

INTERMOUNTAIN REGION PORSCHE CLUB OF AMERICA

ZEITUNG

VOLUME 58 ■ NUMBER 1 ■ SPRING 2017

2016 Season Wrap Ups pg 12

A 944 Spec Story pg 16



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* Guest Editor

Due to life's twists and turns this issue has been put together by Debbie Roque instead of the usual Zeitung master Jeremy Rosenberger. If you like it, tell your friends, if you don't, tell no one - **Debbie**



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on the cover photo by Nathan Clark

Sale of my wife's van a month ago has forced me to give my wife my daily driver. My wife does not want to car shop in the cold so the 986 Boxster S is now my daily driver, I can't say I've had this much fun in a car for many years, not even at autocross. I'm so glad I ended up in this situation ~ Nathan Clark



12



14



16

Porsche on to..... 2017

I am looking forward to the year ahead with IRPCA. As I step into the role as President for the club, all I can say is "challenge accepted."

In 2016 I assumed duties as Vice President and for the past few years have been the Safety and Rules Chair for the club. As I fall into the roll of President, I would first like to congratulate our past President Rich Sanders for stepping up the ladder as the new Zone 9 representative and thank him for all of his hard work and dedication.

I would also like to mention I have a wonderful group of IRPCA board members to support and inspire me in my new role! Since we are all volunteers for the club, I would like to invite any IRPCA member who might be interested to hop on board the volunteer train! We would love to have you and your fresh Zeal & Appeal. Just remember, great minds create great events for all to enjoy.

With 2016 behind us we roll into 2017. We have compiled a list of wonderful events that are sure to

keep you having fun throughout the year! Here is a peek at a few of the events we have planned...



We will be heading to Moab for an overnight tour in September. It was considered one of our most fabulous tours and was enjoyed by all participants a couple of years ago. We will have an organized caravan to Spokane for the Annual Porsche Parade, which will be held in July. We also have our Club Race and DE in conjunction with Pirelli Cup out at UT Motorsports Campus. These are just a few things on the agenda. We also have Autocross, Tours, Socials, Cars and Coffee as well as Track events in the works. Check the website www.irpca.org for the most up-to-date event announcements.

I hope to see you all often and look forward to meeting new members. I hope you're ready to jump into any event with all four treads.

Wishing you a great and safe 2017,
Gigi

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■ Upcoming events

Please Note: Many events like the popular Cars and Coffee and the Fall social are still in the planning process. Please check the website for updates and watch for e-blasts from the club. Here's what we have so far...

MARCH

- 11** (Sat) SPRING SOCIAL @ Trio - Cottonwood
SPONSOR Garff Porsche Lehi
 - 18** (Sat) TOUR – Hello Spring, Antelope Island
SPONSOR Porsche Salt Lake City
 - 26** (Sun) AUTOCROSS @ Northwest Research
-

APRIL

- 9** (Sun) AUTOCROSS @ Davis County Fairgrounds
 - 23** (Sun) TOUR – Wendover “salt & history”
SPONSOR Porsche Lehi
 - 29** (Sat) DRIVERS EDUCATION – East Track
SPONSOR Porsche Salt Lake City
-

MAY

- 7** (Sun) AUTOCROSS @ Davis County Fairgrounds
 - 20** (Sat) 8th Annual AMAZING RALLY
SPONSOR Porsche Lehi
 - 28-29** (Sun-Mon) TOUR – Lava Hot Springs
SPONSOR Porsche Salt Lake City
-

JUNE

- 2, 3, 4** (Fri-Sun) DRIVERS EDUCATION
6/2 West track 6/3 and 6/4 outer track
SPONSOR Porsche Lehi
 - 10** (Sat) TOUR - Canyons and Taggarts
SPONSOR Porsche Lehi
 - 11** (Sun) AUTOCROSS - Maveric Center (TBD)
-

JULY

- 9-15** PCA Parade – SPOKANE, WA
Social & caravan from SL to Spokane (TBD)
 - 15** (Sat) TOUR – Indian Canyon/Electric Lake
SPONSOR Porsche Salt Lake City
 - 16** AUTOCROSS - Ut Motorsports Park
-

AUGUST

- 6** (Sun) AUTOCROSS - Maveric Center (TBD)
 - 12** (Sat) SUMMER SOCIAL @ Snowbird Aerie
SPONSOR Porsche Salt Lake City
 - 26** (Sat) TOUR – “Finding Nebo”
SPONSOR Porsche Lehi
-

SEPTEMBER

- 10** (Sun) AUTOCROSS @ Davis County Fairgrounds
 - 15-17** (Fri-Sun) DRIVERS EDUCATION & CLUB RACE
Full Track SPONSOR Porsche Salt Lake City
 - 23-24** (Sat-Sun) TOUR – Moab (overnight)
SPONSOR Porsche Salt Lake City
-

OCTOBER

- 1** (Sun) AUTOCROSS @ Northwest Research
 - 7** (Sat) TOUR – ‘Porsches and Pancakes’
SPONSOR Porsche Lehi
 - 21** (Sat) FALL SOCIAL - Hidden Valley C. C.
SPONSOR Porsche Lehi
-

DECEMBER

- 9** (Sat) WINTER SOCIAL @ Cottonwood Club
SPONSOR Porsche Salt Lake City



As 2016 comes to a close, I'm reflecting on a number of milestones experienced by IRPCA and its members during the year. Highlights include

- being awarded 2015's fastest percentage growth region in North America
- our first year to host 7 days at the track
- somewhere around 1500 individual days that members or friends showed up for IRPCA activities
- the re-establishment of club bylaws and an election process which had not been in effect since...well... no one actually knows for sure.

Now onto the next chapter. Around Nov. 1st, my name went into the mix of nominees to the PCA National Executive Council for the position of Zone 9 Representative, to replace Liz Shaw at the end of her tenure. I have been selected for the role. In that role, my new volunteer job description will be to assist PCA region presidents in our zone which comprises 7 regions, and stretches from the middle of Texas through New Mexico, Colorado, Utah, and Southern Wyoming.

I joined IRPCA from another PCA region in 2012. Since then I consider myself fortunate to have had the opportunity to serve as co-chair on the autocross committee in 2013, followed by two years as VP, and now completing one year as club president.

I use the word "fortunate" because I've met and worked with a lot of fantastic and talented people. More importantly I've expanded my circle of people that I can call friends, both on and off the board. I can only hope that I've given the club as much as it has given me. Volunteering at IRPCA has been one of the best "extra-curricular" endeavors in my life.

As I move out of my current role in IRPCA I find myself incredibly appreciative of the level of engagement and commitment from so many people who contribute their time to make the club a fun and interesting place for all of us to spend our time.

We are an all-volunteer organization. No one HAS to do anything in IRPCA. So when I look back at 30 events spread over about

35 days of the year, I'm awed by the dedication of the members of the various committees that pull it all together.

The general culture of our club volunteers, is one that considers our members, as "customers". Getting members to participate and show up again and again, is rewarding to all of us who volunteer. So far in 2016, we've had close to 450 individuals who showed up for an average of 3 times each throughout the year. While there is no yardstick to measure that engagement level, it feels like a pretty good outcome!

Being a volunteer in IRPCA can be really fun. When you "sign up" to help, I assure you that you will find new experiences, make new friends, have a chance to apply unique skills that you bring to the table, and gain an opportunity to learn new things along the way. And don't fear, becoming a volunteer at IRPCA is NOT a life-long commitment. That's why we are always asking for new ones! I encourage you to give it a try. You can volunteer by contacting Diane Johnstone, volunteer coordinator, at the email address in this magazine.



Below is a letter sent from a long time IRPCA member. It's a perfect example of how the club always has something to offer. Life happens, people and cars come and go. Join us anytime that works for you.

September 20, 2016

Just a note to thank the Intermountain Region for an incredible weekend. We had forgotten what great people are involved in PCA.

Probably because we were part of getting the Region involved in Club Racing 25 years ago, Ed asked if I would like to steward the DE groups during the race weekend. Deni was an important part of the Region and racing and Diane asked her if she would announce. We were both pleased and honored to be asked. To say it was Old Home Week is gross understatement.

Having rented an RV, we pulled into our reserved spot and were soon surrounded by people with whom we had shared an important part of our lives and hadn't seen in way too long. Hugs and drinks were abundant and new people became friends. PCA!

The DE guys were great every session and only one guy had to be talked to and he was from Arizona and didn't fit in anyway. Control and corner workers were fun and professional.

Saturday, Ed asked if I'd like to drive the pace lap in his car for one of the sprint races on Sunday. Humm... drive a vehicle at speed that I had never driven before on a 4.5 mile track I'd never been on? You bet! Saturday at lunch, during Parade Laps, we got on the track so that Ed could give me some vehicle familiarization in his fantastic Cayenne. Sunday I asked Jerry to go out with me as he knows the track, is a good stick and a friend. We did three laps with him telling me the fastest line and it got comfortable.

Sunday pace lap and images of taking the pace car four off or spinning were nagging but we really laid down a lap! Of course, I had a bit of help as Kay had the radio and was my ears and Jerry played co-pilot and was my eyes. But what a great experience and the Cayenne was faultless.

The best part of any race weekend is the paddock when the track has gone cold and that was certainly true that weekend. Thank you for sharing your food, companionship and love. Thank you for making us feel like we were part of something special. Thank you for turning the clock back twenty-five years. Thank you!

Monte & Sue Smith



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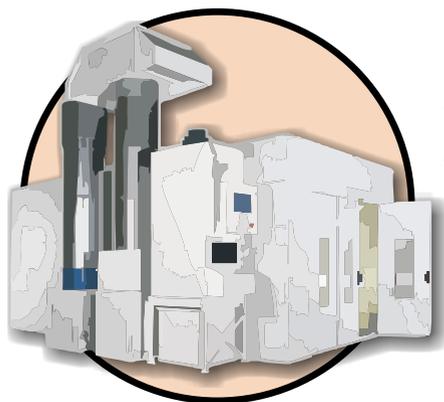
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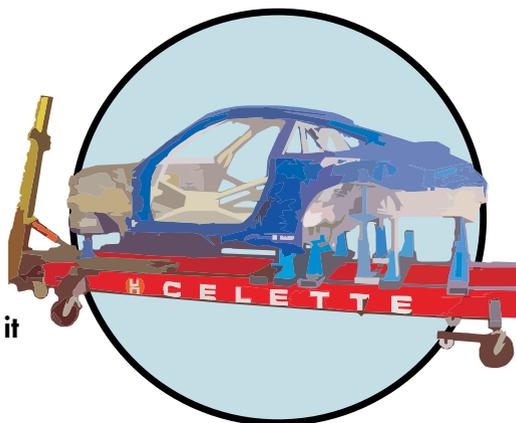


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IRPCA family spotlight



The Troester family has been a classic example of a PCA Family of the Year during many years over several decades. Looking at their past history in PCA they could have, and perhaps should have been nominated many times in the past. However, 2015 was simply over the top in terms of the club engagement of all five members of the Troester family both in terms of participation AND leadership within IRPCA. No doubt, 2015 was a new high water mark for their contributions to the Intermountain Region of PCA. It is with great pleasure that the Intermountain Region of PCA nominates Darrell, Shari, Blake, Greg and Landon Troester as the National Family of the Year for 2015. Here's the story....

The “ignition point” was a simple gift.

It would have been difficult to imagine what a one-year gift membership to PCA would become. Darrell's Dad had a Porsche 914 and so the love of Porsches began. With the seed planted Darrell bought his own 914, and in 1982 when Darrell was 24, his Mom and Dad gave him a gift of a membership to PCA. Fast forward to 2016 to discover that (including Darrell's parents), the Troester Porsche legacy is now entering its fourth generation. This is a story about Darrell Troester, his wife Shari, and their 3 sons, Blake, Greg, and Landon.

Darrell liked to go fast. And he followed the “normal” slippery slope, beginning with a stock 914, then a 914 modified for autocross. The next steps into the abyss were racing with several 944s and 944Ts, and most recently a 2003 Cup Car. Along the way, Darrell represented the Porsche brand well, by taking

numerous first and second place finishes in Time Trialing, MPRA, Nasa and POC, as well as PCA.

During Darrell's years in IRPCA, he has set the family example by acting as autocross chair for 2 terms, Club Race chair, and National Scutineer. As one of the first national scutineers, he helped write the original manual. This all happened at a time when our events were 5 hours away in Las Vegas. During those early years he also served 2 terms as region president.

For her part, Shari time trialed a 911-E at Riverside, but thought that at least one of them needed to stay off the track. To fill the gap, she then served as newsletter editor of our region publication “Zeitung” for 3 years during the era of the typewriter!

Like Father like Sons

As in “My Three Sons”, the children watched it all and learned by example. Shari describes travelling to races as a way for the family to see the country. From a young age the boys were wrenching on their parents cars. Each one of the sons, Blake, Greg and Landon (now 28, 25 and 20 respectively) started autocross as soon as they had their driver's licenses at age 16. Seems there was always an “extra” 944 hanging around to enable the fun times. But the stories began long before their autocross at age 16.

Blake attended his first IRPCA social on his fourth day. Not his fourth birthday, but his fourth DAY of life, on the way home from the hospital for a Mother's Day Brunch at Snowbird! He got the race bug doing tech for cars in the PCA Club Race at age 19.



Younger brother Greg, at the age of 3, was unable to accept that certain uninformed adults would refer to their car as a “PORSH”. He would politely correct them by saying “It’s a POR-SHUH”. Some of Greg’s first income saved as a teen, went to buy an \$800 Porsche 944 which he and his Dad built into a race car in the garage. He also began doing tech for PCA Club Races, and is now in his 8th year.

Landon, the youngest of the three boys, has so far been limited to Chief Gopher and water boy at club races. He began autocross at 16 years old and is now attending the University of Utah, while getting lots of brotherly encouragement to continue autocross and to start racing as soon as possible.

32 tires and a “free” waffle

While not necessarily “daily drivers” or even street legal, every member of the Troester family, except for one, was driving a Porsche at the end of 2014. Shari recalls counting 32 spare tires in the jam packed garage. And all she insisted on at the end of the day, was that there was room for her car in the same spot at all times. It was not a Porsche.... until Porsche Salt Lake City agreed to hold a Cars and Coffee. The event was a tech session centered upon the, then new, Porsche 918. The April 2015 event drew about 90 people and lasted 3 hours while our host brought in a waffle truck to keep a smile on all the faces. 3 hours was long enough for Shari to fall in love with a 2010 C4S, which she now refers to as “The Waffle Car”. A most expensive free waffle for sure. The family is now complete with a full complement of cars for each member and probably one additional foot of space in the garage.

2015 was a high-water mark!

100% family engagement as participants and more importantly- as leaders! The 2015 calendar year and the portion of 2016 leading up to this nomination, represented a very special time in the Troester family Porsche story. Darrell, Shari and their 3 sons reached a milestone in their support for the region. And knowing them, they probably didn’t even notice this accomplishment. Amongst the five of them, ALL participated in club events. More importantly, ALL took on a leadership role for IRPCA.

Dad, Darrell, participated in several PCA west races in his 2003 GT-3 Cup Car, and continued his leadership role on the race committee.

Mom, Shari, attended numerous club activities and as co-chair of the social committee, led the club through four major socials and the catering of our annual “Amazing Rally”- a gimmick rally and fundraiser for Shriner’s Hospital for Children.

Blake, continued racing his 944 and supported over 350 HPDE entrants as Chief Driving Instructor.

Greg, the middle son, participated in track events throughout 2015 and has now joined our racing committee and board as DE track day chair. He has also committed to taking sole responsibility for this role for 2017.

Landon, the youngest, ran autocross last year, in addition to participating in races and driver education events. And, as is the case with many people of his age, he created all of the graphic invitations for our social events, because most the rest of us don’t have the skills!

Like Father like Daughter - Generation #4 begins!

During 2015 at age 27, Blake announced that a new generation of PCA members was about to begin with the arrival of his first child. He has assured Shari and Darrell that the legacy will continue by saying to them “you know she can start karting when she is five!”





tours wrap up cont'd



A Sneak-Peek at the 2017 TOURS

First tour of the year is the St Paddy's Hello Spring tour on **Sat., March 18**, with a drive to Antelope Island and lunch to follow in Layton at Roosters Brewing Co and Restaurant. **Sun., April 23rd** will be our Salt & History tour to Wendover. May's tour will be an overnighiter to Lava Hot Springs on **Sun. - Mon., May 28-29** (Memorial Day weekend). June's tour is **Sat., June 10** and will be Emigration canyon/ East canyon to Taggart's for lunch. The July tour will be held on **Sat., July 15**, and will be EPIC! Indian Canyon/Electric Lake tour led by Mike and Ramona Ruddert. The August tour will be **Sat., August 26**, led by Jeff and Loretta Bogaart, and will be another attempt at "Finding Nebo" (the back way?) ... the September tour will be an overnighiter to Moab and the Gateway Auto Museum, **Sat. and Sun., September 23-24**. The final tour of the year will be the Porsches & Pancakes tour, **Sat., October 7**. For details check www.irpca.org, and watch for E-Blast emails.



welcome new members

David Lockwood

Kristin Hale

Adrain Yee

Suzanne Noorda - Barry Noorda

Boyd Lindquist

Shelly Massey

Chris Barber

Brian Martin

Tamra Rieper

Norma Mijares

Broch Lassig - Kaity Lassig

Heiner Fuchs

Jose Barreiros

Rajkiran Karkara

Kathleen Eby - Adam Eby

William Low

Marc Miller

David Nadler

Alan Cranney

Michael Pratt - Janalee Pratt

Ryan Lecomte

Brad Dickson

David Vick

Damian Kidd

Jared MacKenzie

Bruce Remund

Kevin Jensen

Sam Thompson

David Simpson

Russell Biles - Diana Biles

Susan Lynch - Pat Lynch

Dan Beck

Shane Christiansen - Connie Christiansen

Glen Hawkins

John Walters

Carl Blanksvard

Jayne Weston - Robert Vanderzalm

Trevor Astrope

Dave Kochan

Jacquelynn Repta

Anthony Hilder

Tim Valdez

Bill Self - Liana Self

Christopher Holland

Mike Egan

Mark Hendricks

John Melville

Stacie Strizek

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2016 holiday social

Another great holiday social is in the books. Thank you for helping us raise over \$800 for the Ronald McDonald House Charities. Good times were had by all at the Willow Creek Country Club. Thank you to our social chairs Shari and Loretta for another year of fun!





December 29, 2016

Intermountain Region PCA
 Darrell Trostler
 4520 Abrams Rd
 Salt Lake City, UT 84124

Dear Darrell,

When author Aarti Khurana said "Life takes you to unexpected places... it is love that brings you home..." she could have been describing families that often travel to Salt Lake City. Sometimes they come from far-away states and countries, others from just down the road to small-town Utah or rural Idaho. Sometimes they arrive in a frantic hurry, nervous and panicked, some through careful planning and deliberation, taking one more step along a distant winding path. Sometimes they come by emergency helicopter in pajamas and slippers and sometimes they have packed cars full of supplies and siblings, ready to wait out whatever difficulties arise.

Wherever and however they come, these families gather in unexpected places so they can be close to a child in need. They stay near in order to support and strengthen, to cheer and comfort, to laugh and cry and cultivate the healing that togetherness brings.

They come because they are family.

And they stay close at the Ronald McDonald House thanks to you.

Your donation of \$885.00 helps to give more families the opportunity to stay close to a child receiving medical care, easing day-to-day stress and contributing a little extra hope and compassion today and on tough "today's" yet to come. Thank you for your generous support of the Ronald McDonald House Charities of the Intermountain Area, and for joining with us in our commitment to keeping families close.

With deep gratitude,

 Carrie Romano
 Chief Executive Officer

Please consider the letter official receipt of your tax deductible contribution on 12/12/2016 in the amount of \$885.00. No goods or services were provided to you in consideration of this gift. Our federal tax identification number is 74-2588413. This organization is a 501 (c)(3) not-for-profit organization, IRS Section 513 (b)(1)(C) for both federal and state tax purposes.





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One long road trip leads to another. For me, racing started many years ago. I still remember running around tracks like Vegas, Willow, Thunderhill, and the other “close” tracks: lots of long, hot days cruising around on a Go-Ped in the paddock while dad and friends did this racing thing. Motorhomes were often the only sources of shade with A/C, and food was done by the local “gut truck” if you didn’t bring it with you. Not to mention the occasional tarantula shading itself inside a handy race tire. Back then, I had no idea how much fun people were having.

Fast forward a few years to 2007 and I was autocrossing and watching Blake (my older brother) zip around the brand new Miller Motorsports Park in our white 944S. I still remember watching him kick up the dust while trying to outrun dad in another student’s car... age and treachery won out that day. The white 944S eventually came to me, fully developed as a dual-purpose car: it could drive to the track, swap rubber, have a blast, and get itself home. The A/C didn’t work but that was OK—we were young enough that rolling the windows down was a good enough solution. By then, Blake had graduated to a “slower but faster” 944 Spec, born from a 944S that had been rescued from certain death—it had a seized engine, crappy paint, and a shoddy interior. Basically a great Spec Car candidate! He would go on to set a track record and eventually upgrade to a 944 Turbo.

I ran the white 944S for several years until it was time for me to move on, as well. The car was sold in mid-2011 and I would spend a few months searching around for the “perfect” car – an ’88 944: the high compression engine, late suspension car that would be my own. The opportunity came that year in June, when an ’88 car

popped up in Seattle. Since the local pickings were slim, a last-minute road trip was thrown together. Dad, me, and our long-time friend Steve Cleverly hopped in the truck with a trailer in-tow. There was some talk of hitting hotels along the way, pacing ourselves, and otherwise being sensible. However, exuberance of youth overcame all and we ended up pulling an all-nighter, arriving just before 8am to an overcast Seattle.

The car was great—engine code matched, the body was straight, and it only had a few oddities. The deal was done under the shelter of a self-serve car wash bay (it was raining, of course!) on the back of some scrap paper from the seller’s car. My weak attempts at negotiating never had a chance—I was hooked from the minute I had left SLC. Following our previous example, we powered through straight home – a 30-hour sprint. Totally worth it!

From there, it was a multi-month sprint to prepare the car for that September’s HPDE and Club Race weekend. Many hours in the garage with an electric drill, putty knife, and razor blades led to an interior that was passable, then some hours on the lift for suspension. By then, we knew the game: gut the car, lose

as much weight as possible, and set up the rear suspension once. Even with all the time and help, it came down to the final moments to prep the car for September. I remember being under the car at the track the night before Friday, connecting brake ducting. Even then, I tried to forget my numbers and had to have some help with yellow racer’s tape before I went out to my first session.

I remember laughing to myself that first session – the difference between a street car and fully-prepped race car is undeniable. The only hitch in that weekend was the fact that I managed to seize the engine. Not ideal, but not unexpected for a car with over 165k miles, no oil cooler, and short tires. Lesson learned: run an oil cooler, shift at 6k, and don’t run tiny tires!

After that weekend, everything just got better. The car went through several iterations of interior (weld-in cage, better dashboard setup, etc.), engine rebuild, transmission build... the works. Earning my PCA Racing License in 2014 led to racing with the local NASA group, as well as attending a POC Racer’s Clinic. The car served me well until July of 2015, where I let myself get caught in a wad-up that totaled three cars – our own Gus Stribakos, a Spec



Miata racer, and I were the worst off, by far. At least nobody was hurt! I'm told that there was no chance of saving the other drivers' cars and we haven't seen them back since. My car ended up being in a grey area of "repairable". In the end, though, it was deemed unwise to try to save it—cutting into the main structure of the unibody up front would be involved, for a start. Even then, there wasn't a guarantee that it would straighten and corner-balance properly. This chassis was done.

Suddenly, it had gone from saving a car to building it back from the ground up. I had already been debating on what to do when the car was put back together—racing had been great, but the crash had put a considerable question mark in it continuing. Aside from the cost of repairs, the time, effort, and emotional blow were palpable. I remember being calm through all of it, but maybe it was time to move on. Racing is a blast, but at the time I was seriously considering parting out the car and doing something else. So many questions and thoughts would go through my head at times: What if XXXX happened and it was worse? Why didn't I do Y and avoid the whole mess that day? What happens if I put a car together and wad that one up!? It went on, and on. Not to mention, there was life outside of racing to consider. My future wife, Kara, and I were to be married that October. Was it fair to thrash on a car for so much time? Kara was nothing but supportive, as were my parents and friends—it meant a lot to know that they all had my back, but that didn't make the decision any easier.

After that time of indecision that lasted nearly a year, I decided to get back into the sport. A chance meeting of a long-ago student of Dad's led to another road trip that October (this time to northern New Mexico) to pick up a chassis. And by chassis, I mean only a chassis: it had four wheels and rolled.

The hood was duct-taped on, the interior had more non-Porsche parts lying around than usable ones, and the thing looked like it had been in a field for the better part of the last decade. The car was an '86 – mid suspension, late chassis – which meant that in order to use the suspension from my old car, everything had to come off of this one to make room. Not even the torque tube was any good—it was missing the drive shaft!

Even with all of that, there was potential there: the price was right (free) and most of the running gear, suspension, and odds and ends from my car were still good. With that in mind, we left the wheels with its donor (Patrick Sloan) and ended up with a shorter 14 hour non-stop round-trip, plotting the build the whole way: We had done essentially the same thing before – everything had come off of the red car before it had hit the track the first time; how would this be much different? The answer would be: about three-tenths of a millimeter.

More to come on this story—for now, take a look at the '88 race car and the '86 "before" pictures! No, they don't do either justice.

Three-tenths of a millimeter

Last time we left off, I had the sum of about 1.5 cars sitting in our garage. How did I end up with one working car? Spoiler Alert: it took a



lot of wrenching and help from my friends!

Life, as it usually does, got in the way of racing. At that point I was pretty tired of looking at broken cars and I had bigger things on my plate. I had spent most of the latter half of 2015 getting ready to marry my fiancé, Kara (she knew about my addiction on Date #1, I'll have you know!), adjusting to a new job, and all of the usual life things that take precedence over scraping glue out of a (potential) race car to-be. At the start of the year, I began my "clean out" of the interior.

That part was actually easier than the first time: practice, combined with knowledge and far fewer "good" parts to remove from the car, led to a fast gutting. This car got the works, too: wiring harness simplified, sound deadening gone, a more simplified cut-down of the door, and a total lack of regard for the paint that remained on the car. By then, we had done two

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REGISTRATION OPENS
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Join in the fun!

Join your fellow Porsche Club of America members at the 62nd Porsche Parade on July 9-15, 2017. Parade is PCA's annual, weeklong event enjoyed by several thousand of your fellow members, who will gather this year in Spokane, Washington.

Parade participants will enjoy Driving Tours and a Gimmick Rally to explore eastern Washington's mountain vistas and high desert, the Concours at Riverfront Park, an Autocross, and a Time-Speed-Distance Rally to test your competitive spirit.

When you want to step away from driving, Spokane is a walkable city with award-winning eateries, the Cork District tasting rooms, craft breweries, and boutique shopping. Bring the kids, too, as they'll be kept busy with activities such as model Porsche Concours, RC Car racing, and an ice cream social (well, adults can join in the ice cream, too).



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ducting up front for optimal radiator performance, even the locations of where the sunroof hardware were different from my '88. This made for tiny things like how I had bolted in the sunroof (without drilling through the stupid roof!) have to get reengineered. Wiring didn't quite match the factory diagram (pretty sure my N/A car doesn't have any turbo parts that need to be connected, electrically speaking... but the factory wiring diagram said otherwise) and in the very end, as I was putting a "finishing touch" for the sketchy weather potential for that weekend, the difference became clear to me. The stupid control board that sits on the steering column (you know, the one that operates the windshield wipers and the like) would not fit. I kept tinkering and prying, thinking that I was just tired and failing at a simple task... until I pulled out the digital calipers and measured the diameter of the steering column between the late car (yes, I kept that, too) and the new car. The difference: the '86 steering column is 0.3mm wider than the '88. So, my late steering column control board wouldn't fit on the mid-model column!

I had to laugh, because at that point, what else was there to do? At that point, it was the Saturday of the race weekend that I was trying to make—late again! It was getting late in the day and I still needed to get to Tatum Racing for an alignment and tech inspection if I wanted to make Sunday, and the whole thing came down to the little details. But that is racing, isn't it?

In the end, I did make that track day without major incident. The brakes didn't work very well and the hood pin broke during the race, ending it's maiden voyage prematurely, but overall, it was a success! The car had come to me as a rolling shell that was no good to most people—it just needed so much! Now, it is an operational race car that is seeing it's fair share of track time. There's a sort of symmetry that I like to the whole affair: one car finished it's "life" in racing, but out of that came another car's second chance.

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To wrap things up, you may be wondering how the car was found. It was through the communication and connectivity of this motorsports community that the car was found. A Good Samaritan saw the car driving on the road (oh, yes) and was able to verify it's identity and get the police on it. The perpetrator was arrested and is being pursued for information and damages. Though the trailer will never stay at Hugh's RV again, this incident got their attention – the cameras now work and were key in leading to another arrest and recovery of property from that facility.

scuffs on the underbody and rocker panels. Scuffing and rubbing was evident from end-to-end on the left side of the car. What had these goons done!?

Amazingly, the car seems to be mechanically sound. As I write this, I have found no major issues with suspension, drivetrain, or electrical system (aside from a destroyed battery and having to redo some of the killswitch fabrication). Nothing has been stolen – they even left the Cool Shirt box and were 'kind' enough to store the tie-down hardware inside it. The 944 goes in to have the body work done this week! With an initial estimate of over \$10,000 in damages, I'm very fortunate that the car can be insured for this sort of thing.

So, it will be a happy ending for this 944. I can't tell you how much it makes me appreciate the great people that we drive with and work with around the race track! Responses came from coast-to-coast and as far north as Canada! Hope to see you at the race track – stop on by and see the awesome restoration that Chris' Body & Paint will have done! Also, if you are a racer, you need to check out Lockton Motorsports for insurance. The policy would have covered the entire car, had it been destroyed! It's affordable and they have been outstanding to work with. They and their partners seem to understand the blood, sweat, and tears that go into these cars and have done a great job in making me whole again.



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While I knew that McDonald's had a "Hamburger University" I never knew about "PCA University". Well I'm about to be an attendee, and by the time you read this I'll be a graduate - assuming I don't mess up! Yep, there's a training

program for any person new to the PCA staff. This training is done in a very efficient manner, combining the Winter Board Meeting with the twice annual in-person Zone Rep meeting. The meeting takes place very near the new Porsche Experience Center in Los Angeles, features an on-site dinner and perhaps (I have my fingers crossed) a closer look at the 53 acre playground, handling circuit, and all of the associated fun things to do. More to come in next month's "In the Zone".

Next month, I will also recap the Region President's meeting about to take place in Colorado Springs on March 4th. Perhaps named improperly, the Region President's meeting is the one time per year that each Zone Rep can host a meeting of the Presidents, Vice Presidents and Communications focused leaders from each region within the zone. To ensure that region leaders have all the latest input to help run the PCA regions, this meeting follows immediate on the heels of the Winter Board Meeting and the semi-annual in-person Zone reps meeting. There's also a lot of cross-regional sharing that takes place in the meeting. Having attended the meeting for the past 3 years

as a leader within the Intermountain Region, I can vouch for the fact that each attendee brings home some really valuable ideas to their own region.



Finally, by the time you read this, I expect that registration will be open for Parade in Spokane beginning July 9th. Stay tuned for announcements from the Intermountain Region (and in this newsletter) regarding a "meet up" for Zone 9 folks heading to Parade and passing through Salt Lake City along the way. The tentative plan is for a caravan, maybe two caravans, to leave from Salt Lake City on the morning of July 8th. As the zone rep, I plan to "own" a number of the details related to setting up a block of rooms in SLC for the evening of July 7th, and likely in McCall Idaho along a scenic route to Parade on the evening of July 8th, arriving at Parade mid-day Sunday. When I mention two possible caravans, one would be "the express", a 10-hour all Interstate drive with limited bio breaks, arriving in Spokane the evening of Saturday July 8th. The other would be the aforementioned "scenic route" also leaving Salt Lake City on Saturday morning, but departing the interstate highways for more scenic routes on Saturday afternoon.

Stay Tuned!
Rich Sanders



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