

2011
Conference Info



THE INTERIOR ANGLE

KAPS 2011

WINTER 2011 ISSUE

JANUARY 2011 • KENTUCKY ASSOCIATION OF PROFESSIONAL SURVEYORS • ISSUE 1

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BRIAN COX, PLS

Phone # 859-781-3518 - Email coxpls@insightbb.com
Kentucky Association of Professional Surveyors
124 WALNUT STREET • FRANKFORT, KENTUCKY 40601

From the President's Desk

HAPPY NEW YEAR,

I hope this year will be better than the last, and that your health will continue. I want to thank everyone who made this past year a joy to me and helped me with my Presidency. I also want to encourage everyone to get involved with KAPS, without you we won't go far.

Ah yes, let's take a look at where we've been to

see better where we're going. Since Feb of 2010, we've helped get KRS 322 (minimum standards) re-written & passed, we've held our most successful golf outing / picnic, and we're on the verge of making strides to improve our annual conference.

Our relationships with other associations are being nurtured to make legislative issues a non-issue when going before the LRC. When we speak

as a united front, things seem to go more smoothly.

I look forward to helping Don Pedigo in the next 2 years as we push forward into uncharted waters.

See you at the conference.

Brian Cox, PLS
2010 KAPS President
859-781-3518
coxpls@insightbb.com

KENTUCKY STATE BOARD OF LICENSURE 2011 CALENDAR OF EVENTS

April 8	PE, PS Exams	Lexington KY
April 9	FE, FS Exams	Lexington & Louisville KY
April 15	Board Meeting	Frankfort KY
April 28-30	NCEES Southern Zone	Austin TX
July 8	Board Meeting	Frankfort KY
August 12	Board Meeting	Frankfort KY
August 24-27	NCEES Annual Meeting	Providence RI
October 7	Board Meeting	Frankfort KY
October 28	PE, PS Exams	Louisville KY
October 29	FE, FS Exams	Louisville KY



B. DAVID COX, EXECUTIVE DIRECTOR

Kentucky State Board of Licensure for Professional Engineers and Land Surveyors
 Kentucky Engineering Center
 160 DEMOCRAT DRIVE • FRANKFORT, KENTUCKY 40601

The Board Report

Standards of Practice Update

The Administrative Regulation Review Subcommittee approved the proposed changes to the Standards of Practice regulation, 201 KAR 18:150 at its October 12 meeting and became effective November 9, 2010. A clean copy of the regulation is now available through the Legislative Research Commission on our website at <http://kyboels.ky.gov/WhatsNew.htm>

Surveying and Engineering Exams

The results of the October 2010 exams are below. The second percentage shown in each line below is the national average.

Fundamentals of Surveying

First Time Takers 8/19 = 42%;
 69% Repeaters 0/4 = 0%; 40%
 Total 8/23 = 35%; 59%

Principles & Practice of Surveying

First Time Takers 6/10 = 60%;
 64%
 Repeaters 2/5 = 40%; 30%
 Total 8/15 = 53%; 51%

Fundamentals of Engineering

First Time Takers 77/100 =
 77%; 71%
 Repeaters 12/39 = 31%; 28%
 Total 89/139 = 64%; 59%

Principles & Practice of Engineering

First Time Takers 75/118 =

64%; 65%
 Repeaters 15/42 = 36%; 30%
 Total 90/160 = 56%; 51%

Continuing Education

The Board is considering removing the optional preapproval of courses language from the continuing education regulation, 201 KAR 18:192. Currently, providers have the option of submitting courses to the Continuing Professional Development Committee (CPDC) for preapproval. The continuing education regulation for engineers does not offer the preapproval option.

The CPDC believes the time has come to eliminate the preapproval option for surveyors for the following reasons:

- 1) Audits performed on both surveyors and engineers have revealed no major issues in the non-preapproved classes being taken.
- 2) There continues to be confusion in some sections of the surveying community where they believe only preapproved classes may be taken. This confusion limits the courses being considered. There are literally hundreds, if not thousands, of options available to the surveyor with varying prices and times that can be considered.

3) There has been some confusion where providers offer both surveying and engineering courses as to what courses are preapproved and for whom.

4) More consistency between surveying and engineering continuing education requirements would be beneficial.

5) The Board has limited resources and the time spent on the preapproval process could be utilized in other areas.

Staff has been directed to prepare draft language to present at the April 15 Board meeting. As soon as the draft is prepared, it will be posted on our website under "What's New". Comments may be emailed to bdavid.cox@ky.gov and will be distributed to all Board members in advance of the meeting.

Furloughs

Part of the state budget bill passed during the recent special session of the legislature included furloughs of state workers, including Board employees. Therefore, the Board office will be closed and no work conducted on the following furlough days: March 4, April 1 and May 27. We apologize for any inconvenience this may cause, but it is beyond our control.

BOARD OF LICENSURE DISCIPLINARY ACTIONS

Kentucky Engineering Center
 160 DEMOCRAT DRIVE • FRANKFORT, KENTUCKY 40601

Board Disciplinary Actions

For The Period: October 9, 2010 – January 7, 2011

ALI ABOLHASSANI, PE
 STRUCTURAL CONCEPTS
 ENGINEERING, INC.

Mr. Ali Abolhassani, PE of Anaheim, California was disciplined for operating Structural Concepts Engineering, Inc., an engineering business entity, in Kentucky without a Business Entity Permit in violation of KRS 322.060. The case was settled by a Consent Decree wherein Mr. Abolhassani acknowledged the violation, agreed to apply for a Business Entity Permit for the firm, and agreed to pay a \$1000 fine. The Board accepted the Consent Decree on January 7, 2010.

THOMAS BELLACE, PE
 ALLIANCE STRUCTURAL
 ENGINEERS, LLC

Mr. Thomas Bellace, PE of Houston, Texas was disciplined for having operated Alliance Structural Engineers, LLC, an engineering business entity, without a Business Entity Permit in violation of KRS 322.060. The case was settled by a Consent Decree wherein Mr. Bellace acknowledged the violation, accepted a Letter of Reprimand, and agreed to apply for a Business Entity Permit before the firm resumes doing business or offering to do business in Kentucky. The Board accepted the Consent Decree on January 7, 2010.

JASON HAGAN, PLS

In 2008 Jason Hagan, PLS of Tompkinsville, KY entered into a Consent Decree with the Board of Licensure in settlement of a disciplinary action relating to the surveying standards of practice. Among other things, the agreement called for a two-year probation of Mr. Hagan's surveying license and a periodic review of Mr. Hagan's work product. At the end of the review period, several standards of practice issues remained unresolved. Mr. Hagan agreed to a two-year extension of his probation and review of his work product. That agreement was made in a second Consent Decree, which the Board approved on January 7, 2011.

LINDA J. WIMMER, PLS

Ms. Linda J. Wimmer, PLS of Lewisport, KY was disciplined for violation of the Code of Professional Practice and Conduct, 201 KAR 18:142 Section 9. The case was settled by a Consent Decree wherein Ms. Wimmer acknowledged the violation and agreed to a five-year probation of her professional surveying license with periodic reporting to the Board of Licensure. The Board accepted the Consent Decree on January 7, 2010.

ROY LEE BROWN, PE

In 2009, the Alabama Board

of Licensure for Professional Engineers and Land Surveyors disciplined the professional engineering license of Roy Lee Brown, PE of Birmingham. The Kentucky Board of Licensure initiated an inquiry into the Alabama action to determine whether a reciprocal disciplinary action would be warranted pursuant to KRS 322.180 Section 11. Upon receiving notice of the Kentucky inquiry, Mr. Brown advised that he wished to voluntarily surrender his Kentucky professional engineering license. On January 7, 2011, the Board formally approved a Consent Decree wherein Mr. Brown surrendered his license.

THOMAS O'WESNEY, PE

In 2008, the Ohio Professional Engineers and Surveyors Board suspended the professional engineering license of Thomas O'Wesney, PE of Massillon, Ohio. The Kentucky Board of Licensure initiated an inquiry into the Ohio action to determine whether a reciprocal disciplinary action would be warranted pursuant to KRS 322.180 Section 11. Upon receiving notice of the Kentucky inquiry, Mr. O'Wesney advised that he wished to voluntarily surrender his Kentucky professional engineering license. On January 7, 2011, the Board formally approved a Consent Decree wherein Mr. O'Wesney surrendered his license.



KAPS 2011 LAND SURVEYORS CONFERENCE

Crowne Plaza Hotel, Louisville, KY

February 24 -26 2011

REGISTRATION FORM

Name _____ Name for Badge _____
Last First Middle

Company Name: _____ Business Phone: _____

Address: _____ Fax Number: _____

City/State/Zip: _____ Spouse's Name: _____

KAPS MEMBER: ___ Yes ___ No Cancellations: 100% - 30 days prior to event; 50% - 29 to 10 days prior to event; 9 days - no refund

	KAPS Member	Non-Member	Amount
FULL REGISTRATION	\$290	\$390	
<i>Includes Thursday, Friday and Saturday lunch, Friday Banquet, admission to exhibits and Thursday, Friday and Saturday technical sessions. Lodging not included.</i>			
ONE-DAY REGISTRATION – THURSDAY	\$170	\$270	\$
<i>Includes lunch and admission to technical sessions and exhibits.</i>			
ONE-DAY REGISTRATION – FRIDAY	\$170	\$270	\$
<i>Includes lunch and admission to technical sessions and exhibits.</i>			
ONE-DAY REGISTRATION – SATURDAY	\$170	\$270	\$
<i>Includes lunch and admission to technical sessions only.</i>			
SATURDAY – Minimum Standards Seminar only	\$85	\$85	\$
COMPANION PROGRAM (See Companion Schedule)	\$170	\$210	\$
<i>Includes Thursday and Friday lunch, Friday banquet and admission to exhibits.</i>			
TECHNICIAN REGISTRATION (Non-Licensed)	\$125 per day	\$140 per day	\$
<i>Includes lunch and admission to technical sessions and exhibits only.</i>			
PASS TO VIEW EXHIBITS ONLY	\$35	\$35	\$
STUDENT REGISTRATION (Full Time)	\$25 per day		\$
<i>Thursday and Friday only; includes lunch and admission to technical sessions and exhibits.</i>			
OPTIONAL EVENTS AND MEALS (if not included above)	\$25 per day	\$30 per day	\$
<i>Lunch</i>			
<i>Friday Banquet (appropriate dress is coat and tie)</i>	\$50	\$55	\$
TOTAL of Registration and Extras			\$ _____
Add 10% for late registration (postmarked after January 14, 2011).			
Enclosed is a check for \$ _____, payable to KAPS			
Charge \$ _____ to my _____ Visa _____ Master Card			
Card Holder's Name (Please Print) _____		Signature _____	
Charge number _____	V-Code _____	Expiration Date: month/year _____	
Please use separate form for each registrant (copy this form as needed).			
Mail to: KAPS, 124 Walnut Street, Frankfort, KY 40601. For hotel reservations, call Crowne Plaza Hotel, Louisville 1-888-233-9527 Password WD4. To receive special room rates, register before January 21, 2011.			
Check the technical sessions you wish to attend and return the schedule with your registration			
Revised 12/13/2010			

CROWNE PLAZA HOTEL, LOUISVILLE, KY

KAPS TECHNICAL SESSION SCHEDULE

Thursday, February 24, 2011

7:00 a.m. Registration

7 a.m. *EXHIBITS OPEN*****
REFRESHMENTS AVAILABLE IN THE EXHIBIT HALL

	SESSION	SPEAKER
8 – 11:50 a.m. _____ Cancelled	Modernization of the National Spatial Reference System 4 PDH	David Doyle
8 - 11:50 a.m. _____	The Vancouver Error and French Connection: a Study of Cause and Effect 4 PDH	James R. Hardin & Franklin D. Snyder, Jr
10–11:50 a.m. _____	GPS Networks – Georeferenced Field Surveying with Single Rover GPS 2 PDH	Bruce Carlson

Noon - 1:00 p.m. _____ **Conference Luncheon and Installation of new KAPS officers**

1 – 1:50 p.m. _____	Technical Seminar 1 PDH	Ben Fister
1 – 4:50 p.m. _____ Cancelled	Modernization of the National Spatial Reference System (Repeat) 4 PDH	David Doyle
2 – 3:50 p.m. _____	Laser Mapping Techniques 2 PDH	Bruce Carlson
3 – 4:50 p.m. _____	Prof. Land Surveyor as an Expert Witness in Criminal Court 2 PDH	John A. Harrison

5:30 p.m. ***** RECEPTION FOR THE EXHIBITORS *****

7:30 p.m. Dinner is on your own.

Friday, February 25, 2011

7:00 a.m. Registration

*****EXHIBITS OPEN*****
REFRESHMENTS AVAILABLE IN EXHIBIT HALL

8 – 11:50 a.m. ___ Business Seminar Mike Ashcraft
4 PDH

8 – 9:50 a.m. ___ Surveyor Malpractice in Kentucky John Phillips
2 PDH

8 – 9:50 a.m. ___ Cemetery Research and Location Al Matherly
2 PDH

8 – 9:50 a.m. ___ Using the Case Law Reference B. R. Salyer
Book. 2 PDH

10–11:50 am ___ Regarding the 2010 Revisions Chris Gephart
to MTS 2 PDH

Noon - 2:00 p.m. **Conference Luncheon and KAPS General Membership Meeting**

1:00 p.m. *****EXHIBITS CLOSE*****

2 -3:50 p.m. ___ Prof. Surveyor as an Expert Witness John A. Harrison
in Criminal Court 2 PDH

2 - 3:50 p.m. ___ High Speed Scanners – How and Scott Shufflebarger
When to Use Them 2 PDH

4 – 5:50 p.m. ___ Using the Case Law Reference Book B.R. Salyer
2 PDH (Repeat)

4 – 5:50 p.m. ___ GIS Seminar Ron Householder
2 PDH

4 – 5:50 p.m. ___ **Licensure Board Panel Discussion** Brian Cox
2 PDH Moderator

6 p.m. **Photo Session**

7 p.m. ___ **Annual Awards Banquet/Entertainment**

Saturday, February 26, 2011

7 a.m. ___ Past President’s Breakfast

8 – 11:50 a.m. ___ KRS.322/MTS/Code of Conduct Marco Rajkovich
4 PDH

Noon - 1:00 p.m. Lunch

1 – 4:50 p.m. ___ Ethical Considerations and Tips on Marco Rajkovich
Expert Witness from the Legal Counsel
Perspective 4 PDH

5 p.m. **ADJOURNMENT**

COMPANION PROGRAM
Tentative – Subject to Change

Thursday, February 24, 2011

8:30 – 9:30 a.m. LLL Breakfast and Meeting

9:30 – Noon Setup for Silent Auction and Fun Trip

Noon Conference Luncheon

5:30 p.m. Reception in Exhibitors Hall

Friday, February 25, 2011

8 – 9 a.m. Breakfast

9:30 – 11: 30 Planned activities TBA

Noon Luncheon (Location TBA)

7: p.m. Awards Banquet

Saturday, February 25, 2011

(No planned activities for Companion Program)

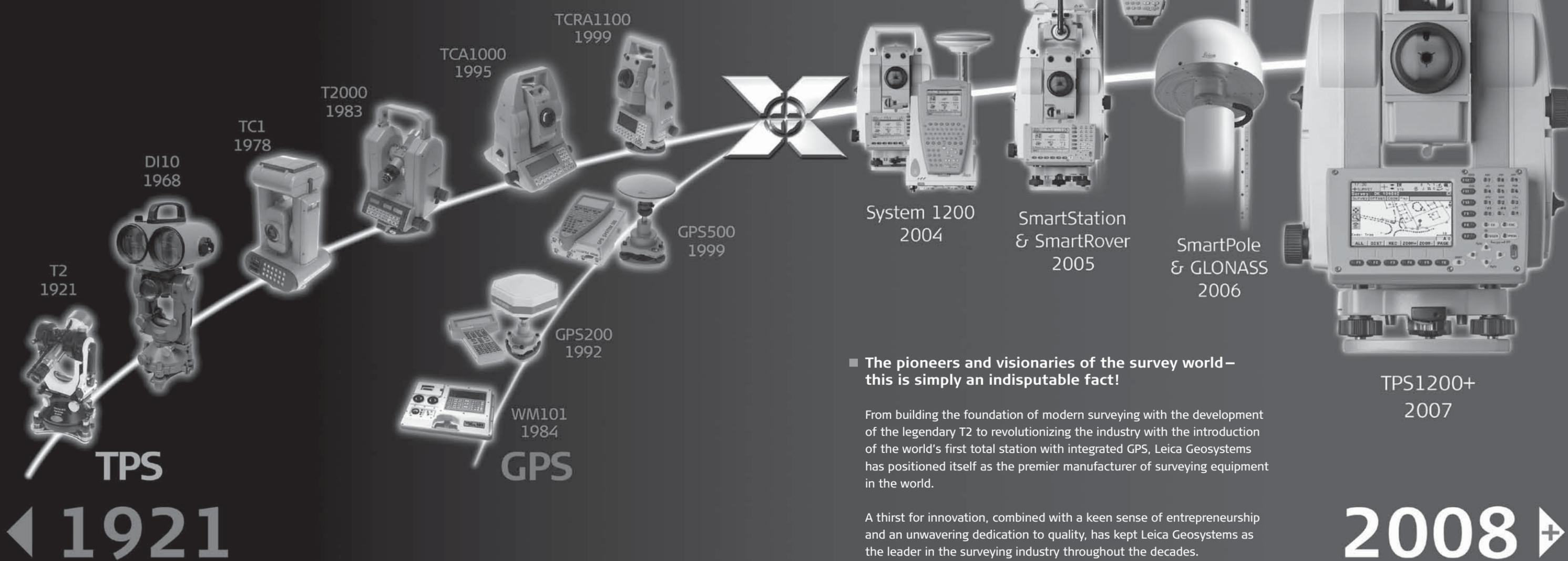
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Revised January 7, 2011



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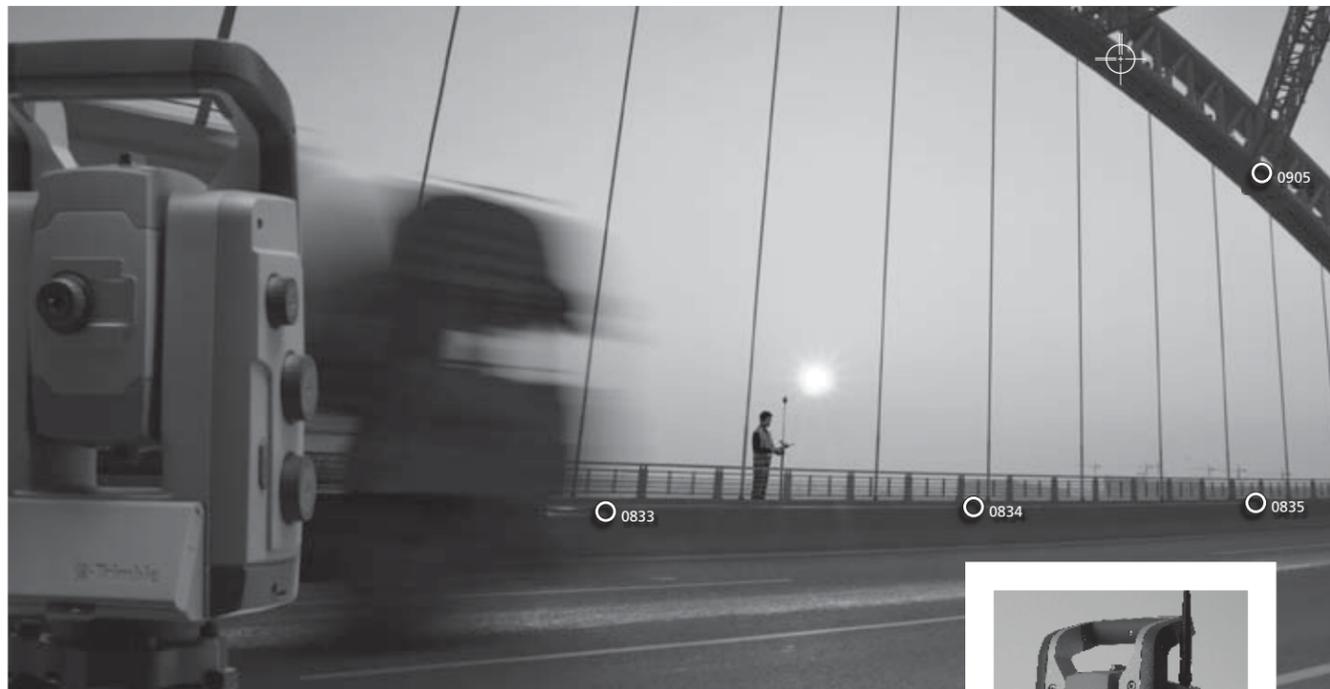
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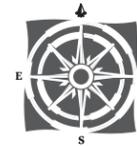
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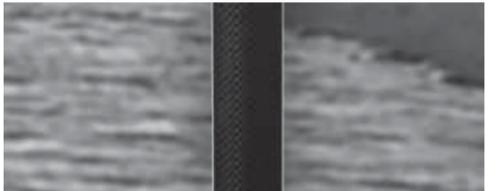
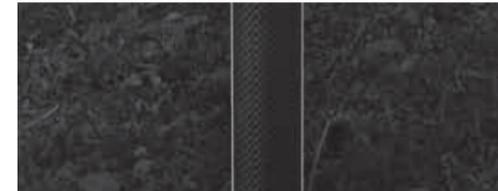
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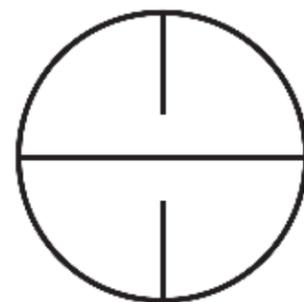




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AS REPORTED BY DAN RENSING, VCCA MEMBER #43062

Peking to Paris: Part Two

100th Anniversary Run of the Original Great Race Car #34 - 1930 Chevrolet Coupe

For part one of Peking to Paris check out the Fall issue of *The Interior Angle*.

Alexander leads us out of town and back onto the route. It is now about 9:00 PM and we have 300 km to cover. Darkness falls about 11:30 PM and we push on, with one headlight. Truck traffic is still all around and the next 5 hours of night time driving is very, very tense. Then, as day is breaking, there is a loud “pop”, the headlight goes out, and the engine dies. We coast to the side of the road to see what has happened. No electrical power. I check the connection at the battery and find the bolt has come loose. I retighten the bolt, and power is restored. I then check the ignition system and find the breaker points have burned out, along with all of our lights. Seems when the bolt came loose, the full power of the generator, cranking at around 20 amps, went straight to the remaining electrics, burning them out. We arrive at our hotel at 4:00 in the morning – there has been a two hour time change during this leg.

We leave the next day at 10:00 am, after everyone else, including the repair crews, has left. We make it to the next hotel late, but everything seems to be working ok. The next morning, on the way out of town, the car again dies. I go to retighten the bolt, only to find that the battery acid has destroyed it. A repair crew stops, and we discuss options. We go into town to look for a battery or a new bolt. No luck on either end. I find a large wood screw, and use that to get us going again. The repair crew follows, and makes numerous stops along the way at truck stops, always telling us to keep going.

We are driving along a rough stretch of road when the car “pops” again and stops. The wood screw has come loose, and the generator has fried the breaker points. I have no more spares. Finally, the repair crew catches up to us and gives us a new lag bolt, found at the last truck stop. But without another set of points, it looks like game over for us. Never underestimate your support teams. Out comes a box of spare electrical parts. “Try

these, they might fit.” In go the replacement points, and the fit is perfect. “Out of Lada or Volga truck, I think.” says the mechanic. We’re off again.

We make it to Moscow and spend the rest day at a Chevrolet dealer trying to get the electrical problem sorted out. No luck. I get a tour of downtown Moscow that evening from Agnes, our Chevrolet contact. The next day we are off to St. Petersburg. This is our longest drive of the entire rally – over 700 km. We set out and make good progress. The car, however, does not like steady, long, high speed (a relative term, here – high speed) drives, and we need to stop more than once to refill the radiator. At one stop, the car stalls just as our support crew comes by. I ask for a tow to get it restarted, but the car just won’t seem to run. “We’ll tow you to the next service station. You need to hire a truck to get back to Moscow or on to St. Petersburg.” As they tow us along, I’m thinking that maybe we have just had a vapor lock, and a bit more towing may get us started. I put the car in third and ease out the clutch. Within 30 seconds

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we are running again. I slip the car back in neutral and let them tow us for the next 10 minutes to the service station. "Getting really good gas mileage now!" At the service station the mechanics look incredulously at us and the car – grinning and running. "Get the truck", one of them says. "We can't be towing you all day." "I know", I reply. "We've been warned. You go on ahead. If we break down again, it's our problem." Shaking their heads, our last support team departs. Two hours later, we pass them assisting another rally car. We speed by to their cheers and thumbs up.



Queued up and waiting, in sight of Estonia, at the Russian / Estonian border

In St. Petersburg, another rest day, I convert the car to a 12 volt system. I replace the ignition coil, and crank the generator up to full output. The lights on the car were already blown out, the gauges mechanical, and the starter motor would only be used for brief periods, so the coil is the only component which needs changing. I check with the mechanic who has helped us since we first had battery problems to see if the generator would have enough power to run the car at 12 volts. "Not likely", he says, "but we can check." The battery alone shows 12.2 volts. When I start the car, the generator shows 12.5 volts. "Amazing", he says. "It's not really enough to charge the battery, but it will keep you running once the car is started."

The next day we head for the border between Russia and Estonia. A short drive to the check point, then some border formalities, and we'd be on our way to Tallinn – or so we thought. The border crossing turns into a surreal, Woody Allenesque misadventure, of wading through Russian beauracracy. Upon arrival at the check point, we fuel up and get into the line waiting for clearance to proceed to the border. We wait, and wait, and wait. After three hours, we are waved out and into – another line. This time, we only wait about an hour, then are flagged on again to – you guessed it – yet another line.

From this line, we can see Estonia, just a short distance away. We patiently wait for another two hours and then finally make it to the actual border. Here we wait for

another hour or so, as forms are scrutinized and stamped, the cars inspected, more forms stamped, more inspection, until finally we leave Russia and enter no man's land between the borders. We wait here for about an hour, and then make our way to the Estonian border crossing. After a brief review of our documents, we are once again on our way.

It is now about 8:30 PM, and we have over 200 km to cover. Once again, the possibility of driving in the dark rears it ugly head. Fortunately, being at nearly 60° north latitude, near the longest day of the year, darkness doesn't settle in until around midnight. We make it to the hotel with about half an hour to spare on daylight.

Since our incident with the battery, our overall position has fallen dramatically. We

shift our focus to just arriving in Paris. We will follow the official route when convenient, and not worry about competing in the time trials, or reaching the intermediate check points. The following day we decide to forgo the official route, and take the main road south to Riga. The border crossing is uneventful and takes less than 30 minutes, so we arrive in the late afternoon at our hotel. We have a relaxing meal and a few drinks – a nice change from the previous four runs, which had us arriving late in the evening.

The next day we do the time trial on a closed track just outside of Riga. We are rested, and the run around the track sounds like fun. It is. The Chev is by no means a race car, but it handles well. No hard cornering or rapid accelerations in the straight of ways, just a nice steady pace. It must appear humorous, to see this 77 year old coupe putting around a raceway – especially to the naked guy standing by the track about mid way through the circuit.

We follow the main roads down toward Vilnius; the border crossing again being no problem. Just a quick look at our passports and the car title. We arrive in mid afternoon at the hotel. This is north of the city, out in the countryside. The hotel appears to be a resort, and a very nice one at that.

I fettle with the car and borrow a 12 volt tail/brake light bulb from one of the other raiders. We

now have a brake light again.

From here we enter Poland, driving along the rural country back roads. Every day there are changes to the official route, necessitated by road conditions, local police requests, or a myriad of other reasons. Poland is no exception and we are rerouted through the heart of one of the small towns in the eastern lake region – Mikolajki. We enter the town and large numbers of people are milling about. Great, now we have to fight our way slowly through throngs of people. Why on earth have we been sent through here on some sort of local holiday, I wonder. Then the answer becomes clear. We pass under an inflatable arch with the words PEKIN-PARYZ emblazoned across it. The large crowd is there to greet us. I'm so moved by this, that when we arrive at our hotel I order a double gin and tonic.

The next day we take on one of the time trials. It is a closed section of dirt road and cars are sent off at two minute intervals. Off we go at a "stately" pace. Half way through, we must pull over to let the car behind us pass. When we reach the end of the circuit, the rally marshal looks at us and says "This is supposed to be a race you know. You'll probably win a medal for the slowest time ever!" "WHOO HOO" yells my driver, "at least we'll win something!"

We arrive that evening in Gdansk – birthplace of the Solidarity Movement in 1980, and home of Lech Walesa. This will be our last rest day. The following day it is rainy, and I have to do some work on the car. My coveralls are pretty well grease covered and I'm hoping that will keep out most of the rain. It doesn't.



Car 68, 1933 Dodge Roadster, at the time trial start at Juchy, Poland.



German/French Border – just a small sign

Some of the other raiders have “borrowed” the hotel’s outdoor café umbrellas to work under, and others are parked up under the hotel’s covered entrance – on the sidewalk. At this stage in the rally, all the cars are leaking fluids – a lot. I ask one of the rally organizers what the hotels’ reactions are to the messes we are leaving. “They’ve been sending us clean up bills” she sighs.

We now head into Germany. Border formalities are minimal. The German guard stamps our passports and asks to see the car title. “Chevrolet, hmm. Have a good trip.” And, with a salute, we’re off. We stay primarily on the major roads and just outside of Berlin run into a traffic jam. Antique rally cars begin driving down the shoulder, and we join in. Soon, there are at least 20 of us cruising along in the emergency

lane. At the point where the congestion begins, cars and trucks stop and let our entire line pass through. As we arrive at our hotel in Potsdam, two fellows are photographing us as we approach. This in itself is not unusual. We have been photographed every day since leaving Beijing. What is unusual is that I recognize them. Two good friends have flown over from the States and are now going to follow us into Paris. I forgo the rally dinner at our hotel that evening, and walk into town with my friends for some local fare – German pizza and beer.

The drive from Potsdam to Koblenz should be uneventful, except we decide to stay on the main highways. This takes us off the rally route, and we have only a large scale map to guide us. About three quarters of the way along, we become

“disoriented” and momentarily lose our way. Actually we are lost. We drive around the outskirts of some city looking for signs toward Koblenz and can find none. Quite by luck, or accident, we end up on a road whose route number matches the one we are supposed to be on as we enter Koblenz. The rest of the drive is refreshingly boring.

From Koblenz it is on to France and the city of Reims. The French/German border is marked with only a sign. And a small one at that.

Before arriving in Reims, we are sidetracked to the French winery Chateau Henriot. Free champagne for the heroic raiders. Shortly before pulling into the Chateau, the car in front of us seems to shudder, and a large cloud of blue smoke pours out. But they press on. Their 8 cylinder Buick is now running on 6.

In Reims my family is there to greet us. This, for me, is a really moving moment. 34 days on the road, averaging five hours sleep a night, having crossed two continents, tired, sore, and nearly at the end of our journey, I almost start to cry. What a wonderful reunion it is. The car is parked and we celebrate into the night.

Our last day’s drive into Paris is a short one, but along the way I notice the oil pressure is dropping off to zero as we go uphill. I failed to check the oil level yesterday and we are now dangerously low. We are

passing no fuel stations, and at a check point I ask one of the rally staff if they have any oil. “No, but we do have some automatic transmission fluid if that will help.” “No”, I reply, and decide to wait for some other raiders to pull up and maybe obtain some oil from them. The next car in is some friends of ours from Canada driving a Model A. Dave says he has plenty of spare oil and gives me enough to refill the sump.

On a ring road on the outskirts of Paris we are again stopped in a traffic jam. A motorcyclist pulls alongside and asks “Where are you coming from?” “Peking, China”, we reply. He looks disbelievingly at us and, shaking his head, says “Crazy!”

About 9 km before the end we are stopped to re-group the cars for the final run to the Place Vendome. We are dispatched 10 at a time, and at the first traffic signal immediately lose formation. Three of us are still together – Team Champagne Chevrolet. At the next light our lead car runs ahead and we are stopped. Now we are down to two. Nothing, we decide, is going to separate us. Traffic lights be damned, we stay together. A Mercedes cuts us off at one point, and pulling into the parking lane we immediately pass

him and cut back in. “I’ve just driven across China, Mongolia, and Russia. I can handle this”, growls my driver. At two in the afternoon, we pull onto the Rue de la Paix. Less than half a kilometer to go and we will finish. The streets are lined with people cheering, waving, taking pictures, and walking blindly out in front of us.

After 12,200 km, 35 days, 9 countries, 7 time zones, and 2 continents, we cross the finish line. In 1907 this drive was said to be impossible. Even today, people have said that attempting this drive, in these antique cars, would be impossible. We have done it.

We have driven the impossible!



Place Vendome, Paris – Dan, Michele, and a very tired 1930 Chevrolet Coupe

Post Script:

Of the 129 cars which started the 2007 Peking to Paris Motor Challenge, 120 drove into Paris. The most common car on the rally was a Bentley, with 22 entries. The next most common entry was Chevrolet, with 11 cars competing. All 11 Chevrolets finished, while 4 of the Bentleys dropped out along the way. There were three categories of competition, based on age and expected performance of the car – Pioneer, Vintageant, and Classic. In the Vintageant category, Chevrolet finished 1, 2, and 4, out of 70, with a Bentley coming in at number 3. Our finish place, in the Vintageant category, was 49.



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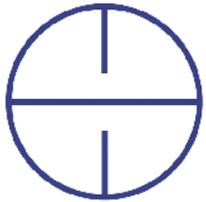
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