notably David Rohrer, the National Parade Tours Chair—volunteered a great deal of their time to ensure that the Parade tours went off without a hitch. Eric gives us the lowdown on page 18. If you're kicking yourself for missing Parade in Monterey, there's always

Rennsport Reunion V, which will be held there next October!

Finally, a big thanks to other contributors as well: Of course there's the gorgeous cover photo, shot by Kourtney Miles, of Brandon Bowen's new toy—a 2002 911 Turbo. Then Tourmeister Zana Anderson wraps up the tour season for us with some photos from the "Porsches and Pancakes" tour (page 7). Some of these photos were provided courtesy of guest photographer Carly Milligan, who serendipitously met up with the tour group and conjured up some photographic magic. We don't have nearly enough room to print all of her photos here, but check them out at imgur.com/a/kUzHH.

Also in the "spectacular photography" category is Rennsportfoto.com's Eric Schramm, who once again generously contributed a number of photos of our club race, despite the torrential downpour. Check out his photos on page 15. Meanwhile, I pressed perennial autocrosser James Morris into photographer duty at the last autocross of the season (page 12), and Autocross Co-Chair Richard Aupperle summarizes the season for us. And then of course there's my friend Pedro Bonilla from the Gold Coast Region, who is always happy to supply interesting and useful technical articles for those of us who enjoy nuts and bolts.

Well, that's about all the space I have this month. See you at the next event!

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@irpca.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!



When do you tell it that it's not a sportscar?

Introducing the 2014 Macan.

We are pleased to announce Daniel Eastman has joined Ken Garff's Porsche Team. Daniel was most recently the 918 Client Relationship Manager for Porsche Cars North America.

With his 25 years experience with the brand as a client, race driver and lead instructor, Daniel brings a wealth of knowledge and expertise about the Porsche line.

Additionally, he was one of the seven original approved drivers for the 918 Spyder prototype. He is also Porsche AG certified 918 delivery expert (one of 50 in the world).

Please stop by to say "hello" and have Daniel or one of our Porsche consultants join you for a test drive!



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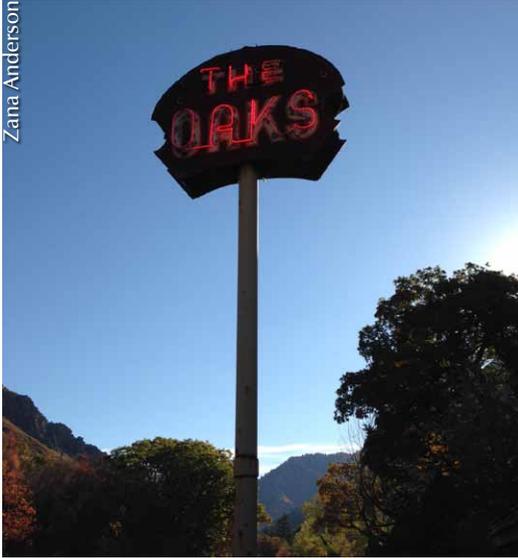
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((WE HEAR YOU))



PORSCHE



Zana Anderson



Carly Milligan

We couldn't have asked for better weather to end the 2014 tour season, which started back in March with the St. Patty's Day tour to Taggart's Grill up Weber Canyon. On Saturday, October 11, 2014, 19 Porsches and 33 folks got together for our annual "Porsches and Pancakes" drive over Monte Cristo. Starting at 8 AM at The Oaks in Ogden

Canyon for breakfast, we headed north past Pineview Reservoir and into Huntsville and turned east onto UT-39. The road was dry and clear with minimal traffic, lots of twists and turns, and plenty of colorful autumn foliage. We stopped at the summit for a pit stop and photos, and even managed to get a group photo thanks to a motorcyclist who pulled over when she saw all our "sexy" cars! Stayed on UT-39 to Woodruff, and from there we crossed into Wyoming and drove through Bear River, stopping in Evanston for our final stop. Finally we headed back to Salt Lake, Park City,

Ogden, Layton, and various destinations via I-80 W.

I just want to give a big *thank you* shout-out to everyone who turned out for the tours this year. They were a lot of fun, and everyone stayed safe, took lots of great pictures, visited some new places and made lots of new friends!



Zana Anderson



Zana Anderson



Carly Milligan



I'm the luckiest guy on the planet. I'm also stubborn and persistent. Over the years, these traits have rewarded me what I like to call "Big Adventures on a Small Budget." Visiting all 50 states. Skiing on all seven continents. Commercial balloon piloting. Hitting 160 MPH at Bonneville in my '86 944 Turbo and getting into the USFRA's 150 Club. You get the idea. All done with a 13-pound backpack, peanut butter and jelly, and my Youth Hostel card (fortunately not just for youths anymore). But through all of those experiences weaves a single, strong thread... Porsche!

Over the last six years I began a personal quest to hit the world classics of motorsport and complete the "Triple

Crown" of racing: LeMans, Indy, and Monaco. My first "combo" trip to LeMans, Normandy and Wimbledon in 2008 was an awesome first step, with the RS Spyder winning LMP-2. Then, my eighth Indy 500—including the three years of Porsche's IndyCar effort, on their 100th year in 2009. Finally, after a lifetime of waiting, the 2011 Formula One of Monaco (with its Porsche Super Cup support races). Then I began to add other jewels to the "Triple Crown." 2012, SLC's own Porsche Parade. 2013, a "combo" trip took the Salt Flats racer in me to a drive on historic Pendine Sands, Wales. Sir Malcolm Campbell set his earliest land speed records there before he drove at Daytona and Bonneville

where I had previous drives. Then, the Goodwood Festival of Speed and a chance encounter with Lord March on the year that their featured manufacturer was... Porsche! After five years and news of the 919, however, I had to get back to LeMans.

2014's "combo" trip became a week at the Isle of Man TT motorcycle road race and a week at LeMans. The two most extreme racing events in the history of motorsports, both on public roads, back to back. The TT saw four days of 1930's motorcycle racing—and risks—with 21st-century machines. Instead of spectating behind a 500-foot gravel trap, tire wall, concrete barrier and chain-link fencing, you might be leaning against someone's wooden

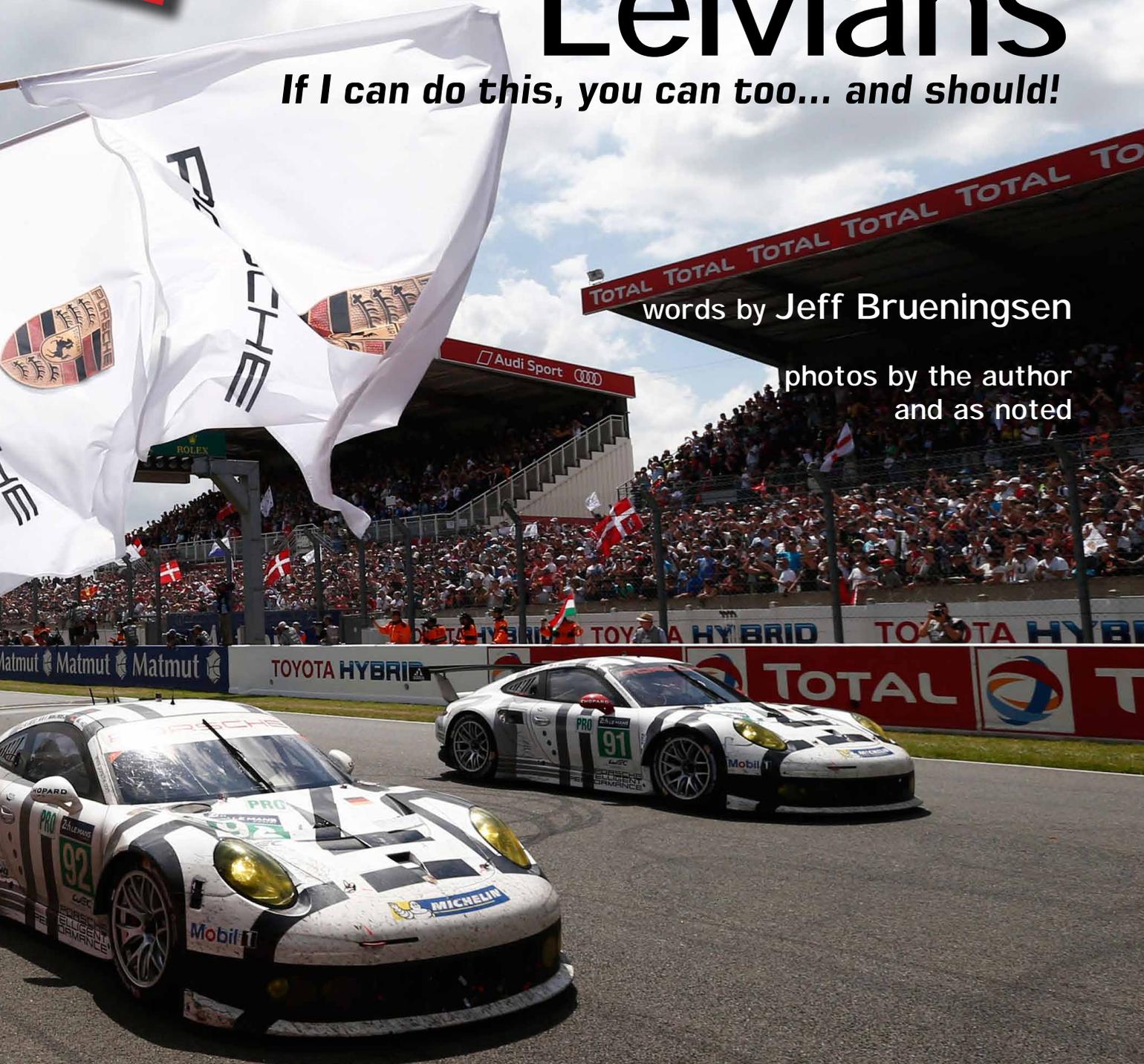
Here

How I Got to My 48 Hours of LeMans

If I can do this, you can too... and should!

words by Jeff Brueningsen

photos by the author
and as noted





est “Tokyo” model—on the advice of an ACO leaflet enclosed with my tickets: “The use of a bicycle is strongly recommended.” It was epic. What formerly were pleasant but long hikes became short, quick rides. Later in the week, I got the worlds slowest complete lap of the 8.4 mile circuit with it. (These, by the way, would also make great pit bikes.)

When you get there next year, exit the Tram at Antares and turn left to walk/bike to the Mulsanne Straight. Across the track there’s a grocery store to the right and “Decathlon” to the left. This is the “Gart Sports” of LeMans! Whether coming by car or train from Paris, you can get a €40 (or more) tent, a €170 folding bike and all your gear right here. You don’t need to travel with camping gear.

It’s often said “It always rains at LeMans”. It does—a bit. Bring your lightest hooded rain jacket, rain pants (my Pearl Izumi bike gear was perfect), and buy a ticket in a covered stand just in case. My grandstand both years was Lagache (huge Michelin logos on it), and it was directly across from the Porsche pits.

LeMans is where our legendary cars *became* legends. If you ever even remotely wanted to go to LeMans, drop everything, sell the second car, and go! Become part of that legend and add the 24 Hours of LeMans to your “résumé of life.” Call or e-mail me. I’ll help you get there—probably without selling the second car!

Sadly, Porsche didn’t win the 24 Hours of LeMans this year, which makes it even more likely that... they

garden gate as racers doing 170-190 fly by 20 feet away. Or less. Don’t miss it! Afterward, a ferry to Liverpool, a hop to Paris, and a 186 MPH TGV, and I was back home again at the Circuit de la Sarthe!

Mission 2014: Our Return. (And Jeff’s!)

Words cannot describe how great it was to call LeMans home for another week of my life. Porsche’s presence was huge and, I’m sure, responsible for the reported record crowd of

263,000. This year I stayed at the Garage Vert campground, a great, sunny location and a short walk from the Antares station, LeMans Tramway’s final stop *inside* the circuit. For the first time, I took a Citizen folding bike—their small-

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will next year! You know, the year you are finally there. As our former Zone 9 Representative Sean Cridland is fond of saying (and doing), "It's always more fun to participate!" Go to LeMans. Participate! You'll never regret it.



Jeff is more than happy to share his experiences and help you get to LeMans on any budget. He can be reached at 435.602.9789 or jeffx57@comcast.net.



Is this heaven? No... it's Goodwood!



The author with Lord March at the Goodwood Festival of Speed.



■ october autocross wrap-up ■ ■ ■

photos by James Morris



Pos	Cls	PIC	Num	Driver	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
1	G	1	86	Rich Sanders	2012 Porsche Cayman R	1:39.064 ⁺¹	1:36.570	1:35.531	1:33.049	1:33.452 ⁺¹	1:32.382 ⁺²
2	X	1	—	Rod Derrick	2014(?) Mazda Miata	—	—	—	1:35.393 ⁺³	1:33.509 ⁺²	1:33.875
3	G	2	987	Jeremy Rosenberger	2005 Porsche Boxster	1:43.434	1:39.471 ⁺¹	1:50.384	1:38.813	1:36.313 ⁺³	1:35.234⁺¹
4	D	1	141	Darrell Troester	1988 944S (Spec)	1:44.710	1:39.774	1:40.946 ⁺³	—	—	—
5	E	1	79	Gail Chase	1987 Porsche 911 Targa	1:49.813	1:43.506	1:41.229	2:38.283 ⁺¹	1:42.107	1:39.854
6	E	2	27	Richard Aupperle	1987 Porsche 911 Targa	1:48.844	1:47.667 ⁺¹	1:45.750	1:45.621	1:44.442 ⁺²	1:42.291
7	F	1	174	Rodney Salm	Porsche 944	DNF	1:50.845	1:52.561	1:51.268	1:43.889	1:42.445
8	E	3	952	James Morris	1972 Porsche 914	1:49.594	1:46.478	1:47.686 ⁺²	1:44.005	1:42.197 ⁺¹	1:45.382 ⁺¹
9	G	3	996	James Bercaw	Porsche 996 Cabrio	2:00.332	1:48.847 ⁺²	1:51.113 ⁺¹	1:49.042 ⁺¹	1:44.337 ⁺¹	1:43.728⁺¹
10	F	2	111	Dave Ewell	1986 944 Turbo	1:58.209	1:51.833 ⁺¹	1:47.440	—	—	—
11	G	4	11	Jarl Boles	Porsche 911 (996/7)	2:08.525 ⁺¹	1:52.786	1:48.012	—	—	—
12	G	5	1	Mark Maziarz	2001 Porsche 996 Cabrio	DNF	2:07.520	2:01.207	1:59.494 ⁺²	1:51.467 ⁺¹	1:51.016
13	D	2	141	Landon Troester	1988 944S (Spec)	2:11.963 ⁺¹	2:05.506 ⁺¹	2:08.720 ⁺¹	2:00.567 ⁺²	2:00.284 ⁺³	2:02.067
14	X	2	86x	Curt Sanders	2008 Saab 9-3 Turbo X	2:07.533	DNF	—	—	—	—
15	WC	1	7	Gigi Camarena	1997 Porsche Boxster	DNF	DNF	3:07.677	2:40.207	2:37.687	2:15.365

This year the IRPCA Autocross program ran a total of seven events at four different locations. Starting in late March and finishing up the second week of October, we had very good attendance at all the venues. It's so great to see Porsche owners out enjoying their cars and getting together with friends for a day of lighthearted competition. And having a few owners of other makes of vehicles bring their rides out to compete makes it even more interesting!

We classify cars that run in autocross so that participants are competing against cars of similar model and horsepower. We won't run your 914 in the same class as a GT2! Cars that are set up more for racing do not compete against street cars. And, all non-Porsche vehicles are in a separate class. This year, we had 11 different classifications that drivers competed in. But for end-of-season awards purposes, drivers had to compete in at least three autocross events

to be eligible. Points are awarded as follows: first place: 9 points; second place: 6; third place: 4; fourth place: 3; fifth place: 2. All other entries (except non-Porsche vehicles) are awarded 1 point for participation. Awards will be presented at the holiday party on December 13.

Our locations this year included the Utah State Fairpark's northeast parking lot, the parking lot of Northwest Research in west Salt Lake City, Rocky Mountain Raceway's main parking lot and the big parking lot at Maverik Center.

If you have not been to an autocross, I encourage you to come out to compete—or if you aren't ready to try it yet, just come and watch the action.

I want to thank our autocross

sponsors this year: Ken Garff Porsche and Porsche of Salt Lake. Their contributions went a long way to help keep our costs down so that more people can enjoy autocrossing. We really appreciate it!

I'd also like to give a big thank-you to all the members who came out to help set up the courses and run the events this year—you are appreciated!

Check www.irpca.org for the 2015 autocross dates and locations. Looking forward to a great year ahead!

Richard Aupperle
Autocross Co-chair




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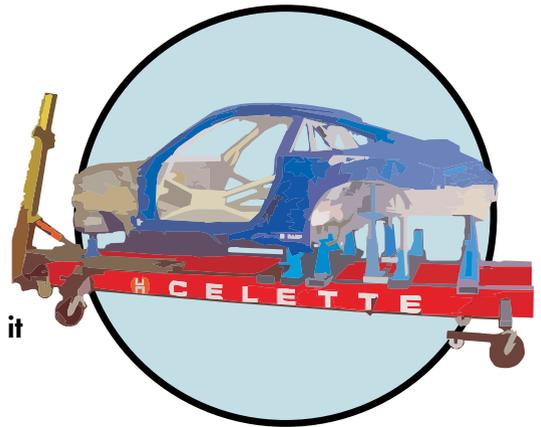
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IRPCA Parade

story by **Eric Shea**

photos by the author
and as noted

Makes its Mark on 2014

Outgoing PCA President Manny Alban is quoted as saying, “Tours are the hottest ticket at Parade.” Well, if the tours were the hottest ticket at Parade this year, then IRPCA’s own David Rohrer and his crew were the “All-Stars” at Porsche Parade 2014.

Dedicating hours of his time (and quite a few sleepless nights, to be certain), David and his staff organized and executed a series of flawless tours at Parade this year in Monterey.

Countless PCA members came up to the tour staff and expressed their gratitude for the timely execution and well-planned tours. Detlev von Platen, President and CEO of Porsche Cars North America, was even quoted as saying, “This is better than the Germans!” (I’m fairly certain that’s a fireable offense.) When jokingly asked how that was even possible, he exclaimed: “Seriously, you say you were going to leave at 9 o’clock, and you leave at 9 o’clock. You say you we are going to arrive at the restaurant at 11 o’clock, and we arrived at the restaurant right at 11 o’clock. It is very good.” *Sehr gut* indeed—David and his staff executed more than 14 separate tours which saw a total of over 2,700 people in attendance.

There were multiple Hearst Castle tours taking people on a spirited drive down I-5 to the castle and bring-



ing them back up scenic Highway 1 through Big Sur. There were “James Dean’s Last Drive” tours which took people out to the fateful memorial site, rewarding them with a trip to a local winery afterwards. There were multiple tours through Bruce Canepa’s spotless workshop and museum in Scotts Valley, which made every car aficionado’s head explode, and daily Big Sur tours down Highway 1 through Big Sur, ending with an amazing lunch at the Ragged Point Inn.

The shining jewel in David’s crown of achievement was definitely the “Parade of Porsches” this year. He and his volunteers managed to get nearly 400 Porsches lined up by model, by year, at Laguna Seca Raceway for a massive photograph. Talk about “herding cats”! When David said the photograph would be taken at 4:15 PM, the photograph was indeed snapped at 4:15 PM (Detlev would have been proud). But the mayhem wasn’t over—they now had to get all 400 Porsches out onto the race track in 15 minutes. With military precision, run groups

were lined up and sent out onto the track for the highlight of many people’s Parade 2014: a few “hot laps” around the track. The last group of cars was rolling off the track right at 5:30 PM, as the contract stipulated. It really doesn’t get any better than that.

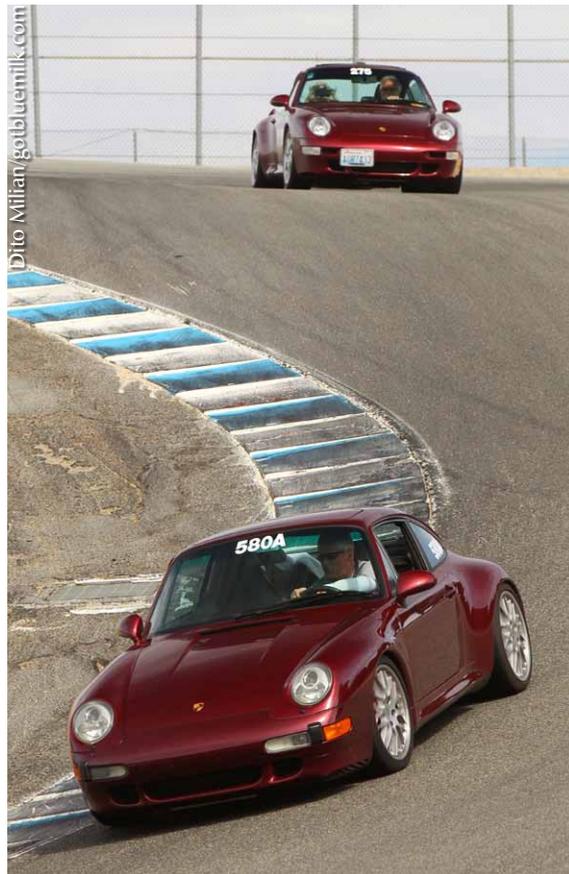
You know the motto: “It’s not the cars; it’s the people.” Indeed it is. This year’s Parade was one of (if not *the*) larg-



est Parades in PCA history, and it wouldn't have been the same without IRPCA's David Rohrer and his experienced staff. There were other volunteers from various local Regions, but IRPCA definitely made its mark on Parade 2014. Special thanks go to Diane Johnstone, who was there tirelessly, every single day. Bob Lapine, Pete Olsen, Louis Hogge, Wayne Johnson

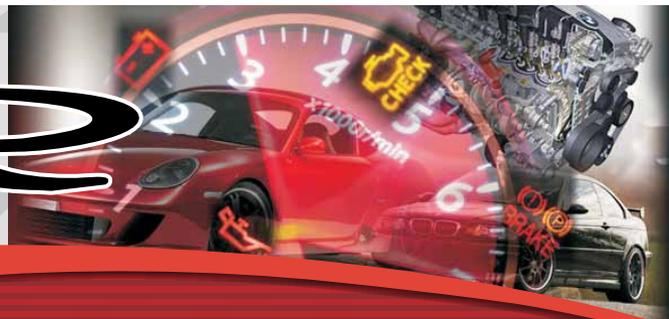
and Zana Anderson were also invaluable contributors.

Better than the Germans? Let's just say, we're proud of that one. David Rohrer and his IRPCA All-Star crew? Needless to say... we're "very" proud of them. 



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■ fall social wrap-up ■ ■ ■ ■ ■ ■ ■ ■ photos by Loretta Bogaard



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shop talk

Pedro Bonilla, Gold Coast Region

Storing your Porsche

Editor's note: The author, being a member of the Gold Coast Region, resides in Florida. Here in Utah, while some of us try to drive our Porsches year 'round, many of our cars will hibernate for the winter...

We are blessed here in Florida that we don't have to store our cars for winter and we get to drive them all year. But, for many of our members, Florida is their second home. That means that they probably have to store their Porsches for an extended period of time, either here or at their primary place of residency. So, here is the procedure for storing:

1. Find a **suitable storage facility**. A garage is fine, but you need to make sure that it will be dry, free from pests (mice) and preferably humidity-controlled, clean and secure.

2. Thoroughly **wash the exterior** and finish with a nice **coat of wax**. Do this the day before storage so that the car has a chance to dry completely.

3. **Clean the interior** by vacuuming carpets and seats, and **clean and treat the leather**. Clean all glass

inside and out.

4. Thoroughly **clean the wheels**. Brake dust is corrosive. The best way is to remove each one and clean the inside as well. Use a product such as P21S. Waxing the wheels afterward is a great idea.

5. **Condition all the rubber**, including tires and all rubber gaskets. Use a good conditioner such as Gummi Pflege. Stay away from silicone-based "protectants."

6. **Flush the brake/clutch fluid**. This fluid is very hygroscopic, meaning that it absorbs water and must be replaced every two years or sooner.

7. **Change the oil and oil filter**. Old oil can have corrosive characteristics (acid). Top off all other fluids as well (coolant/antifreeze, windshield washer, power steering fluid, etc.).

8. **Fill the tank halfway** with gasoline. Add a good fuel stabilizer, such as Sta-Bil and finish filling completely. By driving the car from the gas station to your storage facility, the new stabilized gas will run through the system, especially the injectors.

9. Fully extract and **lubricate the radio antenna mast** (if present) then

retract.

10. **Close all openings** such as windows, doors and A/C vents. You may want to put some cedar chips or mothballs in the cabin and around the outside to repel mice and other vermin. If storing in non-humidity-controlled conditions, place a couple of desiccant bags in the cabin. Put plastic bags, secured with rubber bands, over the exhaust tips when they have cooled off.

12. **Overinflate the tires** to 45-50 PSI and leave the car on the ground. Don't raise the car off the ground on stands. The suspension components are meant to bear the weight of the car, not hang from it.

12. **Leave the car in gear** (or in Park for an automatic). **Do not set the parking brake**.

13. **For convertible tops, leave them relaxed**, by opening the main latch. This won't keep the fabric stretched over an extended time. Same for Targa tops.

14. Prop up the **windshield wipers off the glass** with a small block of wood or similar.

15. Make sure you have any radio or

alarm codes noted, then **disconnect and remove the battery**. On newer Porsches that have electrically-operated trunks, make sure that the trunk cannot be closed completely by using a block of wood (or similar) to keep it propped open.

16. The removed **battery should be connected with a smart trickle charger** such as a Battery Tender. Also top off battery fluid with distilled water. It should be kept in a cool, dry place and not on a cement floor.

17. **Cover the vehicle** with a good quality car cover.

18. Give her a **goodbye kiss**.

I'm of the school that thinks that not starting the car during storage is best. I say this because most engine wear happens during the first few seconds after startup, while the oil builds up pressure and starts lubricating the engine internals.

When you're ready to take her out again, there's very little that needs to be done, because most was done

before:

1. Remove the cover.
2. Remove the plastic bags over the exhaust tips.
3. Remove desiccant bags and vermin repellent from cabin.
4. Remove windshield wiper props.
5. Secure the convertible or Targa top.
6. Replace and connect the battery.
7. Drop tire pressures to recommended PSI.
8. Start the engine and let it warm up a bit.
9. Go for a drive!

If you're really concerned about that initial startup wear, the following is the procedure that the Porsche Museum uses for their cars on display:

1. Remove the spark plugs.
2. Spray WD-40 into each cylinder through the spark plug hole.
3. Spray WD-40 into the air intakes.
4. Turn over the engine by hand a couple of turns with a wrench on the main pulley.

5. Every three months, repeat above (leave spark plugs out of the engine).

6. Every three months, move the car a bit to change the position of the wheel bearings.

7. On a manual gearbox, shift into gear when doing above (No. 6) to move the transmission internals.

8. Drive the car every six months.
Happy Porsche'ing!



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*Happy Porsche'ing,
Pedro*



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in the zone

Liz Shaw, Zone 9 Representative



Hello Zone 9ers,
Miller Motorsports Park in September means PCA Club Racing, and the weekend was lots of fun! I got to the track on Friday after getting some work done at the hotel, and everything was well underway. The schedule for Friday included the PCA "Test & Tune" group and a pair of driver education groups. It was nice to see some friends from Colorado and to meet up with the friendly folks from Intermountain Region. There were also drivers from Nevada, California and Arizona.

Saturday's schedule consisted of more practice and DE groups, plus a sprint race and enduro. The weather cooperated, and it was a great day for track driving. If you've never been to Miller, you gotta go! It's a huge track and you can see just about the entire track from the shaded outdoor seating area, above the garages. I was in the control room and able to hear the communication between PCA, track officials and corner workers.

For the enduro, I handed Pirelli hats to the class winners: in GTC3, Darrell Troester, Chris Vivolo and Karsten Nosack; GTC4: Russ Timmons; GTC5: Joe Bank and Annand Sharma.

On Sunday, the weather was not nearly as cooperative as the day before, as it rained off and on almost all day. By the time the Super Sprint race got started, the track was very wet, with standing water in several areas. The GT classes started out with seven cars but by the end of the race, there were only two drivers left. Everyone was driving fairly slowly, and the drivers who didn't change to rain tires had to go even slower. In GTC5, Annand Sharma finished ahead of Joe Bank.

The next weekend after the club race I traveled to French Lick, Indiana, for 2015 Parade planning. I'd never

been to that area of the country before, and the drive from Louisville, KY, to French Lick gave me a sense of the countryside: miles of green meadows and leafy trees! The resort in French Lick consists of two hotels—the French Lick Springs Hotel and the West Baden Springs Hotel—and PCA will take over both next year. The managers were extremely welcoming to us, and they're very excited to host Parade in June. I went to the regional airport where the autocross, Drive & Compare, and Street Survival School will be held, and it was very exciting to see all the space we'll have! We'll be able to use the runway and the taxiway for our events.

On Saturday, we were taken on a tour of the entire property, and we were very impressed with the elegance and beauty of both hotels. There's a little pizza counter, 6-lane bowling alley, and a bar in the lower level, next to the spa and fitness center. Concours prep will be accommodated in the indoor tennis courts, and the concours will be held on the nearby golf course. The Time/Speed/Distance and Gimmick Rally Chairs spent time on Friday and Saturday getting ideas for their respective events.

I came back home on Sunday, but several PCA members stayed in French Lick for other Parade planning. The resort is going to be a wonderful location for Parade 2015!

And then the next weekend, I joined lots of Roadrunners at oh-dark-hundred for the Balloon

Fiesta launch party at Porsche of Albuquerque. The dealership has been very generous and supportive of our Region for many years, and they had coffee, juice, muffins and breakfast burritos for us on Saturday morning. The weather was perfect, and we saw hundreds of balloons rise into the sky for the Mass Ascension. It was great to visit with fellow Roadrunners and get caught up on how they spent their summer.

Still to come in October is Carrera Region's OktoberFiesta in Deming and Las Cruces, NM, and then in November, Roadrunner Region will host their "Die Serie" Finale at Motiva Speedway, west of Albuquerque.

Last year, I thoroughly enjoyed PCA Tech Tactics West in Ontario, CA, and I plan to attend again this year. The tech sessions were very informative, and it was great to see old friends and meet new PCA members. Registration should open this month, so watch e-Brake News for more info.

Hope to see you in the remaining months of 2014!

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