

ZEITUNG is Back! Intermountain PCA's News Magazine is Reborn

INTERMOUNTAIN REGION PORSCHE CLUB OF AMERICA

ZEITUNG

VOLUME 53 ■ NUMBER 2 ■ AUGUST 2012

Porsche Parade in Salt Lake City!

Complete coverage inside ■ see page 13



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on the cover

Roger Bird's dazzling orange 1974 914, shown here on the Utah State Capitol lawn at the Parade concours d'elégance, took first place in its class. More on page 13. (photo courtesy the editor)



Eric Schramm

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Jeremy Rosenberger

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Jeremy Rosenberger

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I've been a member of Intermountain Region Porsche Club of America for seven or eight years now. I've watched our Region's governing Board and Committee Chairs change over that time, yet remain the same. There are those who fill an important position and do it so well that they remain there. Often, these positions are not glamorous, but they are critical. These people become a source of collective wisdom and club lore. Then there are those who volunteer while their enthusiasm is high, and take a position for a year or two. Sometimes they do this more than once. We all appreciate their service. It really is the people, not just the cars.

The club exists for the membership—all of the members, hundreds of us. We have a lot of fun doing tours, socials, autocrosses, rallies, driver education and club racing. In addition, we have publications to let everyone know what's happening. The club mails out "Porschegrams" to give you general news of the upcoming year's events, and we send reminder e-mails and more Porschegrams throughout the year. (If you change your e-mail or mailing address, please tell the national Porsche Club of America at www.pca.org, so that we all can stay in contact with you.)

All of this is available, with details, on Intermountain Region's ever-changing and evolving Web site, www.irpca.org.

We have also had a monthly or quarterly newsletter, the *Zeitung*, to give us event pictures, technical advice for our Porsches, advertisements by local car parts and service specialists, and even free advertising for members selling cars or parts. *Zeitung* has been a part of the club's collective memory through time. Members collect *Zeitung*.

The addition of Jeremy Rosenberger as the new editor, combined with a renewed effort by all of us to tell our stories, our cars' stories, and the club's collective story should put the *Zeitung* back on a regular publishing schedule. Please, send us photos, member recollections, technical tips, etc. Not everything received will be published, but we do have some pages and a tradition in the club's history to fill. You'll find Jeremy's e-mail address on the opposite page as well as on our Web site.

The 2012 Porsche Parade in Salt Lake City was a great success, and IRPCA has received accolades from everyone involved—the national organization, our Zone Representative, and the hundreds and hundreds of people from all over the country that attended the event. People are already asking, "When

are we going back [to Salt Lake City]?"

While the banquets, autocross, concours, art show, etc. were well received, the driving tours elicited perhaps the most excitement for 2012. Some one-time tours were "cloned" to accommodate all of those who wanted to see northern Utah's scenic wonders—Bear Lake, the Uinta Mountains and Mirror Lake, our local canyons, and "Rennsport": the Bonneville Speedway and Miller Motorsports Park. Even with multiple tour groups, we often bumped up against the limits placed on the number of cars in each individual tour. Our tour directors learned how difficult it is to deal with one hundred cars all going to the same place. Destination parking alone was often a difficult affair to arrange. Kudos to everyone involved in 2012 Porsche Parade's driving tours!

Then there was the final day's Parade of Porsches. To quote one person's "thank you" e-mail I received, "It's not possible to pull this off in many of today's Parade cities." Indeed, not every Porsche Parade has a Parade of Porsches. It took a lot of coordination with the city and other entities to arrange a parade of well over two hundred cars through the heart of Salt Lake. Despite a little early precipitation, the Parade of Porsches was a great capstone to a great Porsche Parade.

Speaking of great numbers of Porsches, we had over seven hundred Porsches registered at this Parade! They came from all over North America. An award given for the greatest distance traveled to be here went to a couple who drove from Alaska to attend the 2012 Porsche Parade. Cars even came, on their own steam, all the way across Canada to attend.

Thank you to all of the members of IRPCA, who were friendly, helpful and courteous to our visitors. Again, "It's not just the cars, it's the people."

■ ■ ■ ■ ■ ■ ■ ■ ■ ■

The 2012 Porsche Parade in Salt Lake City was a great success, and IRPCA has received accolades from everyone involved.

■ ■ ■ ■ ■ ■ ■ ■ ■ ■



Greg Phillips

■ upcoming events

■ august

Sat 8/4 **Park City Kimball Arts Festival Concours**
at Swede Alley, Park City

Sat 8/11 **Autocross**
at Utah State Fairpark,
155 N 1000 W, SLC
registration 8am-9am
\$20 entry
see page 7

Sat 8/18 **Big Cottonwood Canyon Tour Will Crowther**, event chair:
designergenes@comcast.net,
801.558.8114
see page 18

■ september

Sat 9/8 **Amazing Rally and Fall Social**
start at Car Concepts
1130 S Main St, SLC
car staging 10am
Social and Dinner at Strong Porsche
1045 S State St, SLC
5:30pm
Bart Blackstock, event chair:
gbarton_blackstock@xmission.com,
801.556.3192
see page 12

Sun 9/16 **Autocross**
at Maverik Center
3200 S Decker Lake Dr,
West Valley City
registration 8am-9am
\$20 entry
see page 7

■ october

Sun 10/7 **Autocross**
at Northwest Research
5420 W 2100 S, SLC
registration 8am-9am
\$20 entry
see page 7

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

■ member spotlight

307 primary members; 512 total

■ new members

Brian Bates and Gina Redford Sandy
2006 Boxster, gray; 2009 Cayenne, black
from Rocky Mountain

Robert Benton Sandy
1967 912, yellow

Gregory Billow Park City
2011 Boxster, silver

Nicholas Ethan and Cherie Stater South Jordan
1997 911, black

Larry Fannin South Jordan
2009 Cayman S, black

Glen Gerner North Salt Lake
2006 997, silver from Rocky Mountain

John and Ilaua Gurr Salt Lake City
2008 Cayenne, black

Chip Hunter and Christine LaPointe Park City
1985 930

Adam Johnston Saratoga Springs
1980 928

Jack and Aimee Koson Park City
2009 Carrera, gray

John Otteson Salt Lake City
2012 Cayman, white

Steve Pitt Draper
2011 Boxster, black from Alpine Mountain

Scott Provost Salt Lake City
2008 Cayman S, black

Charles and Tiffany Rich Holladay
1984 930; 1968 911 from Metropolitan New York

Ed Seith and Lisa Starley Tooele
2002 Boxster, red from Rocky Mountain

Robert and Susan Sherwin Alpine
2012 Carrera 4S, gray

Robert and Cambria Shimmon Sandy
1967 912, white; 1977 911 from California Central Coast

Andrew Springer Salt Lake City
2001 Boxster, blue from Rocky Mountain

Tony and Carol Sweet Salt Lake City
2000 Carrera, silver

Dean and Vangie Walker American Fork
1974 911, silver

Mark Walton and Blake Walton Highland
1989 911, black



For those who have been IRPCA members for a while, there's been something missing from your mailbox for the last few years. Maybe you couldn't quite put your finger on it. But, more likely, you knew exactly what it was: The *Zeitung* news magazine has been conspicuously absent.

Fortunately, this absence did not indicate the death of *Zeitung*, but merely a hiatus. Because now, your newsletter is back—and, hopefully, it will be sticking around for a while. Yes, there's a new look, which is perhaps fitting for the rebirth of a Regional icon. But *Zeitung* will resume its familiar duties to bring you stories, photos and news from around the Region and beyond.

At a time when many PCA Regions are cutting back on—or even eliminating altogether—a printed newsletter, the Intermountain Region board has taken a courageous step in the opposite direction, to reintroduce a printed publication. And I think it's the right step; a printed magazine, for various reasons, plays a vital role in maximizing an organization's communication effectiveness. Certainly, e-mail, a Web site and social media are all important as well, but the newsletter is complementary to all of these.

Although a printed magazine is important, one thing it is *not* is inexpensive. And so we are grateful to our numerous advertisers—many of whom have previously appeared in *Zeitung* and some of whom are new—for their support, particularly of this pilot issue, which they are “buying” sight unseen. So be sure to join me in thanking them, and better yet, give them a chance to earn your business.

While I am thanking people, please turn back to page 2 for a moment—and note that nearly everyone on that page, plus a handful of others, has assisted in some way with the re-launch of *Zeitung*. In particu-

lar, it was the IRPCA board that put their faith in me to lead the resurrection effort, underwrote the pre-production costs, and ultimately green-lighted production of the publication you now have in front of you. But moreover, everyone on that page is a volunteer who works tirelessly for the Region. So be sure to join me in also thanking them not only for helping to bring back the *Zeitung*, but for everything else they do to make IRPCA such a great club!

One person not listed on that page who deserves particular recognition is Stu Hamilton, the former editor of *Zeitung*. Stu carried the torch for several years, producing an excellent magazine and setting some high standards which I hope to meet. Thanks, Stu, for the considerable effort you've put into this publication over the years.

Finally, by now, many of you might be wondering just who I am. A relative newcomer to the world of Porsche and the PCA, I joined the Rocky Mountain Region in 2008 along with my

wife Camilla, while the ink was still drying on the registration of our 2005 Boxster. About a year later, I was recruited to the Newsletter Editor position of the RMR board, a post at which I served for the last two and a half years, before Camilla and I decided to move to Utah. (She is a native and will be returning to her hometown of Salt Lake City after living “in exile” for 16 years in Colorado.) I was heavily involved in RMR and its events—and I expect to be equally involved with IRPCA, so I am looking forward to meeting all of you!

But enough about me—enjoy this first issue of the reborn *Zeitung*! And please consider contributing to the future of your magazine; details are below. ■

At a time when many PCA Regions are cutting back on—or even eliminating altogether—a printed newsletter, IRPCA has taken a courageous step in the opposite direction.

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.

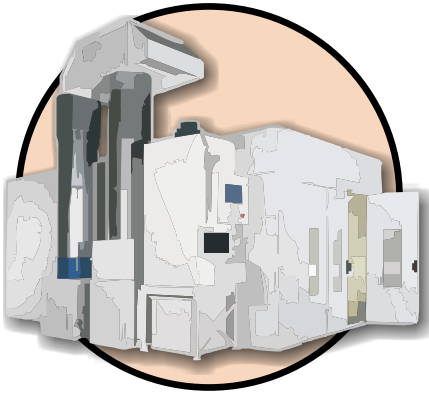
Content and inquiries may be submitted to the *Zeitung* editor at jlr4@cornell.edu. The deadline for submissions is the **10th of the month** prior to issue date.

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

Wasatch Body Shop

46 years of quality and integrity speaks for itself

four reasons why we should be your first choice



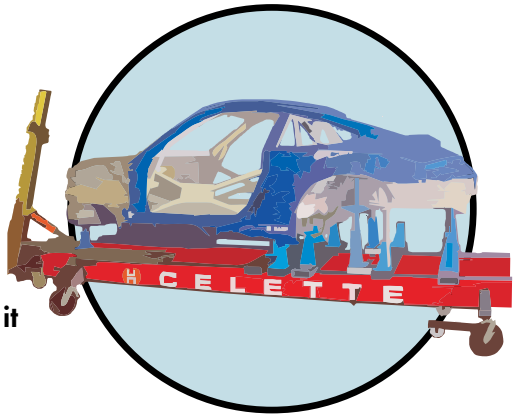
1. **FINISHLINE**

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We're one of the few shops in Utah with a bake-on paint system. It's as close to a factory finish as you can get.

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3. **Liquid Glass**

Nothing protects your Porsche from the elements like Liquid Glass. From acid rain to hard water spotting. A small price to pay for the protection you get.



4.

No car leaves Wasatch without my OK. Every car is treated as if it were my own. Ask the customers who made us their first choice!



373 W American Ave • Salt Lake City, UT 84101
801.322.1728 • www.wasatchautobody.com

IRPCA Autocross Series

the competition continues!

#4 Sat August 11

Utah State Fairpark

155 N 1000 W, SLC

#5 Sun September 16

Maverik Center

3200 S Decker Lake Dr, West Valley City

#6 Sun October 7

Northwest Research

5420 W 2100 S, SLC

All autocrosses are \$20 – *first-time drivers are free!*
Registration open 8-9am, Drivers' meeting 9:45am
Snell M or SA 2005+ helmet required – loaners are available

Contact any of the Autocross Chairs for more information:

Richard Aupperle ■ roadhazard27@yahoo.com ■ 801.647.1315

Roger Bird ■ roger.d.bird@gte.net ■ 801.550.4608

Rodney Salm ■ rodney@aerospacetooling.com

2012
NOVEMBER 8-9-10-11

**ESCAPE
TO THE
OZARKS**



EUREKA SPRINGS, ARKANSAS

Escape is one of the “big” Porsche Club events of the year. Like the Parade, Escape moves around each year and is typically held on the opposite side of the country from the Parade. It is a multi-event weekend, with a national attendance list. While the Parade has a competitive focus, Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship.

November 8-11, Eureka Springs, Arkansas will host the 2012 Escape weekend—billed as “Escape to the Ozarks”—and we are hard at work finalizing plans for a weekend we’re sure you’ll enjoy. The event will consist of banquets, driving tours, drives to local area attractions and a “People’s Choice” car show. There will be free time during the event to allow you to explore area restaurants and culture on your own.

Arkansas, and Northwest Arkansas in particular, is blessed with stunning scenery and some of the best “driving” roads anywhere. Eureka Springs offers a wonderful Ozark Mountain getaway with plenty to see and do in the area. **See you there!**

1985

4 states
5 tracks
19 years
21 Intermountain
Region Club Races

IRPCA held its first Club Race in 1994 and has been racing every year since, including the first-ever Parade race in Portland, OR in 1995. The Intermountain Region has the distinction of holding races in more states (four) and at more tracks (five) than anyone else. Previous races have been held at Las Vegas Motor Speedway's Outside Road Course (NV), Portland International Raceway (OR), LVMS' Superspeedway (NV) and Willow Springs International Raceway (CA). Since 2006, IRPCA has made Miller Motorsports Park the home of its Club Racing program. This June marked the 21st running of an IRPCA Club Race.



intermountain region results

Enduro

Pos	Class	PIC	Num	Driver(s)
2	GTC4	2	93	Mike Doolin
3	GTA1	1	486	Roberto Albarran/Les Long
5	GTC3	1	414	Darrell Troester
8	SP3	1	421	Doug Turnquist
12	F	1	55	Bob Jones
13	F	2	221	Ed Mineau
14	G	1	38	Mark Boschert
18	SP1	3	186	Jeff Bogaard
20	GT5S	1	315	Steve Cleverley
21	GT4R	2	888	Gus Stribakos

Sprint 1

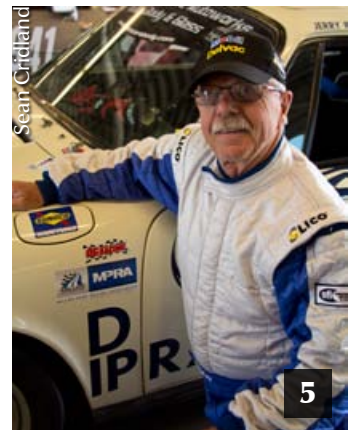
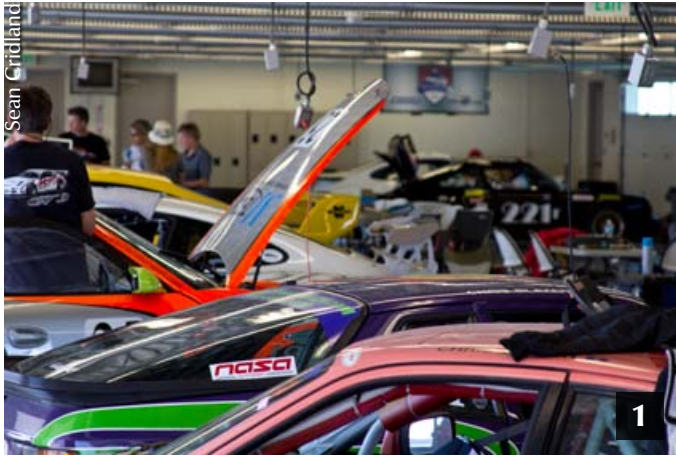
Pos	Class	PIC	Num	Driver
1	GTC4	1	93	Mike Doolin
9	SP3	1	421	Doug Turnquist
10	SP3	2	141	Blake Troester
11	F	1	55	Bob Jones
14	F	2	221	Ed Mineau
16	G	2	156	Steve Brand
17	G	3	38	Mark Boschert
18	H	1	198	Gary Wimmer
20	D	2	111	Jerry Blazek
23	SP1	3	186	Jeff Bogaard
24	GT4R	2	888	Gus Stribakos
25	SP1	4	56	Sam Kapp

Sprint 2

Pos	Class	PIC	Num	Driver
2	GTC3	1	414	Darrell Troester
3	GTA1	1	15	Al Tiley
7	SP3	1	421	Doug Turnquist
9	F	1	55	Bob Jones
11	F	2	221	Ed Mineau
13	D	2	111	Jerry Blazek
16	SP1	3	186	Jeff Bogaard
17	SP1	4	56	Sam Kapp



1: Mike Doolin leads a field of GT3 Cup cars through "The Attitudes" on the first Enduro lap. **2:** The "Winners' Circle" featured a number of IRPCA drivers. **3:** Many racers, including Ed Mineau, doubled as instructors for the Driver Education portion of the event. **4:** Bob Jones finds himself unable to shake Ed Mineau. **5:** Jeff Bogaard fought valiantly in SP1.



1: Miller's Day Garage facilities were quite popular. **2:** Jeff Bogaard divulges top-secret racing strategy. **3:** Doug Turnquist stays ahead of Adam Jaspers (RMR). **4:** Kay Koellner is always a familiar face at the registration table. **5:** Jerry Blazek with his '79 911 SC. **6:** Sam Kapp fights to keep pace during a sprint race. **7:** Darrell Troester relishes the sweet taste of victory. **8:** A pensive Doug Turnquist. **9:** An F-class battle between Bob Jones and Ed Mineau. **10:** Steve Brand managed a second-place finish in G class in Sprint 1. **11:** A pack of cars, led by Mike Doolin, roars through Ecstasy toward the First Attitude.



Eric Schramm/Rennsportfoto.com

6



Sean Cridland

7



Sean Cridland

8



Eric Schramm/Rennsportfoto.com

9



Eric Schramm/Rennsportfoto.com

10



Eric Schramm/Rennsportfoto.com

11

3rd annual
**Amazing
Rally**
and Fall Social

**Saturday
September 8**
start at **Car Concepts**
1130 S Main St, SLC

car staging at 10am

Join us for the Intermountain Region's third annual gimmick rally event, the Amazing Rally! This one-of-a-kind adventure combines a picturesque driving tour with a series of unique and fun challenges. Prizes will be awarded!

Following the rally will be the Fall Social and Dinner at **Strong Porsche**, 1045 S State St, SLC. The social will begin around 5:30pm, so if you can't participate in the rally, plan to join us later!

watch for more details in an upcoming *Porsche*gram coming to your mailbox!
event chair **Bart Blackstock** ■ gbarnton_blackstock@xmission.com ■ 801.556.3192



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Porsche Parade discovers *Life Elevated* in Salt Lake City



Greg Phillips

PORSCHE PARADE



SALT LAKE CITY 2012

My First Parade Richard Elliott

While I waited to pick up my Porsche Boxster S at the dealership, I browsed through some magazines and saw *The Circuit*, the publication of PCA's Grand Prix Region. There I found out about PCA and that I could actually take my car out on the track. A short time later, I went to one of the monthly breakfasts and discovered, "It's not just the cars, it's the people."

After many enjoyable times with the Grand Prix Region, a transfer to Salt Lake City also meant a change to the Intermountain Region of PCA. My

schedule prevented much involvement at the time, but I did attend a dinner at Miller Motorsports Park in 2010. There I heard that the 2012 Porsche Parade was coming to Salt Lake City. Although I didn't know much about Parade, I made a commitment to attend. After all, if they were going to bring the Parade to me, it's the least I could do.

Fast-forward to Sunday, July 8, 2012 and registration at the Little America Hotel. With all the Porsches in the parking lot, I knew I was in the right place. The hotel parking structure was like a car show all by itself! The registration organization was impressive. The people were very helpful and friendly. I was happy to see old friends from the Grand Prix Region

■■■ *continued on page 16*

Previous page: Christian and Kathy Yost's 1956 356C is wishfully equipped on a 100-degree day. **1, 2:** Gail Chase finished 3rd in his autocross class, while Mark Kendell finished 2nd. **3, 4:** Brandon Bowen finished 4th in class in the autocross; Robert Cottle managed 4th. **5:** a reverse-facing view of one of the high country tours. **6, 7:** Debbie Roque and Richard Green each placed 3rd in their autocross classes. **8:** Jim Holmes and Peggy Clark took 2nd in class and 4th in division. **9:** Stan and Pam Jensen's '66 912 was an interesting part of the historic display. **10:** Ed Radford's '63 356 took 2nd in class. **11:** The historic display was a treat for all concurs attendees.



Parade Staff

1



Greg Phillips

2



Parade Staff

3



Greg Phillips

4



Brian Pusey

5



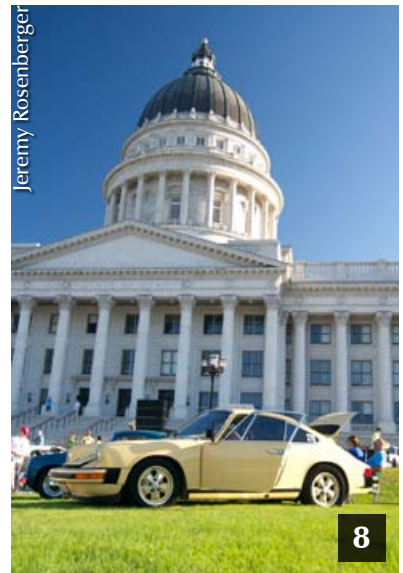
Greg Phillips

6



Parade Staff

7



Jeremy Rosenberger

8



Zana Anderson

9



Zana Anderson

10



Brian Pusey

11



Will Crowther

1: The Parade of Porsches makes its way up State Street to Capitol Hill. **2:** John Hunt dutifully tends his corner at the autocross. **3, 4:** Jeremy Rosenberger finesses his way to a 2nd-place finish in class; Ritesh Dhar came away with 12th. **5:** Gail and Becky Chase enjoying the auto-cross banquet. **6:** This Porsche 991 was signed by racing legends such as Hurley Haywood and David Donohue, among others. **7:** This lake was one of many picturesque scenes taken in by driving tour participants, enhanced here by Brian Pusey's 2007 Cayman S. **8:** Scott Provost maneuvers his 2008 Cayman S to an 8th-in-class finish.



Greg Phillips



Greg Phillips



Greg Phillips



Zana Anderson



Jeremy Rosenberger



Brian Pusey



Greg Phillips



1

Greg Phillips

and to start making new ones. Even though I took the week off, there were simply too many events to take in. Since I have had the chance to see some of Utah's scenery, I left out the driving tours such as the Bonneville Salt Flats and Bear Lake. Certainly the driving tours, in a new city each year, would be the highlight of Porsche Parade in the future.

My guess is that all Porsche owners have a favorite photo or two of their car. The Art Show was my opportunity to show off a couple of favorites. "Queen Mary Concours" received honorable mention, and "Got Salt?," a photo at the Bonneville Salt Flats, was sold, so I not only had fun seeing the amazing diversity of art, but was happy to be recognized as well. From drawings, paintings and photography to jewelry and crafts, there were many ways to show the love of all things Porsche.



2

Brian Pusey

The Welcome Banquet was outside at the Grand American Hotel, in a shaded courtyard. I met people from other Regions and also one of the sponsors, Fast Lane Travel. After seeing the ads in *Porsche Panorama*, it was nice to learn more firsthand. Mark Shevitz kicked off his emcee duties with humor, as he would throughout the rest of the banquets.

It is a special kind of love, or sickness, that is required for Concours



3

1: Robert Barnard finds his way to a 4th-in-class finish in his 2003 Boxster S. **2:** William and Debbie Cooper's (Riesentöter Region) 356 Carrera was the subject of many photos. **3:** The Rennsport driving tour visited the surreal landscape of the Bonneville Salt Flats. **4:** Future autocrosser? Alex Hogge inspects the AX paddock.

d'Elegance. I registered for the Preparation Group because originality is not judged, and also I was not required to thoroughly clean underneath the car. A side benefit of entering the Concours is that I not



Parade Staff

only found out how to access the Boxster engine, but also saw it for the first time. I discovered that Concours can be quite physical; my evidence was the sore back from leaning over the engine for hours and the cuts, scrapes and bruises from trying to force my hands into places they were not meant to go.

With the Boxster prepared for the show, I arrived and found my place on the Capitol

lawn. Some light dusting from the trip, and I was ready to go. As requested, I did not bring a chair or shade from the sun. Happily, there were volunteers in golf carts bringing cold water. In the time before the judges got to my car, I made friends with Cayman owner Paul Czopek from the Yosemite Region and visited with friends from the Grand Prix and Orange Coast Regions. I was happy with my raw score, but I also knew that the bonus points for miles traveled would not be in my favor. No trophy, but thrilled to participate. After the judging, I could get to the really interesting part: checking out all the other cars. The 1952 Glöckler/Porsche was just one of the stunners. There was the RUF 911, the 917 replica, a 356 Spyder, all the race cars and so many more. I was like a kid in a candy store.

The Concours Banquet was packed with enthusiastic Porsche fans dressed in their best attire. The night began with recognition of some of the loyal Porsche Parade attendees. This was the 57th Parade, and they started with all those that had been to five, then ten and kept on going. There were an amazing number of people that have been going to the Parade year after year. One gentleman has been to fifty-four. *Fifty-four!* I'll bet he has a few stories to tell.

The banquet had Dr. Wolfgang Porsche, Hans-Peter Porsche and even one the younger Porsches by the name of Ferdinand. (Where did they come up with *that* name?) When I bought my Porsche, I never thought I would actually see a living Porsche.

I spent most of the Concours banquet talking

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with Steve Lau of the Golden Gate Region. We shared opinions of the new Boxster (loved it) and then broke out Porsche photos like we were proud parents showing off a new baby. If I had known that Steve was going to post the fastest autocross time a couple of days later, I would have been grilling him for pointers instead!

Not only was this my first Parade, it was my first autocross, too. I walked the course before I talked to Steve. I'd been thinking about setting up the corners and apexes. The one thing I remembered was Steve telling me to forget all that; the course is too short. What you pick up in speed, you lose in distance. Just drive the shortest line possible. Somewhere between the plan and the execution, there is a lot to learn. I can now say that I have competed in an autocross. Although it wasn't my original strategy, I have left plenty of room for improvement.

Ben, one of my buddies from work, took the day off to be my navigator for the Gimmick Rally. The "gimmick" was counting all the posted speed signs on the way to the Olympic training facility, Park City and back. "Plus" for the white speed signs and "minus" for the yellow speed reduction signs. And don't forget the "minus" for the percentage grade change signs! I'd never been to the Olympic museum, and that was fun. The drive was spectacular. Ben enjoyed the Porsche acceleration and convertible top-down view of the scenery.

Another first was the beer tasting. I've never really done that before. There I met PCA President Manny Alban, browsed through a collection of PCA Regional magazines and also took in the Parade T-Shirt Competition.

The Autocross Banquet held quite a few surprises. Manny Alban took first place in his class with the Macadamia Metallic Cayman he borrowed from the aforementioned Concours competitor Paul Czopek. I already mentioned that Steve Lau had the lowest time of all competitors; he did it in a borrowed GT3. It appears the secret to success in autocross is to "drive it like you stole it." Or maybe "stole it with



the intention of giving it back." Steve Lau's night just kept getting better—he won a trip to Germany and a Porsche loaner as well. I wonder if he needs a navigator?

"Don't let it rain on my Parade." After nothing but bright, sunny days in Salt Lake City, the rains came on Saturday, July 14th. Still, the Porsches kept lining up in the parking lot south of the Little America Hotel, where they were staged and grouped by model. I walked around in the rain just to see the spectacle.

Big Cottonwood Canyon Tour

Join us for the last tour of the season on **Saturday, August 18** as we return to Big Cottonwood Canyon!

Meet at 9:30am at the Village Inn parking lot at South Towne Center in Sandy (150 W 10600 S). **Drivers' meeting will be at 10:15am sharp.** Along the way, we'll stop to stretch our legs at Silver Lake, and then enjoy a leisurely lunch at the Silver Fork Lodge before concluding the tour around 3:00pm. *Don't miss this scenic autumn drive!*

For more information, contact **Will Crowther**, Tour Chair, at designergenes@comcast.net or 801.558.8114.

As the Parade began, the rain stopped. Many of the tops came down, and the loop from the Capitol building and back was full of honking cars and smiles. What an amazing collection of Porsches.

The Victory Banquet that night was a wonderful send-off. I sat with some Intermountain Region members for the first time. A Vu Nguyen video announced the winner of the PCA Car Raffle; there was also a grand prize of a Porsche Travel Club trip to Germany. Beyond all the wonderful door prizes and great events, I had to admire how much effort this took, and how cheerfully hardworking the volunteers were, that made it all happen.

I know that if I want to have a great conversation with a PCA member, all I have to do is say, "Tell

1: On most of the driving tours, even the parking lots were picturesque! **2:** Tour Master David Rohrer with Zeitung editor Jeremy Rosenberger on the Cottonwood Canyons tour. **3:** Just a little drivers' meeting before a tour commences.

me about your car." With so many events, I know everyone attending the 2012 Porsche Parade in Salt Lake City will have a different story to tell. Now, I also want to say, "Tell me about your Parade." I hope you were there. If not, there's always next year in Traverse City, Michigan.

Tour Master's Log

David Rohrer

5	Days of tours
7	Unique tours
15	Total tours
779	Registered tour Porsches
1,403	Registered tour participants
357,325.8	Tour miles driven

Breathtaking, spectacular, unusual landscape; unforgiving drop-offs; hairpins; boulder climbing; blind swerves and off-camber curves; salt flats and race tracks all became a reality last week as Salt Lake City hosted the 2012 Parade. Not that "breathtaking" and the like don't generally describe the Salt Lake region; I am specifically writing about the driving tours. If you were not fortunate enough to schedule one or two, the word is: You missed out.

Sixteen months ago, I found myself in a popular SLC dining hang with a room full of PCA fingers pointing in my direction. So now I'm the Tour Chair with zero Parade experience. Fortunately, like most of you, I love my Porsche and love driving it. So, with two years of IRPCA experience as Tour Master, an open line of communication to Susan Brown, Parade Chair, and a pile of tours in my back pocket, I proudly accepted the challenge.

The goal: increase tour participation

Although I do sometimes perform solo musical gigs, "solo" would not be the case for the tours. I immediately began enlisting a dozen of the best talent from a group of IRPCA tour veterans. Without their dedication, creativity, problem solving and caring, the tours would not have happened. I also tapped into the Savannah Parade's Tour Chair. Thanks, Bob! "We are expecting big things from the 2012 tours," Susan requested.

The strategy: diversity, predictability, route ownership and safety

I recall the final 15 minutes of our staff meeting a week before Parade: "Let's spend our final minutes exploring and dreaming up worst-case scenarios." I offered, "Fires, construction, lost sheep, storms, fatal



Zana Anderson

2



Zana Anderson

3

PORSCHE PARADE



Intermountain Region members,

What can I say but WOW! Your Region really knows how to host a Parade. The National team may have provided the structure, but the Intermountain Region went out of its way to make the over 1500 Parade-goers feel welcome and entertained. You also signed up for Parade in overwhelming numbers: Eighty-eight entrants and over 180 attendees were from your Region. For most, it was their first Parade, but hopefully not their last.

Your Region's volunteers lugged water and ice, led a multitude of wonderful tours, kept our car washes running, decorated banquet tables, ran safety tech inspections, hosted the 5K, annoyed Saturday shoppers with a traffic-stopping Parade through downtown (I got an e-mail from someone who complained to the mayor—I hit "delete"), and more. You volunteered to run every aspect of Parade.

Members from the Regions close to Traverse City, the site of next year's Parade, were also in attendance, and you were great mentors. I hope you will come on over to Michigan next summer and let them host and entertain you.

From the non-local chairs: THANK YOU!

Susan Brown
Parade Chair

accidents... Let's just anticipate everything."

It's one thing to have a pile of tours in the bag, and another thing to predict whether Mother Nature is on board with the program. At this very time in 2011, five out of the seven unique tours were closed due to weather-related issues such as record snow depths and runoff, and construction. Construction zones in general are predictably rude to us here, but such problems are not unsolvable. "WY 150 is being chip sealed and the road is covered with a thousand sheep," Lt. Col. Beau Rogers, my #1 Guide reports in during the first High Uinta Tour. Hmm... tar and wool? Bhhaadd joke, especially for the concours cars. Presumably, DOT made this decision overnight, as our team had scouted a clean route just days before. They obviously didn't discuss it with the shepherd, either. With options offered during our daily drivers' meetings, the members always form a consensus to dodge the messes. One route change approval comes directly from the top: Dr Wolfgang Porsche.

2012 was also a record year, but for lack of snow and precipitation. Good—well, except for the wildfires that continue to destroy homes while scorching hundreds of thousands of acres of precious terrain. The phone rings. It's Eric Shea, Cayenne Tour Guide and neighbor. "Riverton is up in flames and it's moving in the direction of Butterfield Canyon." The fire crews worked through the week and contained it just before the start of Parade, saving our Cayenne Rennsport route. The Alpine Loop in fact was closed due to the Willow Fire right up to the day before Parade. Although both of these fires were man-made, Mother gave us the nod this year.

So, with amazing terrain assured, and having met the challenge of route design, getting through those routes safely was the remaining concern. We managed to design something for everyone: rocky passes, canyons, alpine lakes, salt flats, race tracks, sage-covered glacially carved valleys and aerial trams. It helps when you have seasoned tour vets willing to take ownership of one or two specific routes. By day two, I observed many tour participants from other Regions stepping in to help. Ownership was not an issue. As members of the largest automobile club in the world, we were in this together. Speaking of



ownership, seeing three columns each with 30+ Porsches cruising down I-15 or I-80 says it all. Safety, although top of mind, only needed a brief explanation of what we were doing, and the members took care of the rest.

The tactics: communication, “just show up,” personal attention and follow-through

When day one finally arrived, I was both amped and gripped at the same time. Goose bumps, lump in throat and sweaty palms. That morning, I admit to putting on one shoe, then leaving the room. My team was ready, the members had all arrived, and the weather forecast looked predictably sunny.

Phones, radios and hand signals were not enough. I found myself rebooting my phone during each tour and burning through radio batteries like they were sparklers on the 4th of July. We quickly caught on to crude, rudimentary hand signals. Ultimately, I discovered that sharing personal moments individually with as many members as I could provided the most enjoyment and rewarding returns.

Why would anyone think their car would not start that first morning? This left us short a guide car. To make things more exciting, let's add the Porsche family: I was flattered and honored to have the family join our Tuesday Alpine Tour to Sundance. I kept repeating what an influential football coach once told me: “They put their britches on the same as you, one leg at a time.” Halfway through the Alpine Loop, I had the chance to turn up the heat and get a little spirited in my '88 M491 Carrera Cab. I found myself glued to my rearview mirror, witnessing the cornering performance of the new 991 piloted by Dr. Porsche and his son, Ferdinand. As I pitched and leaned, repeatedly shouldering my door, rear end intentionally coming unglued more than once, I witnessed behind me the impressive seasoned driving skill, two big grins and the fine engineering of the 991 at work. It appeared to be hovering and not pitching at all in the turns. During a delicious gourmet lunch at the Sundance Redford Center, Detlev von Platen, CEO of Porsche Cars North America, gave me an explanation of the new Porsche Dynamic Chassis Control (PDCC) technology. I must drive one of these soon—amazing!

As planned, the caterers, vendors, volunteers, guides and armies of support

1: Nish Motorsports, which builds and operates the insanely fast Royal Purple “Frankenstein” streamliner, was one of the stops on the “speed” tour. **2:** Kirkham Motorsports, the other stop on the tour, builds replica Shelby Cobras, including this copper-bodied model. **3:** Yet another picture-perfect parking lot, a common sight on the popular driving tours.



followed through on the promise. So, too, did the participation. Like never before, I am told. Looking back, following a couple weeks of unforeseen delays in registration, I get a call from Susan Brown. “The tours are sold out,” she calmly announces. Twelve days in, and we have booked all eleven tours solid, and some over. No sweat, let's add four more. I am certain these would have sold out, too, if they had



been offered on day one. So now I just have to find more guides. Oh, hold on a moment... Specialized Bicycle has just entirely booked Snowbird! No catering, banquet halls, special rooms or parking, nothing for us. Okaaaay, now what? Keep communications open, work the charm, and pray like you mean it.

"So how many are there in a group?" This was a common question. "One hundred and something," I would reply, like I knew what I was talking about. Most regions run tours with around 30 cars. Our largest in recent years was 60-ish. None of us had stitched together 100 cars made up of a first-time-together group. We did hit some rough spots, but after a day or so, we all settled into a pace. The number of guides was my only concern. I could have used twice as many to take the heat off. Fortunately, those I had were pros! By the final days, I had more helpers coming from the rank of participants than I could have imagined. If not already, these will be the tour leaders of tomorrow. My hope is that the experiences will be shared and incorporated into the



Regional and National Parade tours of the future. Parade is now over. I find myself alone and looking for another drive with my many new friends. If you come to SLC, you know whom to call. A special thanks to our team: Bart and Rhonda Blackstock, Beau and Sandra Rogers, Bob and Carole Lapine, Eric Shea, Brian Pusey, Zana Anderson, Doug and Diane Bledsoe, Diane Johnstone, Louis Hogge and Debbie Roque, Kaylee Terry and Will, Wendy and Corey Crowther. Thanks to all PCA members for your comments, camaraderie and participation in the 2012 Parade Tours. Len, good luck next year and give me a call; I'm here to help!

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PORSCHE PARADE



SALT LAKE CITY 2012

intermountain region parade committee chairs

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Car Wash	John Green		Beau Rogers
Driving Tours	David Rohrer	Safety Inspection	Roger Bird
Driver Education	Otto Silva	Transportation	Otto Silva
Local Area Attractions	Vicki Silva	Water/Ice (Local)	Bob Pape
Parade Coordinator (Local)	Will Crowther		

intermountain region parade attendees and results

While Parade is typically well supported by the local Region(s), Intermountain Region members went the extra mile. This year, Parade attendees totaled over 1500, with more than 700 Porsches present. IRPCA members showed up in force, numbering 88 entrants and 60 co-entrants, and along with family members brought a total of 185 attendees and 80 Porsches to participate in the spectacle. Not bad for a Region of around 300 primary members!

Roberto & Charlene **Albarran**, 2002 GT2, 917 Replica

- ▶ Historic display

Jason **Andersen**, 1988 911 Carrera Cabriolet

- ▶ Concours, 3rd in class, 3rd in division

Lynn & Douglas **Anderson**, 1968 912, 1988 944

- ▶ Concours, 1st in class

Zana **Anderson**, 2002 Boxster S

Richard & Greg **Aupperle**, 1984 911 Carrera Targa

- ▶ Autocross, 6th in class (Richard)

Richard **Banks**

Robert & Michele **Barnard**, 2003 Boxster S, 1967 911

- ▶ Autocross, 4th in class (Robert)

Earle & Linda **Bevins**, 1973 911T

Darwin & Jayla **Binek**, 1988 944

Roger & Susan **Bird**, 1974 914, 1985 930

- ▶ Concours, 1st in class
- ▶ Safety Inspection Chair (Roger)

Bart & Rhonda **Blackstock**, 2008 911 Targa 4S

Edmond & Christine **Blais**, 1965 904 Carrera GTS

Douglas & Diane **Bledsoe**, 1996 993 Turbo

- ▶ TSD Rally, 55th in class

1: Members of the Porsche family were special guests on the driving tours. 2: Richard Elliott, attending his first Parade, managed a seventh-place autocross finish.

Greg Phillips



Brandon & Robert **Bowen**, 2000 Carrera 2, 1984 930 Slantnose Cabriolet

- ▶ Art show, 1st in class (x2), 2nd in class, 3rd in class (Brandon)
- ▶ Autocross, 4th in class (Brandon)
- ▶ Concours, 4th in class

Gary & Mignon **Bowen**

Steven & Veronica **Brand**

Jeffrey **Brueningsen**, 1986 944 Turbo

Richard **Buchanan**

Blake **Carlson**

Gail & Becky **Chase**, 1987 911 Carrera

- ▶ Autocross, 3rd in class (Gail)

Larry **Clarkson**, 2000 Boxster S

Steve **Cleverley**, 1974 914

Robert and Carolyn **Cottle**, 1989 911 Carrera 4

- ▶ Autocross, 4th in class

- ▶ TSD Rally, 23rd in class

Will & Corey **Crowther**, 2005 911 Turbo S

- ▶ Local Parade Coordinator (Will)

Stephen & Terri **DeJohn**

Rodney **Derrick** & Jake Greenland, 1984 911

- ▶ Autocross, 1st in class (Rodney)

Ritesh **Dhar**, 2012 Cayman R

- ▶ Autocross, 12th in class

James & Sydnee **Dickson**, 2009 997 Turbo Cabriolet

Michael & Shar **Doolin**



Zana Anderson

Richard **Elliott** & Alana **Jacobs**, 2002 Boxster S

- ▶ Art show, Honorable Mention (Richard)

- ▶ Autocross, 7th in class (Richard)

- ▶ Concours, 2nd in class

Brad & Robin **Farr**, 1979 911SC

- ▶ TSD Rally, 50th in class

Gary **Gottfredson**, 2008 911 Cabriolet

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John & Jaron Green

- ▶ 5K Chair (John)
- ▶ Car Wash Chair (John)

Richard & Jill Green, 1987 944

- ▶ Autocross, 3rd in class (Richard)

Stu & Melissa Hamilton, 1988 924S, 1997 Carrera 4S

- ▶ Autocross, 1st in class (Stu)
- ▶ Concours, 4th in class, 4th in division
- ▶ Tech Quiz, 9th in class (Stu)

Ric Hammond, 2008 Carrera

Douglas & Susan Heffernan, 2007 Cayman S

Rob Hiatt Jr., 1988 928 S4

Louis Hogge & Debbie Roque, 1997 993, 2003 Boxster

- ▶ Autocross, 3rd in class (Debbie)
- ▶ Parade logo design (Debbie)

Jim Holmes & Peggy Clark, 1975 911 S

- ▶ Concours, 2nd in class, 4th in division

Stanley & Pam Jensen, 1966 912

Ted & Jean Jensen, 1990 911 Carrera 2

Wayne & Pat Johnson

Adam Johnston

- ▶ Concours, 6th in class

Diane & Steve Johnstone, 2005 997

Gary Jones & Tammie Dickerson, 2003 911 Carrera 4S

Craig Kellerstrass

Mark & Valerie Kendall, 1991 964

- ▶ Autocross, 2nd in class (Mark)
- ▶ TSD Rally, 19th in class (Mark)

Kay Koellner & John Hunt

- ▶ Banquet Decorations Chair (Kay)

Bob & Carole Lapine, 2006 911 Carrera 4S Cabriolet

- ▶ Parade of Porsches Chair (Bob)

Tim & Claire Martin, 1985 911S Targa

- ▶ Autocross, 9th in class (Tim)

Douglass & Gabrielle Mc Donald, 1970 914-6

Michael Mead

Richard Mead, 2002 Carrera 4 Cabriolet

Jay Moyes, 1973 Carrera RS

- ▶ Concours, 1st in class

Robert Pape, 2007 Cayman

- ▶ Local Water/Ice Chair

Clark & Ann Parkinson

Scott & Dixie Peeler, 1973 911

- ▶ Autocross, 5th in class (Scott)

Beckie & Karl Penman, 2008 997

- ▶ Art show, 2nd in class (Beckie)
- ▶ TSD Rally, 10th in class



Zana Anderson

2



Greg Phillips

3

1: Lance Robert's 1959 356A Super took second in class at the concours d'elegance. **2:** An array of classic 911's at the historic display. **3:** Debbie Roque's autocross performance earned a third-in-class trophy and Bibendum's admiration.

Richard & Sally **Pick**, 2001 911

- ▶ Concours, 6th in class

John **Potter**

Scott **Provost**, 2008 Cayman S

- ▶ Autocross, 8th in class

Brian **Pusey** & Lisa **LaFountain**,
2007 Cayman S

Ed **Radford**, 1963 356 Cabriolet

- ▶ Concours, 2nd in class

Charles **Rich**

William **Richardson** & Scott

Littleworth, 2007 Boxster S

Barry & Terri **Richins**, 1999 911,
1977 911S

William **Rideout**

Lance & Jeff **Robert**

- ▶ Concours, 2nd in class

Henry & Sandra **Rogers**, 2001 996 Turbo

David **Rohrer**, 1988 911

- ▶ Driving Tours Chair

Jeremy & Camilla **Rosenberger**, 2005 Boxster

- ▶ Autocross, 2nd in class (Jeremy)
- ▶ TSD Rally, 3rd in class (Jeremy)

Eric & Peggy **Schanz**, 2002 911 Turbo, 1972 914

Joseph & Judy **Schubert**, 1969 912, 1997 993

James & Barbara **Siddle**, 2007 Boxster

- ▶ Gimmick Rally, 18th in class
- ▶ TSD Rally, 13th in class

Otto & Vicki **Silva**, 2000 Boxster

- ▶ Driver Education Chair (Otto)
- ▶ Local Area Attractions Chair (Vicki)
- ▶ Transportation Chair (Otto)

T & John **Speros**



Greg Phillips

John & Joy **Sundloff**, 1999 Boxster, 2011 Cayenne

- ▶ Golf tournament, 1st place (John & Josh)

Kay **Terry** 2007 911 Carrera Cabriolet

Jim & Carol **Warburton**, 1978 911 Targa

Rob & Ann **Weaver**, 2001 996 Carrera 4 Cabriolet

Jonathan **Weiss**, 2007 911 Turbo

- ▶ Autocross, 6th in class

Bill **Williams** & Luana **Taylor**

Drew **Williams**, 2007 Cayman S

Tracy & Jill **Wimer**

Robert & EJ **Wood**, 2012 Boxster

- ▶ Concours, 3rd in class
- ▶ Tech Quiz, 7th in class (Robert)

Bob & Karen **Woodbury**, 1989 911

- ▶ Autocross, 6th in class (Bob)

- ▶ TSD Rally, 19th in class (Bob)

Christian & Kathy **Yost**, 1965 356



Greg Phillips

See you next year!

Porsche Parade 2013
Traverse City, MI

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1: Stu Hamilton and his Carrera 4S rocket to a first-in-class finish at the autocross. **2:** Roger and Susan Bird took home a first-place trophy for their 1974 914 (appearing on this issue's cover).

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 LeMans, 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



ZEITUNG

The print version of *Zeitung* is published six times per year and is distributed to over 500 IRPCA members 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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It's hard to believe how fast the year is going. Porsche Parade in Salt Lake City, which so many of us have been planning for so long, is now but a memory, though one that will be cherished for some time. We all have our favorite Parade moments. Certainly, dinner on the carrier USS *Midway* was one, at the 2007 Parade in San Diego. The tours and concours of the 2009 Parade in Keystone, Colorado are another. But for me personally, I have to say that the 2012 Parade in Salt Lake City is my favorite. Was it the setting? Partially, though I much prefer mountains to cities. Was it the venue? The Little and Grand America hotels were nice, for sure. But, more than anything else, it really comes down to involvement and the people. I had a tremendously busy Parade for 2012 as your Zone 9 Rep, and that's really what made it my favorite. I just like PCA, its activities, its people, and... oh yeah... the cars!

Touchdown for me in SLC was on pre-Parade Friday. A quick unpacking of the car (filled with enough stuff for a week!), then it was off to my first meeting with the PCA Policy/Bylaws Committee. We started on the project of doing the first update to PCA's bylaws in ten years sometime last January. It's a daunting task. The project includes keeping the spirit and intent of the original bylaws as set out by Bill Sholar in 1955—but accounting for an increase of 62,000 members, a week-long Parade, Club Racing, and committees which couldn't have been conceived in 1955 (or even 2005), let alone predicted and properly organized. But we're getting close and hope to have a final draft ready for the fall.

A little sleep, then it was off to meet briefly with the Executive Council, then back to the room to work on details of the Historic Display I would be chairing during the concours event, then a three-hour meeting with my fellow Zone Reps and a social dinner with them afterward. It was the final time several of us would be with the group, since there are five of us who will reach the end of our terms in January. Then more work on the Historic Display and a couple hours of sleep.

Sunday was up early again, meet with the Executive Council for three hours, National Staff luncheon, another meeting with the EC, then the National Board meeting, and from there straight to the Parade Welcome Party (which was great, by the way: so much fun to connect with everyone again and meet new people, too!). Leave early from the party and work out final details of the Historic Display, includ-

ing writing out all the descriptive panels for the signs. Thank God and Ellen Beck for cheap color printers available at Costco—and especially Ellen for staying up until almost midnight printing the placards for me.

Monday morning I was up at oh-dark-thirty to get the cars offloaded from their transporters and placed on the steps of the Utah State Capitol building. Many thanks to all the people I was able to cajole to get up with me at 4:00am to do this task. Their work contributed to a very fine show of beautiful and priceless Porsches in the Historic Display and made me look very good! After many months of stress, the event came off beautifully and was a centerpiece of the concours. And a mighty big thanks to all the participants, too! We had some great cars on display, all looking beautiful and shiny, and all of great interest. We wound up our part just in time to get in a quick shower and go off to the Presidents' Reception that evening.

Just a few more winks and it was time to get moving for the tour I hosted on Tuesday (with the help of Liz Shaw and Sandra One Feather) to the Nish and Kirkham speed shops. The Nishes are a Bonneville-racer racer family who run a 415+ mph car. The Kirkhams build the finest replica Cobras possible—so much so that Shelby contracts them for fabrication of some of their parts. The tour wound up being a smashing success. In fact, both Nishes and Kirkhams told me later that they had many informal guests throughout the week who dropped by because they had heard how interesting it was.

Wednesday morning was another early one, to help out Liz Shaw (who also was up at 4:00am on Monday to help me push cars around) and Jo Martin with the Michelin Drive and Compare, which they've been chairing for three years now, then later to give away the awards for the PCA Web Site Contest (several of which went to Zone 9 members, including the very first Overall trophy to Kathleen Lennon of AMR!). A little bit of a break on Thursday, and then back at it on Friday and Saturday to help out the Intermountain Region with their Driver Education event at Miller Motorsports Park. Whew!

It seemed like it was non-stop for nine days until leaving on Sunday at 4:00am to come back home to New Mexico, but that's what we PCA people do. It's always more fun to participate! See you soon!

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