

THE INTERMOUNTAIN REGION  
PORSCHE CLUB OF AMERICA

# ZEITUNG

JANUARY / FEBRUARY 2009



## IN THIS ISSUE

Grand Am Pit Tour

Club Racing

Leak Down Test



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# THE DRIVERS SEAT

I generally don't believe in New Years Resolutions. However, a new year does cause a certain amount of introspection... looking back at the last year - looking forward to the next.

While 2008 was a roller coaster ride for my family - it was a great year for the Intermountain Region. We had a lot of fun, well organized events. Our club's volunteers made these events happen. Most of them will be giving their time again this year. So, we can expect another group of outstanding activities this year. Please thank all of our volunteers as often as you can - they do a fantastic job! (many of them are listed in the column on the right)

Another year is here. Last year, I attempted to get the newsletter back on track. Although I was not able to get it published as often as I had hoped, I made steps in that direction.

This year, my goal (or, um...resolution) is to get the Zeitung out more consistently. To do this, I need your help.

As I have a young baby, and teenagers, at home, I will not be able to attend a lot of events this year. Therefore, I need YOU to help out. If you go to an event, email me some pictures. If you get a new Porsche, write to me about your purchase. Generally, if it's Porsche related, send it to me!

I want to thank those of you that provided articles and/or pictures last year. Among the contributors were Otto Silva, Will Crowther, Gail Chase, and Roger Bird.

Also, please support our advertisers - and let them know you saw the ads in the Zeitung. Without their support, this newsletter would not be possible.

Stu Hamilton  
Newsletter Editor

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PCA National  
PO Box 5900  
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## INTERMOUNTAIN REGION

## ZEITUNG

The official magazine of the  
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Porsche Club of America  
3383 Danforth Dr.  
Salt Lake City, UT 84121  
<http://int.pca.org//>

**Editor: Stu Hamilton**  
Zeitung@Fauxsimile.com

**President: Otto Silva**  
Otto@databaseguru.net

**Vice President: Doug Tunquist**  
Doug@Pegasus.us.com

**Secretary: Zana Anderson**  
Zanauilani@Yahoo.com

**Treasurer: Ed Mineau**  
EMineau@Comcast.net

**Membership: Kay Koellner**  
Koelhunt@aros.net

**Rules/Safety: Cory Woolson**  
Woolsons@Wirelessbeehive.com

**Race/DE Liaison: Ed Mineau**  
EMineau@Comcast.net

**Social: Colette Read**  
Colette@Xmission.com

**Historian: Gail Chase**  
Gail\_Chase@Comcast.net

**Autocross: Rodney Salm**  
Rodney@AerospaceTooling.com

**Tours: Will Crowther**  
DesignerGenes@Comcast.net

**Webmaster: Roger Helman**  
RHelman@Gmail.com

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**ON THE COVER: TRG PORSCHE GT-3 AT THE MMP ROLEX GRAND-AM RACE**

## EDITORIAL POLICY

The purpose of the Zeitung is to provide the paid membership with information, articles of interest, and editorials. Any member wishing to submit an article, editorial or rebuttal, is welcome to do so, keeping in mind that all articles will be edited and or refused by the Zeitung editor or an IRPCA officer(s), if it's content is vulgar, or of questionable material. Readers must keep in mind that articles submitted by member's are opinion's only relating to the integrity of the individual not the club as a whole!



## PRESIDENT'S MESSAGE

We have turned our calendars to a new year and the IRPCA Board and I are looking forward to an exciting 2009 year. As always we have tirelessly continued to plan events that are sure to please many of the interest of our region's members. We hope that many of you will participate in our 2009 events and continue to make our Club activities just as fun as they were last year.

Again, involvement is key in your enjoyment of the Club. For those of you who are new to the Club or have perhaps only attended a few of our events, here is a short list of some of the events we will have throughout the year:

**Autocross** is a sport of trying to navigate your car through a defined course of cones usually on a large parking lot, faster than your competition. Autocross courses are set up using soft orange traffic pylons which will not damage your car, but they do melt!!! Events are run at speeds usually between 40-65 MPH, usually in 2nd gear. Autocross is a "performance driving event" and a safe way to learn how to drive your car at its limit. You not only learn how to handle your car at speeds that you drive daily, but you also:

- Gain confidence in your driving ability.
- Learn the limits of your car's brakes
- Learn correct seating, hand, and feet positions
- Learn the limits of your car's tire adhesion

These events are timed and scored for each car class. Awards for the fastest drivers in each class are given out each year at our Holiday Party.

This year we will have a handful of autocross events. For information about these events, please visit our website or speak to our Autocross Chair Rodney Salm or co-chair Darrell Bowman.

**Concours** (pronounced: "Con-Kor") is a competitive car show to see which entry is the cleanest and most original. These types of events, originally called Concours d'Elegance, started in the 1800s when French noblemen would gather socially and compare their horse-drawn carriages. Today, there is a wide range of competition that goes from a simple "wash and show" to national events where every nut and bolt has been polished on the undercarriage. In 2009 our Club plans in participating at the Utah Valley University (UVU) Auto Expo in May and in August at the Concours d'Elegance Car Show whose proceeds go to a local non-profit organization. Both of these events will be held at Thanksgiving Point in Lehi. The Concours d'Elegance Car

Show is chaired this year by one of our Club members Rodney Salm. Let's show the rest of the local Car Clubs how it is done and plan on bringing as many Porsches as possible.

### **High Performance Driver's Education (HPDE or DE) Program:**

A driver's education event is a method for you to learn what it means to drive your Porsche in a high-performance manner. It allows you to learn the basic skills needed to drive fast safely, and to learn your car's response and feedback to your driving input with a skilled instructor familiar with your type of vehicle and at a pace with which you feel comfortable. Driver education events are held at the world renown Miller Motorsports Park racetrack in Tooele. This is the same track used by the nationally televised American LeMans and Rolex Grand Am races. In 2009 we are planning the following DEs:

April 25th - East Track

July 11th - West Track

September 25th, 26th and 27th - Full Track

**Tours** are noncompetitive events where participants join other Porsche enthusiast for a leisurely drive on a "Porsche Road" to an interesting location where you can socialize with other participants. We usually meet together and either have lunch or dinner after the Tour. Tours are a great place to enjoy great scenery (both natural and German engineered). Last year we toured Moab, Nebo Loop, and Jackson Hole to name a few. Please give your 2009 "Tour Suggestions" to our Tours Chair Will Crowther.

### **Socials:**

Social events are arranged at varying times during the year and include Bar-B-Ques, Holiday dinners, board election parties, theater plays, etc. Social events are diverse, so the best way to get involved is to check the calendar of events. Everything you need to know about each particular event is posted there, so you'll never wonder what to wear, what to bring, or if an RSVP or pre-payment is required. Our next social event is our Season Opening Social on February 21st at Lamb's Grill. Please visit our website or contact our Social Chair Colette Read for further details.

### **PCA Club Racing**

The basic structure of Club Racing involves a national PCA Club Racing Committee, the PCA National Office, and the Regions. The PCA Club Racing Committee maintains the Club Racing Rule Book, determines the Licensing Procedures, and oversees all the planning of a Club Race. One or several Regions organize each Race, and have full financial responsibility for their Race. In addition, each licensed racer receives Club Racing's official bimonthly publication called the Club Racing News. The Club Racing Program is also grateful for the tremendous support of our National Sponsors.

The PCA National Office provides administrative support and establishes/maintains all activities associated with the national licensing of Club Racers. Licensing questions should be directed to Susan Shire at [ClubRace@pca.org](mailto:ClubRace@pca.org) In addition, the National Committee includes a group of Chief Stewards, Chief Scrutineers and National Time Techs. One or more of each of these groups is assigned to each Club Race, and the assigned individuals function as the chief operating officials for that race.

Club Racing was established around several guiding principles. First, there should be a class for all Porsche sports cars, including both street and modified cars. Second, the racing is to be fun, safe, and clean. This principle is embodied in the strict enforcement of the "13/13 Rule", which provides for immediate sanctions against any driver at fault in any incident involving car damage. Third, the organization and operation of Club Races is to be uniform, so that any racer may attend any Club Race and know exactly what to expect.

It is the combination of national rules, national licensing, the national committee, and the enthusiastic and dedicated host Region personnel that has allowed Club Racing to build a strong racing program while rigorously adhering to these principles. Further, it is the belief of the PCA Executive Council and all those involved with Club Racing that continued adherence to these principles is the basis for continuing success in the future. Last year we had racers from as far as Alberta Canada come to our event. Some of our local racers received the following awards at our September race (from a field of 80+ racers):

*Rookie Racer - Al Tiley '01 911 GT3*

*Novice Racer - Todd Imwold '83 944*

*Worker's Choice Award, Race Group 3 - Darrell Troester '88 944 Turbo*

As you can see, we have something for everyone. Ranging from leisure drives and social events to adrenalin-filled push-your-Porsche to the max events. Please visit our website [int.pca.org](http://int.pca.org) for dates, maps and further details.

Sincerely,

Otto Silva  
IRPCA President



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**Myth:** Street gasoline with oxygenates is junk

**Fact:** Street gasoline of today, especially in California, is the best performance gasolines next to racing gasoline.

**Myth:** I buy premium grade gasoline because it has more and better additives to keep my injectors and valves clean.

**Fact:** All gasoline sold in the U.S. are required by law to contain an additive that will keep injectors and valves clean.

**Myth:** The octane requirement for my engine is always the same.

**Fact:** Operating conditions like air temperature, barometric pressure, humidity, and coolant temperature have an impact on engine octane requirements.

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# JACKSON HOLE TOUR

BY WILL CROWTHER



We drove I-80 East, heading for Jackson Hole, Wyoming. We had three days and two nights to play and we all clearly intended to have fun. We were three cars: Barry and Terri Richins, in their 911 turbo, Gail and Becky Chase in their 911 Targa, and Will and Wendy Crowther in their 911 turbo.

We stopped in Evanston for gas and treats, and then drove on to Garden City, Utah for lunch on Bear Lake. Mmmm ... raspberry shakes !

"Tour Central" in Jackson was a set of downtown hotels across the street from one another. Walking around town sight seeing and finding great restaurants in the small but sophisticated (in a Cowboy sort of way) city was just too easy. While deciding what to do with each hour that weekend was simple given our numbers, we'd have appreciated more members even if it meant more organization.

The roads around Jackson, the Tetons, and Yellowstone were meant for Porsches. Even "always observing all national and local speed limits," we could feel the cars caressing the mountain curves while we enjoyed the vistas. Here are the photos that tell our story: enjoying a leisurely lunch with the Grand Tetons as background, while watching for moose and bear in the meadow land between; hanging around to catch Old Faithful geyser go off one more time (Hint: have a cocktail in the Lodge to "kill" the time.); and just enjoying breakfast in a beautiful lodge restaurant high outside Jackson on the way to the parks.



# 2008 TRG PIT TOUR



On Saturday September 21st The Intermountain Region Porsche Club of America club was privileged to receive a "behind the scenes" tour of The Racer's Group (TRG) garage. This tour took place at season ending race of the 2008 Rolex Grand Am Series at Miller Motorsports Park. Intermountain Porsche Club of America members were treated to an unbelievable "how its done" tour. We were able to climb the transporter and see where the cars rest while in route to their race destination. We received a detailed explanation of how the team comes together for these unbelievable events. We were also introduced to two of the TRG pro drivers - #39 Duncan Ende

and #41 Scott Schroeder. These two young and talented drivers were kind enough to impart some of their valuable time with us telling us how they got involved in racing and how they joined their winning team. Overall, it was a VIP treatment that we'll remember for many years to come. It was so cool to see what a well oiled machine TRG runs and the emphasis they place in "us" the fans. We all left well informed and pumped to see these guys become racing legends.

A big thanks to Sean Nesbitt and Jason Myers for orchestrating and bringing to pass this amazing tour event.

The TRG team fields cars in both the headlining Rolex Grand Am series, and the supporting Koni Challenge Series.

In Grand Am, the No. 67 Porsche GT3 team of Tim George Jr., Andy Lally and Patrick Long finished third, scoring the team's eighth podium result of the season. The result allowed George to clinch the MESCO Building for the Future Rookie of the

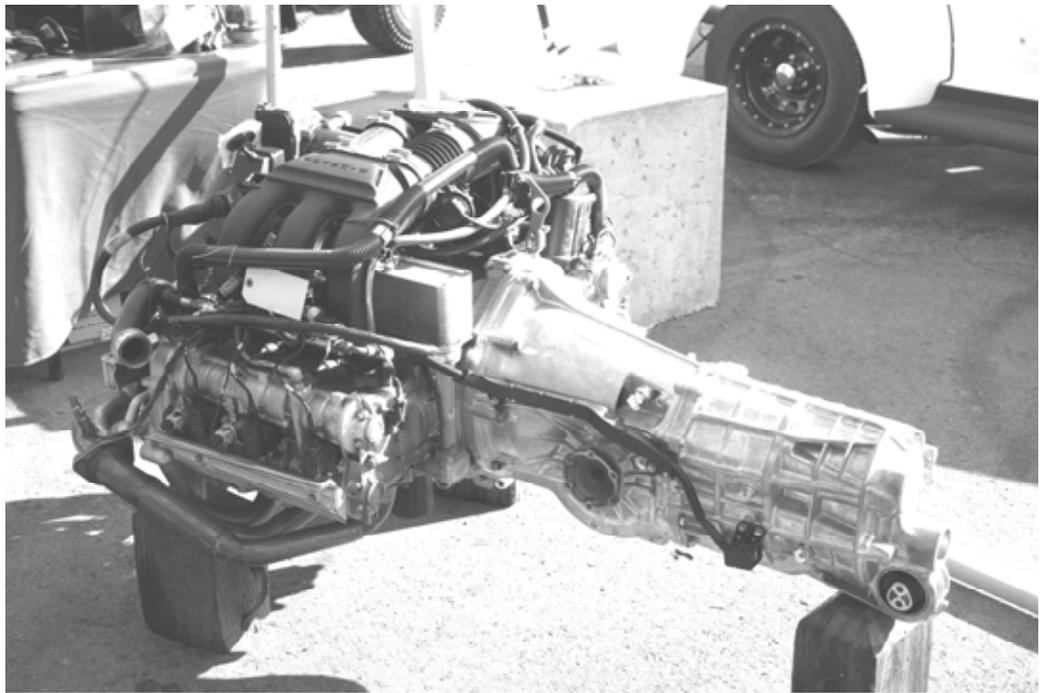


Year Award.

"I'm excited to lock up Rookie of the Year," George said. "It's a great way to increase my momentum going into my ARCA program with TRG Motorsports. It was really awesome to be running with Pat Long and Andy Lally here. The team did a great job. We had a couple of deals with the tires at the end, but it was a sweet run."

In the Koni Challenge, No. 39 Carlsen Porsche 997 co-drivers Duncan Ende and Spencer Pumpelly battled all the way from the back of the field to score a hard-earned podium result.

Meanwhile, the No. 41 Carlsen Porsche/Cohen Financial Porsche 997 co-drivers Andy Lally and Scott Schroeder missed out on what would have likely been their second victory of the season due to a mechanical failure.



# LEAK-DOWN TEST

BY ROGER BIRD

---

What's the one thing you can do to get an indication of the overall health of your engine?

What is the most inexpensive diagnostic test available that can be performed in just an hour or so? Best of all, what is easy to do and can be done by most people with a minimum investment in time and equipment. Good guess, it's a leak-down test.

So, what's a leak-down test? The short answer is, it's a test where you charge each cylinder with compressed air at about 100 p.s.i. while that cylinder is in the compression stroke and by observing a pressure gauge see how well your heads, piston rings, intake and exhaust valves are doing at keeping the air inside the cylinder where it belongs.

If you hear air escaping into the intake manifold, you probably have a bad intake valve or one that is out of adjustment. If air is coming out the exhaust pipe, then the culprit is a leaking, exhaust valve that is either bad or in need of adjustment. If you hear air going into the case, your piston rings may be worn and in need of replacement. The other factor may be air coming out between the cylinder and the head indicating a bad seal due to loose case studs or a burned cylinder head.

A good time to do a leak-down test is when you're changing your spark plugs. You need all the plugs removed in order to perform this test with a minimum of effort. The other necessary items are a small air compressor capable of producing about 100 psi, a standard compression tester with the one-way air valve in the tip removed and a simple flow through adjustable pressure gauge. Not counting the cost of a compressor the air meter and compression tester can be purchased for about \$50.00

If your still reading this then we've got your interest and will give you the step by step instructions for performing your test. If you prefer to have a local shop do your work ask about a leak-down test during your next scheduled service. I am using a 911 in this example, but the procedure in the same for any engine, the only difference being how you rotate the engine and how you identify the timing marks on the pulley and distributor.

First, make sure the car is parked on a level surface with the emergency brake set, the wheels blocked and the transmission in neutral. Remove all the plug wires and pull all your spark plugs out. Examine each plug for signs of engine wear. Keep them in order by cylinder number so you can compare what you see during your test with the observed condition of each plug.

Next, remove the distributor cap. Using a 24 mm socket on the upper pulley nut, rotate the engine clockwise until the rotor is pointing at the mark on the distributor, which designates No. 1 cylinder. The lower crankshaft pulley mark should also now be lined up with the split in the case. (Note: never rotate the engine backwards or counter-clockwise as this will cause damage to the cam timing chains.)

Now thread the compression test hose with the one-way valve removed into the No. 1 cylinder. Have a helper hold the engine in place using the socket wrench on the upper pulley and your Porsche pulley wrench most of us have in order to change fan belts. Most of the time this is not necessary but you don't want the compressed air to spin the engine in either direction.

You are now ready to connect the in-line air gauge regulator set at 100 p.s.i. to the compression test hose attached to the cylinder. Slowly open the valve and charge the cylinder with air. Observe the gauge and see how much air pressure is lost. If the gauge drops anywhere from 3-5 p.s.i this indicates that cylinder has good valves and rings and is comparable to a new motor. An engine in good condition should show a 10 p.s.i. drop or less. 10 to 20 p.s.i. indicates some wear. 30 p.s.i. or more indicates you may have a problem and should address it sooner than later.

Repeat the procedure for each cylinder following the firing order (1,6,2,4,3,5) by rotating the engine using the socket

*(Continued on page 17)*

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(Continued from page 12)

wrench until the firing mark on the lower pulley lines up with the split in the case. The rotor will move to the next firing position and the lower pulley will turn about 120 degrees. The marks on the lower pulley can be hard to see but they are there.

If you get a cylinder that drops more than 10-20 p.s.i, pay close attention to where you hear the air escaping, from. Is it coming from in between the head and the cylinder? Or, is it escaping into the intake manifold, exhaust system or into the case. Now, examine the spark plug from that

cylinder to see if the condition of the plug matches what you're seeing from the test. You now have a good indication of what's happening inside each cylinder and if you have any worn parts or perhaps need a valve adjustment.

At this point, you can install the new plugs, reconnect the plug wires and drive with the knowledge that your engine is in great shape if all cylinders indicated good readings. If you had a low reading on one or more cylinders you can pursue any necessary adjustments or repairs and hopefully avoid more costly problems in the future.

If any club members want to perform this test on their cars, I would be happy to set up a Saturday and assist you using my equipment. If you choose not to attempt this yourself, remember to inquire about having it done during your next scheduled service. Performing a leak-down test on an engine with some miles on it is probably the best investment you can make to possibly avoid future problems down the road. And, after all, the added piece of mind you'll have from knowing the condition of your engine will surely enhance the experience of driving your Porsche.

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# PORSCHE AND FINANCE

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The following was written by Ivan Krstić, and posted on his blog at Radian.org.

Thanks to Scott Parkinson for flagging it to the Club

## How Porsche hacked the financial system and made a killing

January 7, 2009 at 7:32 pm



Adolf Merckle, one of the world's richest men, committed suicide yesterday by throwing himself under a train, Bloomberg reports. Financial difficulties, and particularly great losses he suffered on Volkswagen stock, are being cited as the key reason he ended his life:

[Merckle's company] VEM was caught in a so-called short squeeze after betting Wolfsburg, Germany-based Volkswagen's stock would fall. Merckle lost at least 500 million euros on the bets on VW stock, people familiar said on Nov. 18. VEM lost "low three-digit million euros" on VW stock, the company said in November.

A "short squeeze" sounds inconspicuous enough; you wouldn't tell it by Bloomberg's language, but Merckle's Volkswagen bet lost out to one of the most masterful hacks of the financial system in history.

For those of us who don't live and breathe finance, this is that story.



In 1931, Austro-Hungarian engineer Ferdinand Porsche started a German company in his own name. It offered car design consulting services, and was not a car manufacturer itself until it produced the Type 64 in 1939. But things got interesting for Porsche long before then.

In 1933, he was approached by none other than Adolf Hitler, who commissioned a car designed for the German masses. Porsche accepted, and the result was the iconic Beetle, manufactured under the Volkswagen (lit. "people's car") brand. Today, Porsche's company is one of the world's premier luxury car brands, while Volkswagen (VW) is itself the world's third-largest auto maker after General Motors and Toyota.

Three years ago, Volkswagen found itself fearing a foreign takeover. Porsche, the company, decided to step in and start buying VW stock ostensibly to protect the landmark brand, widely fueling market expectations that it would eventually buy Volkswagen outright. Of course, this isn't quite what came to pass.

For three years, Porsche kept accumulating VW stock without telling anyone how much it owned. Every time it purchased more, the amount of free-floating VW stock would decrease, driving the stock price up slightly; your basic supply and demand at work. Eventually the share price became high enough that, to outside observers, it wouldn't have made any sense for Porsche to buy Volkswagen. It would simply have cost too much.

To explain what happened next, I'm going to first tell you about a financial maneuver called shorting.



At any given point, only a certain amount of a publicly traded company's stock is floating freely in the market. The rest is held in various portfolios, funds, and investment vehicles. Now, everyone's familiar with the basic idea behind the stock market: you buy stock when it costs little, and you sell it when it costs a lot, profiting on the difference.

*(Continued on page 20)*

# Intermountain Region High Performance Drivers' Education Miller Motorsport Park

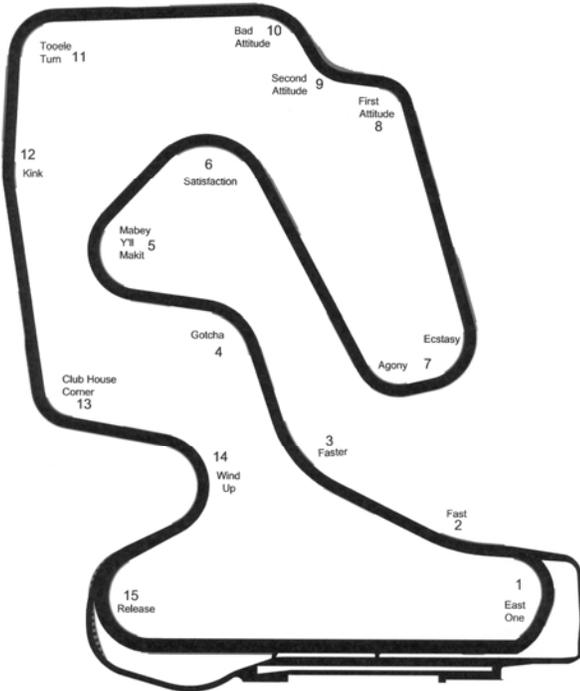
Space is often limited. Sign up early to reserve your spot.

Watch the website for sign-up information and registration forms. <http://Int.PCA.org/>

## 2009 Schedule



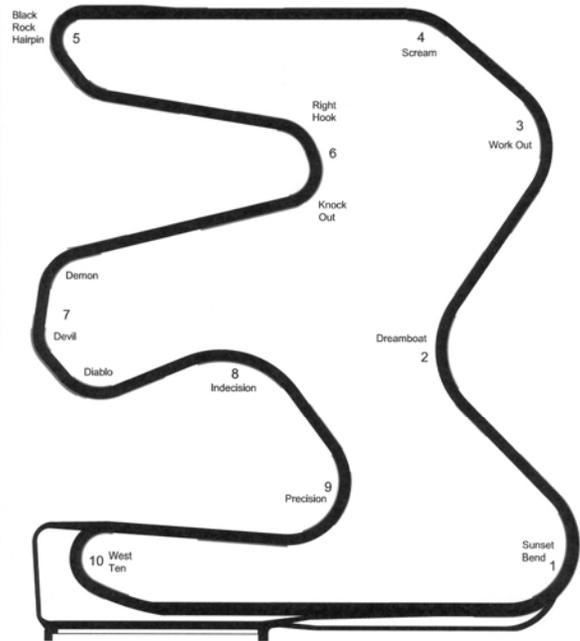
MILLER MOTORSPORTS PARK - EAST COURSE



East Track - Saturday, April 25

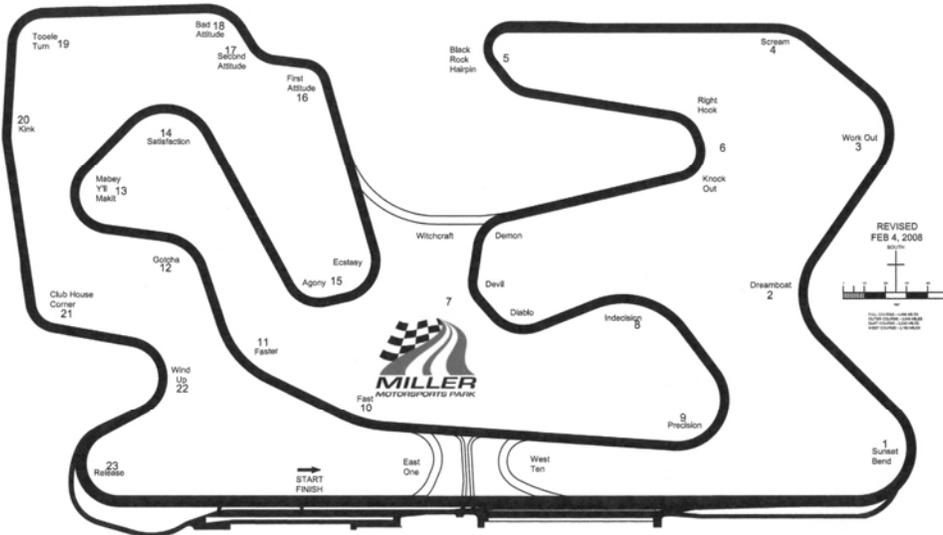


MILLER MOTORSPORTS PARK - WEST COURSE



West Track - Saturday, July 11

MILLER MOTORSPORTS PARK



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(Continued from page 18)

But that assumes a company's value is going to increase. What if, instead of betting a company will go up, you want to make money betting the company will go down? You can — by selling stock you don't own. Say you borrow a certain amount of stock from someone who already owns it. You pay a fixed fee for borrowing the stock, and you sign a contract saying you will return exactly the same amount of stock you took after some amount of time. So, you might borrow a thousand shares of Apple stock from me (I don't actually own any, but play along), pay me \$100 for the privilege, and sign an obligation to return my stock in 3 months. At the time, Apple stock is worth \$10 per share.

After you borrow the stock, you immediately sell it. At \$10 a share, you get \$10,000. Two and a half months later, another rumor about Steve Jobs' health sends AAPL crashing to only \$6 per share for a few hours, so you buy a thousand shares, costing you \$6,000. You give me back those shares. Because you successfully bet the company would go down in value, you earned \$4,000 minus the borrowing fee. This is called short-selling or shorting the stock, and the downside is obvious: if your bet was wrong, you would have lost money buying back the shares that you have to return to your lender.



Now things get kinky.

When Volkswagen's share price exceeded the point where it made sense for Porsche to buy the company, a number of hedge funds realized that Volkswagen shares have nowhere to go but down. With Porsche out of the picture, there was simply no reason for VW to keep going up, and the funds were willing to bet on it. So they shorted huge amounts of VW stock, borrowing it from existing owners and selling it into circulation, waiting for the price drop they considered inevitable.

Porsche anticipated exactly this situation and promptly bought up much of these borrowed VW shares that the funds were selling. Do you see where this is going? Analysts did. According to *The Economist*, Adam Jonas from Morgan Stanley warned clients not to play "billionaire's poker" against Porsche. Porsche denied any foul play, saying it wasn't doing anything unusual.

But then, last October 26th, they stepped forward and bared their portfolio: through a combination of stock and options, they owned 75% of Volkswagen, which is almost all the company's circulating stock. (The remainder is tied up in funds that cannot easily release it.)

To put it mildly, the numbers scared the living hell out of the hedge funds: if they didn't immediately buy back the Volkswagen stock they were shorting, there *might not be* any left to buy later, and it *isn't their stock* — they have to return it to someone. If their only option is thus to buy the VW stock from Porsche, then the miracle of supply and demand will hit again, and Porsche can ask for whatever price it wants per VW share — twenty times their value, a hundred times their value — because there's no other place to buy. They're the only game in town. And that, my friends, is called a short squeeze.



Porsche's ownership disclosure sent the hedge funds on such a flurry of purchases for any Volkswagen stock still in circulation that the VW share price jumped from below €200 to over €1000 at one point on October 28th, making Volkswagen for a brief time the world's most valuable company by market cap.

On paper, Porsche made between €30–40 *billion* in the affair. Once all is said and done, the actual profit is closer to some €6–12 billion. To put those numbers in perspective, Porsche's revenue for the whole year of 2006 was a bit over €7 billion.

Porsche's move took three years of careful maneuvering. It was darkly brilliant, a wealth transfer ingeniously conceived like few we've ever seen. Betting the right way, Porsche roiled the financial markets and took the hedge funds for a fortune.

Betting the wrong way, Adolf Merckle took his life.



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# CLUB RACING

BY OTTO SILVA



In September, 2007, I had the chance to receive my PCA race competition license. For those of you who have ever wondered how on Earth one goes about getting a PCA race license, let me tell you my story...

It all began when I attended my first DE event at Miller Motorsports Park. You see, I am one of those guys who read post after forum post found in every PCA site I could get my hands on regarding track events. I learned that I needed an SA2000 or newer helmet. So being the logical nerd that I am, I purchased one. Well, since I had a brand new helmet, I just had to buy a set of professional race shoes to match (I can picture you nodding your head in total approval). I searched far and wide for the perfect 100% cotton long sleeve t-shirt required at the time for DE, purchased a brand new set of tires for my Boxster, performed a full Concourse-like detail and then headed to the track.

My first DE event was the most addicting thing I had ever done. I had a phenomenal on-the-track instructor - Jeff Blonder. Yes, the same Jeff that runs Lapping Days at MMP and other tracks. Jeff drove my car for the first couple of laps during my first session. I knew my Boxster could corner and accelerate very fast. However, Jeff drove it like it was on rails. He was safe, swift and for some reason it appeared as if he had previously driven my car by the way he drove it so easily. Jeff got me so pumped that I could think of nothing more than on how to get back to the track ASAP.

Next I attended a Lapping Days event. Where I met my second instructor Jerry Blazek. Jerry was just as methodical as Jeff however, Jerry talked to me about Club Racing. Before I knew it, I found myself attending and being part of the IRPCA DE Committee. I know what you are thinking.. "What a sucker!". I must tell you that being involved with the DE Committee folks gave me an unbelievable insight on how much work and effort it takes to put together these addicting events. After learning that most Club Racers came through the DE route, I went to the PCA site to get the details on getting a PCA Race license. The site address is <http://www.pca.org/clubrace/docs/forms.htm>. One of the forms on the site taught me that I needed to get a minimum of 12 full day DE's to obtain a sign-off - Certification of Experience & Ability from our region's Chief Driving Instructor. Please note that these sign-offs are not given lightly or arbitrarily. You must have valid proof that you attended all 12 DE's and that you were signed off to drive solo by a PCA instructor.

After getting 12 DE's within 24 months under my belt (I recommend that you do more than 12 track events). I went back to the PCA website and printed the application forms. I scheduled a physical with my physician and had him sign part of the application, attached a \$75 check and sent it to PCA Club Racing.

Somewhere along the process, I decided that I was not about to tear my Boxster apart and turn it into a full fledged racer. So like many Club Racers, I opted to purchase a dedicated Porsche race car. I will write about the steps to do this on a future article.

By the time I applied for a race license, I found myself running in the advanced group with soon-to-be fellow Club Racers. This experience was very useful during my 1st Club Race. I say this, because it gave me the presence of mind to get out of the way when fast drivers like Carl Buckland came from nowhere and passed me like I was standing still.

Once my application was received, it was reviewed and verified by PCA Club Racing. Yes, they called Bob Jones and asked him to vouch for me. I received the go ahead to participate in my first Club Race at MMP. The experience was incredible. Some of the drivers were so fast! My supporting team was there to help me get through it to the best of my ability. Jerry Blazek was a superb mentor. He and many others advised me in every aspect of the race prep from helping me chose the correct driving suit to minute details like "don't forget to shift". You see, both Jerry and the National Race Steward both warned me to not blow my engine during the rolling start. What happens is that you get overwhelmed by the noise and you can become a victim of sensory overload to the point that the most basic of driving skills escape your brain. Jerry was behind me during the rolling start, when the green flag went up all of the race cars accelerated like the drivers in the game "Crazy Taxi". Jerry kept yelling "shift Otto, shift!" and when the nose of my car went down as the rev limiter killed power to my engine, Jerry passed me on my right. At that moment I snapped out the daze I was in and chased him like he owed me money.

Needless to say, I made it through the weekend safe and sound -- just like my mentor said I would. I became acquainted with fellow Club Racers from several states and at the end of the weekend was awarded the "National Race Steward Rookie Award" -- just like Jerry Blazek did when he first started racing.

I really couldn't have done it with out the help of Jeff Blonder, Tim Martin, Jerry Blazek, Darrel Troester, Ed Mineau, Tim Adams, Stu Hamilton, Bob Read, Bob Jones and many others who either instructed me or mentored me in one way or another towards attaining my PCA Race license and purchasing a Race car.

For those of you who are seriously considering getting a Club Race License, **JUST DO IT**. It will be an accomplishment to be proud of for years to come.

Otto Silva  
IRPCA Club Racer



## **BRUMOS RACING SCORES HISTORIC ROLEX 24 WIN WITH PORSCHE RILEY; TRG PORSCHE 911 GT3 CUPS TAKE ONE-TWO IN GT**

DAYTONA BEACH, Florida – January 25 – On the 40th anniversary of his father's victory at the Rolex 24 Hours at Daytona, David Donohue drove a gripping last hour of the 2009 sports car classic to pass, and then hold off, former Formula 1 champion and NASCAR star Juan Pablo Montoya to score an overall win for him and his teammates Antonio Garcia, Darren Law and Buddy Rice in the Brumos Porsche Riley prototype at Daytona International Speedway. It was the closest finish in the 47-year history of the Rolex 24, with Donohue edging Montoya by 17-hundredths of a second. In fact, with four cars finishing within eight seconds of the leader, this year's finish will be hard to beat. The Brumos Racing team Porsche Riley of Joao Barbosa/Hurley Haywood /JC France/TerryBrocheller finished third after contesting the race late into the event.

Porsche's perfect day was completed when the TRG Porsche 911 GT3 Cup racer won the GT class of the Rolex 24 by a lap over TRG Porsche teammates. Porsche also took third in GT, with the Wright Motorsports Porsche 911 GT3 Cup car. The Brumos Porsche team win was significant for many reasons, including:

- The first overall win for Porsche since 2003 (The Racer's Group Porsche 911 GT3 RS), and the first overall win for Brumos Racing since 1978 (Porsche 935).
- The first win for a Porsche entered in the overall class since 1995 (Kremer – Porsche K8).
- First win for the Porsche 911-based 3.99-liter Grand-Am race engine.
- Brumos Racing's first Daytona prototype win since 2003 (Mont Tremblant) Porsche prototypes led 500 of the 735 laps.

An elated Donohue, who scored his first overall 24-hour win, said "We were rock-solid when we got here, and we never touched the car once it rolled off the trailer. From fastest in practice in the winter test to qualifying on the pole for the race, we were set for a good event, and my teammates did the rest. This was really great."

The Crown Royal Penske Porsche Riley led much of the early part of the race, including the overnight hours, until the transmission broke as the sun came up on Sunday. The Penske Racing crew replaced the gearbox but lost 15 laps in the process, and ended up finishing sixth overall.

In the GT class, the Farnbacher Loles Racing Porsche 911 GT3 Cup cars were also fast, leading the class for many hours until mechanical ills beset them, especially the #86 racer, which finished fifth, and the #87 Porsche, which finished eighth.

TRG team owner Kevin Buckler, who has an overall win and a class win at Daytona to his credit, said this GT victory was as rewarding as his overall victory in 2003. "This effort from all the guys at the shop, the drivers, and our partners make this very sweet. The Porsches ran great all weekend, and it was a great win. It's nice to have people working with you that are both talented and personable," said Buckler.

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# FOLLOW ME

BY STU HAMILTON

Most of us learned the same things in High School Drivers' Ed. One of the things discussed was the proper following distance.

The rule taught for many years was "a car length for every 10mph." The rule taught in Drivers' Ed was later changed to "the two second rule". Following two seconds behind a car actually yields about 1 1/2 car lengths per 10 mph. The increased distance is an extra safety factor.

So what is the point of these rules? Can following at this distance guarantee you won't have an accident? Is it realistic to follow 2 seconds (176 ft, 59 yards, or 10 car lengths) behind a vehicle in 70 mph rush hour traffic? Who came up with this rule anyway?

Part of the change behind the 10mph to 2-second rule was an admission that most of us have a hard time distinguishing between 5 car lengths and 7. More importantly, we became to understand human behavior - and reaction times - better.

Many studies have been done on reaction times. They all came to similar conclusions. When people are exposed to something, it takes a moment for the mind to consciously register. When it is expected - like a sprinter's reaction to the starting gun - the reaction time is measured in fractions of a second. However, when unexpected occurs, it takes significantly longer for the human body to consciously react.

In a motor vehicle, we are faced with hundreds of sensory inputs at the same time... other cars are moving - speeding up, braking, changing lanes; stoplights are changing; pedestrians are walking; snow may be falling; windshield wipers back and forth; leaves or trash blowing in the street; horns are honking; sirens blaring; songs on the radio; passengers talking; cell phones ringing.... Only some of those are threats to our safe driving. Others are merely distracting. Our mind has to process it all, and filter out what is important. Once filtered, our conscious mind becomes aware of the threat. It then has to decide on a reaction to the threat, and take action.

In high school, we were also taught defensive driving. Defensive driving focuses on our reactions to a threat. By constantly evaluating the environment, we can significantly reduce our reaction times. We constantly ask ourselves "What will I do if this car swerves into my lane?", "What will I do if this car pulls out in front of me". This helps us in two ways. First, it gets our mind focused on driving. Second, we are making a conscious selection. We decide where we THINK our biggest threat is. We then focus our attention in that area. This allows us to assume the role of the sprinter - we are focusing, waiting for the event, and ready to react - our reaction can be reduced to fractions of a second.

This is a great help to us if, in fact, the car in the next lane does swerve. However, we are still in a car travelling at 60 mph... the biggest threat to an accident is often unrealized, and in front of us... Hence the logic of the two second rule. While we are focusing on that car next to us, we can be surprised by something in front. Therefore, we need to allow time for our subconscious to do the filtering.

While we focus on the erratic driver in the next lane, the truck in front of us drives over a piece of newspaper and sucks it into the air.... Over the next bump, his toolbox falls off the back... Obviously, only one of two is a threat, and it takes time for our mind to decide which is which.

While some of us may be more alert than others, the variance is small enough that a standard of 1.5 seconds is applied uniformly by accident investigators and accident reconstructionists. During this 1.5 seconds, we recognize the event, classify it as a threat, and decide what action to take. At 60 mph, our car will travel 132 ft in 1.5 seconds.

Now that we have decided to apply the brakes to avoid the toolbox, we need to do so. To move our foot and apply the brake - and the time it takes for the brakes to engage - takes approximately 0.3 seconds. This lets our car travel an additional 27 ft.

A modern car can stop from 60mph in less than 125 ft. (105ft. For a Boxster or Carrera, 115ft for a Cayenne).

Add this together, and you get 274 feet!

So why the two second rule (176 ft)? This is an excellent rule if the car in front of you slams on his brakes. In this case, he/she will travel an additional 120 ft while he stops, giving you extra distance to stop. In other words, the 2 seconds gives you time to react - but not time to stop. However, if you are travelling closer than 1.8 seconds, you will not have time to react, and are putting yourself at risk of an accident.

If you are following a car/truck with a questionable load (like that toolbox), give yourself an EXTRA 1 1/2 seconds.

Even with a well maintained car in front, you may not be safe following at 2 seconds. A truck or SUV may clear that alternator in the road, while your Porsche may not (don't ask me how I know - or how much it costs for a new oil pan...).

To apply the 2 second rule, simply watch the car in front. As it passes a seam in the pavement, street sign, shadow, or other marker - start counting.... "one thousand, one, one thousand, two". If you get to the marker before "two", you need to increase the following distance.

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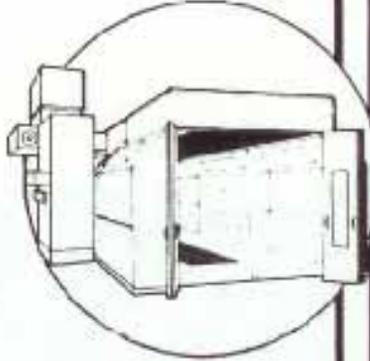
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