

# rmrporsche**news**

Volume 51 • Edition 3 • March 2009

## ***Off to Eiskhana 2009***

*January 19th Results from Georgetown*

Page 12 & 13

An Official Publication of the Rocky Mountain Region Porsche Club of America

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## editor's note



The calendar is filled with events for Porsche enthusiast, racers, volunteers, drivers and co-pilots. Along with some of the traditional events like the April Autocross and the members get together, we have two momentous events this

year: the opening of the High Plains Race Track in April and Parade in Keystone in July. Now's the time to get out your calendar and make plans to participate in many of these great events.

Over the past three months we have been sending the newsletter to all the PCA members that live in the

Rocky Mountain Region. If you would like to continue to receive the newsletter, please join the Rocky Mountain Region at [www.rmporscheclub.com](http://www.rmporscheclub.com). It is only \$20 for the year.

See you at an event soon.

**Louise Hurlbut**  
2009 News Editor

## about your rmr porsche news

### RMR Online Discussion Group

Are you interested in discussing Porsches, RMR or simply something that other Porschephiles might be interested in? If so, you can always join the RMR Yahoo! discussion group online at [http://autos.groups.yahoo.com/group/rmr\\_pca/](http://autos.groups.yahoo.com/group/rmr_pca/)

### Get Your Newsletter on the Go!

To read RMR Porsche News on the web, go online to [www.rmporscheclub.com](http://www.rmporscheclub.com) and click on the "Newsletter" button.

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Please see our new 2009 Rate Chart on Page 22 of this issue.

If you require further details or additional information regarding advertising in an upcoming issue of RMR Porsche News, please contact Martha Vail or Louise Hurlbut at :

[newsletter@rmporscheclub.com](mailto:newsletter@rmporscheclub.com)

### Contribute & Get PUBLISHED!

**Submission Deadline:** 10th of each month to [newsletter@rmporscheclub.com](mailto:newsletter@rmporscheclub.com)

**Format for Articles:** Word documents, attached to an e-mail are best. Please use Times New Roman font, in 12 point type. Please avoid italics, bolding and underlining.

**Format for Photographs:** TIFF and EPS and JPEG are okay. Photo CD and Windows Metafile are fine. Please send your best shots, and please label the file with a descriptive name.

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## insidethisissue

From the Board .....	5
2009 Calendar of Events .....	5
Membership Message .....	6
Autocross School and Autocross .....	7
June Drivers Education in Pueblo .....	8
HPR Driver Education Event .....	9
Pre-Parade Primer Rally HPR DE .....	10
Tech Inspector Training .....	11
Eiskhana .....	12
Corner Workers .....	13
Moab Tour Registration .....	14
Instructors Insight .....	15
In the Zone .....	17
Arie Luyendyk Test Drives HPR Track .....	17
54th Porsche Parade at Keystone .....	18
Auto Union, The New Icon .....	18
Rearview Mirror .....	20
Members Classified Ads .....	21
Swap Meet at Dart Auto .....	22

## rmpcamembership

### Not A Member ... YET ?

Join RMR online by clicking the Online Event Registration link at :  
[www.rmporscheclub.com](http://www.rmporscheclub.com)

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### Got A Question About Your Porsche ?

These members may be contacted for information regarding the maintenance and modification of your Porsche. They are specialists with detailed information about specific Porsche cars.

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# from the board

David Speights, RMR President 2009



2009 is shaping up to be a VERY busy year for RMR! This month we have finalized plans for the first events at HPR, the Spring Rally, and the annual Autocross School and Autocross. You'll see details for these events in this issue of RMRPorscheNews. Registration for these events will open soon and you can access it via our website [www.rmrporscheclub.com](http://www.rmrporscheclub.com). Just follow the link to register on-line.

There will be several new things for 2009 that we hope will facilitate the operation of events and enhance the experience for all.

First, for Club Racers that have a current logbook (and you know who you are), you may choose to have your car inspected once per year, and present a photocopy of your technical inspection sheet and your logbook to the registrar at each DE event to avoid the pre-tech line at the rack. We hope this change will speed our morning registration process and get us all ready for the track sooner.

The Technical Inspection form has been updated to include a checkbox for the Club Racer exemption and to include some of the new models and safety requirements. I encourage everyone to attend the Technical Inspector Training session March 7th to learn what the process involves, how each kind of car is inspected, and the changes this year. This event is always fun and informational for everyone whether you are a "Car Guy" or just want to know a little bit more about your Porsche and how to get/keep it ready for track days. Look for the details in this issue and on-line.



This year marks the first year of Drivers' Education Events (DEs) at the new track, High Plains Raceway (HPR). You can learn what a DE involves and what to expect at the following link, <http://www.rmrporscheclub.com/default.aspx?driversed=1> and all about HPR at this link, <http://www.highplainsraceway.com/>. There is also a link to the HPR site on the main RMR website.

As stated before, events at HPR will be a bit more expensive than events at our old track (Second Creek Raceway). Track rental fees have just about doubled over our recent experience at other tracks. We have been able to keep prices to just 25% higher than last year by eliminating some extras. Your total experience may not be significantly more expensive as you may not need to rent a hotel room as the new track is just one hour east of Denver.

Also, this year, we will open our DE events to cars from "lesser marques" in an effort to reduce the cost of our events for everyone. Non-Porsche drivers/cars will be allowed to register beginning two weeks prior to the event to allow them time to attend our pre-tech inspections. Pre-tech is scheduled 10 days prior to each DE on Wednesday. We are limiting registration to no more than 120 cars so be sure to register early. We expect our events to sell out and registration will be on a first come-first served basis.

Finally, at this moment it appears unlikely that some of the amenities we are accustomed to will be available at or near the track. For example, no premium fuel is available within 30 miles of the track and we are not certain whether any food service will be available. Stay tuned to the websites and watch the newsletter for updates as the track amenities situation is developing more quickly as the season approaches. There is a lot to do to get ready for the season and winter's already half over!

David

# 2009 calendar of events

## March 2009

Monday	3/2	- RMR Board Meeting
Thursday	3/5	- Membership Meeting
Saturday	3/7	- Tech Inspector Training
Saturday	3/14	- Parade Committee Mtg
Saturday	3/14	- Ross Bentley Training Seminar
Saturday	3/21	- Swap Meet
Sunday	3/29	- Gimmick Rally
Monday	3/30	- RMR Board Meeting

## April 2009

Thursday	4/2	- Membership Meeting
Saturday	4/4	- Autocross School
Sunday	4/5	- Autocross
Saturday	4/11	- Spring Tour
Saturday	4/18	- Parade Committee Mtg.
Sunday	4/19	- Autocross
Saturday	4/25	- Corner Worker School & Instructor Training
Sunday	4/26	- No Times DE
Thursday	4/30	- AMR Moab Tour

## May 2009

Monday	5/4	- RMR Board Meeting
Thursday	5/7	- Membership Meeting
Sunday	5/10	- Parade Committee Mtg.
Saturday	5/16	- DE
Thursday	5/21	- Fiesta Del Porsche



**Board meetings are open  
to club members.**

**For the most up-to-date  
event schedule, check out our  
online calendar at:**

**[www.rmrporscheclub.com](http://www.rmrporscheclub.com)**





# Calling All Volunteers!

We are looking for volunteers to help in the preparations for the next Porsche Parade, the annual PCA national convention, to be held in Keystone, CO June 29th- July 4th, 2009. If you would like to help, please select the areas that interest you from the list below and contact:

**Kathy and Walt Fricke at : 303-499-6540  
via email at : Katfricke@msn.com**

- 5K Run/Walk
- AV & Presentations
- Art Show
- Autocross
- Awards & Trophies
- Banquets
- Charity / Silent Auction
- Children's Activities
- Computers & IT
- Concours
- Door Prizes
- Gimmick Rally
- Goodie Store
- Golf Tournament
- Goodie Bags
- Historic Porsche Display
- Hospitality
- Hotel & Facilities
- Photography
- Printing
- Protest Committee
- Rally
- Scoring
- Security
- Signage
- Sponsorship
- Tech Inspection
- Tech Quiz
- Tech Sessions
- Transportation & Shuttles
- Volunteer Workers
- Welcome Tent
- Website

# membership message ...

**John Mackin, Membership Chair**

## Greetings Rocky Mountain Porschefiles,

Our membership renewal drive continues even though the 'formal' renewal period ended in January. So far 250 members have joined/renewed. This newsletter is being sent to all PCA members in the Rocky Mountain Region, but next month it will be distributed only to those who have joined the Region and paid their \$20 dues.

*Please don't miss the next issue, sign up today!*

**We welcome the following 23 new members and hope to see you at event real soon.**

**Douglas Fletcher**  
Golden, Colorado  
*1999 Porsche Carrera C4 Arctic Silver*

**John and Sandra Downing**  
Greenwood Village, Colorado  
*1984 Porsche 944 Blue*

**Jim Bodkin**  
Lakewood, Colorado  
*1983 Porsche 911 SC Black*

**Stephen Keneally**  
Vail, Colorado  
*1993 Porsche Twin Turbo Race Ruff Yellow*

**Tony Carey**  
Frederick, Colorado  
*2004 Porsche Cayenne*

**John and Jane Lippmann**  
Lafayette, Colorado  
*1995 Porsche 911 C2 Cab Midnight Blue*

**Jack and Patty Burke**  
Greeley, Colorado  
*1998 Porsche Boxster Ocean Blue*

**Don Bruce**  
Littleton, Colorado  
*1981 Porsche 911SC Red*

**Jim Holt and Chris Holt**  
Aurora, Colorado  
*2001 Porsche Boxster S Midnight Blue*

**Robert and Terri McPhail**  
Littleton, Colorado  
*2000 Porsche Boxster S Silver*

**Tommy Guem and Thomas E. Guem Jr**  
Carbondale, Colorado  
*1998 Porsche C-2 Pearl White*

**Darell Zimbelman**  
Loveland, Colorado  
*2005 Porsche Boxster White*

**Chip Scudder**  
Pine, Colorado  
*1973 Porsche 911 Silver*

**Rick and Gunda Angelica**  
Bailey, Colorado  
*1986 Porsche 951 Guards Red*

**Al Gillespie**  
Grand Junction, Colorado  
*1977 Porsche 924 Silver*

**Jay Kurts**  
Denver, Colorado  
*1990 Porsche C4 Coupe Guards Red*

**Donald and Jenny Ochs**  
Crested Butte, Colorado  
*2006 Porsche Cayenne S Icelandic*

**Chuck Gould**  
Littleton, Colorado  
*1975 Porsche 911s White*

**Gary West**  
Breckenridge, Colorado  
*2009 Porsche C2S Green*

**Eugene Kollar**  
Denver, Colorado  
*1999 Porsche 911 Carrera 4 Silver*

**Jim and Lisa Lesniak**  
Boulder, Colorado  
*1991 Porsche 964T Korallen Red*

**George and Janice Rebhan**  
Longmont, Colorado  
*2009 Porsche Carrera 4 Silver*

**David Hayes**  
Morrison, Colorado  
*2007 Porsche Boxster*

# Autocross School and Autocross ... Bandimere Speedway

Saturday, April 4, 2009 ~ Autocross School  
Sunday, April 5, 2009 ~ Autocross (Challenge Series Event)

Mark your calendars for this fun and exciting early season RMR event to be held in the upper parking lot of Bandimere Speedway. The autocross school is an event that we encourage you to try whether or not you plan to autocross or participate in drivers' education events in the future. Our excellent club instructors will work with you while you learn the capabilities of your Porsche (or other chosen automobile) and yourself with plenty of driving time through three car control exercises. Learn about car balance through two slalom courses, throttle steering around two different skid pads and how to plan and look ahead while manipulating your way through a mini autocross course.

We guarantee one thing - you will leave the autocross school with a huge smile and will be ready to prove your new found skills Sunday on the full autocross course. We also know that the knowledge you gain of your automobile's capabilities and the driving tips from our trained instructors will be directly applicable to everyday driving and will make you a more alert and safer driver on the road.

On-line registration will open March 1st and we recommend early registration for the autocross school as it is very popular and limited to 65 students. Sign up early to get in on the action. A Porsche is not required, however we can only accept SUVs with a Cayenne badge and no pickups. Convertibles are ok



and the club does have loaner helmets. Please see the RMR website for additional information on autocross events and to find the link to Motorsports Registration. Walk-ins on the day of registration will be available for the school (space permitting) and also for the autocross on Sunday but we encourage on-line registration so we can plan run groups. Also, pre-registration makes the process flow smoothly and assures we have enough warm beverages each morning. Registration at the event is by cash or check only.

Do you have a licensed 16 or 17 year old that no longer appreciates your insightful driving tips? The autocross school is a perfect event for them to improve their skills and get a taste of the motoring bug. Your patience may be stretched but our instructors are up to the challenge. If bringing an under 18 to the event, you'll need to have a special waiver filled out - check with the registrar.

Autocross School and Sunday Autocross	<b>\$65.00</b>
Autocross School Saturday Only	<b>\$45.00</b>
Autocross Sunday Only	<b>\$35.00</b>

## Saturday - Autocross School Schedule

Setup the Course	7:00 to 9:00
Registration/Check-in	7:30 to 9:00
Top Tech Open	8:30 to 9:30
Instructor Meeting	9:00 to 9:30
Drivers' Meeting (Mandatory)	9:30 to 10:00
School First Exercise	10:00 to 11:30
Lunch Break (Bring your Own)	11:30 to 12:30
School Second Exercise	12:30 to 2:00
School Third Exercise	2:00 to 3:30
Setup Autocross Course	3:30

## Sunday Autocross Schedule

Setup the Course	7:00 to 8:30
Registration/Check-in	7:30 to 8:30
Top Tech Open	8:30 to 9:15
Drivers' Meeting (Mandatory)	9:15 to 9:45
Corner Workers Out	9:45
First Car On Course Group A	10:00
Lunch Break (Bring your Own)	12:00
Corner Workers Out	12:45
First Car On Course Group B	1:00
Course Tear Down	3:00
Refreshments	3:00

... Continued On Page 8.

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## Autocross ... Continued from Page 7.

You will need a Snell 2000 or Snell 2005 certified helmet. You will need to bring snacks, lunch and non-alcoholic refreshments. There will be no concessions available at Bandimere.

You do not need to have your car pre-tech'ed. There will be top tech at the event each day. You must empty your car of all loose items (mats, bags, cans, items in the glove box, and door pockets), make sure your battery is secure, that your car has no significant leaks, have firm brakes, etc.

Autocross setup requires a platoon of volunteers. If you can volunteer please contact me and arrive at the parking lot at the setup times listed above. If you have any questions or if you can volunteer please send me an email at [csulley@transunion.com](mailto:csulley@transunion.com) or call 303-369-9052.

If you have any questions or if you can volunteer please contact our co-event chairs.

**Chris Sulley or Alan Fritze**



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## SAVE THE DATE

### June Drivers Education in Pueblo



GT-P(UEBLO)  
Pueblo DE  
Sat.-Sun., June 6 & 7

Come out and play at AMR's first Pueblo DE of the 2009 season!

*Details coming soon.*

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Phil Rader: 719.685.3200, [phil.rader@synovate.com](mailto:phil.rader@synovate.com)  
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# HPR Driver Education Event

## “Track Initiation Daze”

AKA - 1st DE @ High Plains Raceway

Sunday - April 26, 2009

This No Times drivers' education event is the first chance to drive the new High Plains Raceway with the Rocky Mountain Region of PCA. We have all been waiting a long time with great anticipation for the opening of this wonderful “home” track near Byers. It's less than an hour from Denver! We expect a large turnout from all of the RMR members for this “Track Initiation Daze” and will limit the registration.

Along with the new track comes an increase in track rental to the club. To help offset these costs for RMR drivers we will invite drivers from other clubs, driving other “lesser marques,” to register in the last week or two of the registration window. This means that we all need to plan ahead and sign up EARLY! We will endeavor to have registration open at least a month before an event.

Registration is available on motorsportreg.com, as usual, at a rate of \$175 for the first driver and \$150

for the second. We are still in the process of working out details on the density of cars, and corner worker requirements.

If you haven't seen the track, you should visit the High Plains Raceway web page at <http://www.highplain-raceway.com> and take a virtual lap of the track. Even better, check the schedule, and take a drive to participate in “tire bundling” at the new track.

Further event details and updates will be available online through the RMR website. Please contact the “Track Initiation Daze” Event Chairpersons with any further questions.

**Registration Fees:** \$175 for one driver, \$150 for co-driver.

**Registrar:** Kristie Widrig (303) 655-7495 (Home) or e-mail [trout4fun@aol.com](mailto:trout4fun@aol.com)



### Event Chairs:

Rick Goncalves at 303-901-2367  
Email: [RickG@RGEngineers.com](mailto:RickG@RGEngineers.com)

Jim Widrig at 303-655-7495  
Email: [trout4fun@aol.com](mailto:trout4fun@aol.com)

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# "Pre-Parade Primer" TSD Rally HPR DE ...

## Sunday, April 11, 2009

Article By : Jeremy Rosenberger and Andy Forberg  
Rally Master : Lee Sammons

Spring will soon be upon us, and that means it's time to awaken your Porsche from hibernation and take to the roads! Be sure also to brush up on your navigation skills, because this spring's Pre-Parade Primer TSD Rally is just around the corner.



What makes this season's rally so special? Unless you've been living in a cave, you already know that the 54th Porsche Parade will be held in Keystone this summer. Revised rules and scoring procedures will be in effect for the Parade Rally, and we'll be using those same rules for conducting and scoring this rally. That makes the Pre-Parade Primer Rally the perfect chance to practice the procedures in your Porsche! When Parade rolls around, you'll already be an old pro.

Along with various prizes, this Time-Speed-Distance rally offers the opportunity to score up to 9 points in your Challenge Series class. This is only the third Challenge Series event of the year, so don't miss your chance to get an early leg up on the competition!



Not familiar with the TSD rally? Not to worry. A Time-Speed-Distance rally is not a race; rather, the challenge lies in attempting to navigate a course of public roads in an exact amount of time—no more, no less. The course, and thus the "ideal" time, are not known to the participants in advance; the fun is in trying to stay on course (and on time) while following the instructions provided just before the start. But that's not all—the instructions may be written in such a way as to keep drivers and navigators on their toes. (We promise not to trick you. Much.) Everything you need to know is on the RMR Web site at <http://www.rmr-porscheclub.com/> (pick "Info" in the menu and look for the Rally Instructions and Rally General Rules). Make sure to review the rules before the rally!



If you're not inclined to participate in the competition, you can still join in the fun by volunteering to work at a checkpoint or at registration. Again, if you plan to participate in the Parade Rally as a competitor or volunteer, this will be good practice. And, of course, volunteers earn a Challenge Series point!



The fun will begin at Rosie's Diner in Monument, CO. The Diner is at 411 Highway 105, just off exit 161 on the west side of I-25. Rosie's serves up a great breakfast, so be sure to come early. Registration opens at 8:00 AM; the drivers meeting will take place at 8:30 and we'll send the first car off at 9:01. Although the final destination is a secret, we'll be there by lunch time. (And if you get truly off course along the way, your bailout packet will indicate the rendezvous point, so don't worry!)

Pre-registration via MotorsportReg.com is encouraged (registration links can be found on the RMR Web site, or you can go to [www.motorsportreg.com](http://www.motorsportreg.com) directly). Pre-registration is \$40 per car (keep in mind that you'll need exactly two participants per car, not counting children under 12). Or you can register on the day of the rally for \$45 (cash or check only in this case). While you may enter any kind of car in the rally, Porsches are definitely encouraged!

**For more information, please contact one of the event chairs:**

**Jeremy Rosenberger** ([jl4@cornell.edu](mailto:jl4@cornell.edu), 303.478.5385) or  
**Andy Forberg** ([daforberg@msn.com](mailto:daforberg@msn.com)).

**And while we still have your attention, we'd like to thank our Rallymaster, Lee Sammons.**

See you at the rally!

# Tech Inspector Training

Saturday, March 7, 2009

The annual RMR/AMR Tech Inspector Training session will be held at Prestige Imports on Saturday, March 7, 2009.

Come join us for an informative lesson on Tech Inspection, taught by our own Dave Stribling. This is a great opportunity to become a certified Tech Inspector and help your club ensure safe and fun DE driving for all.

What a great way to spend a Saturday morning! Enjoy time with smart people, look at really cool cars, have free coffee and donuts, learn important things about Porsches and become a certified Tech Inspector! It doesn't get any better than this! For more information, contact your event chairs:

**Bruce Waddle:** bruce@waddleco.com

**Dave Stribling:** davestribling@prestigeimports.net

**Saturday March 7, 2009**

Coffee and Donuts at 9:00  
Program starts at 9:30 sharp

**Prestige Imports**  
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**Get yourself certified!**

# 1st Annual "Summer Times" HPR DE

Saturday and Sunday, June 20th and 21st

Mark your calendars for the "first timed runs" with the Rocky Mountain Region of Porsche Club of America at High Plains Raceway!!!

This is an RMR/AMR Challenge Series Event!!!

Stay tuned and be prepared to register early; registration will open one month before the event, then two weeks before the event registration will be opened to other car clubs...

For you "Ricky-Bobby" racer types this will be an opportunity (first and may be last) to try out HPR before the RMR Club Race in August...

Check out the newest race track east of "Byers" and west of "Last Chance" Colorado at <http://www.highplainsraceway.com/>; note the long front straight away, the elevation changes, the off camber turn, the decreasing radius turn, the blind hilltop turns, and the exciting "high pucker factor" downhill sections...

*What better way to celebrate the longest day of the year and "Father's Day"???*

Stay tuned, trivial details to follow...

**Be there or be square...**

**Bruce Waddle:** bruce@waddleco.com  
**Joe Warren:** warrenjoe@comcast.net

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The advertisement features a blue Porsche Carrera GT sports car with white racing stripes and "911" and "Porsche Carrera GT" branding. The car is shown in a studio setting with a blue background. In the bottom left corner, there is a circular logo with a white car silhouette and the text "Poudre Sports Car".

# Off to Eiskhana 2009 ...

## Randy & Edie Stout - Co-chairs

### Eiskhana 2009 - Georgetown

After extreme cold earlier, the week of January 19 was warm in Georgetown with daily highs above freezing. In spite of puddles and slushy snow on Georgetown Lake, the ice was thick enough for RMR's annual Eiskhana.

Seventeen drivers braved the Saturday ski traffic and snowy roads to show off their winter driving skills on a skid pad and an interesting cone course. Although this was not a Challenge Series event, we did log times for the runs. Tom Carlin, driving a Subaru Outback, ran the fastest time of the day at 49.63 seconds. Oliver Then drove the fastest Porsche to a 59.27 second finish.

Thank you to our president, Dave Speights for greeting folks at the restaurant and waving the green flag throughout the event. Thank you also to Edie for helping get people signed up during breakfast, Tamela for setting up the on line registration and all the participants who pitched in to keep the event running smoothly.

### Randy Stout



Photos Courtesy of : Randy Stout

# ... Eiskhana 2009 results

Driver Name	Car	Porsche	4WD	Run 1	Run 2	Run 3	Run 4	Best Time
Tom Carlin	Suburu Outback	N	Y	49.84	51.07	49.63	50.05	49.63
John Orvis	Audi	N	Y	50.51	50.35	63.06	50.83	50.35
Tony Miller	Audi	N	Y	53.25	54.18	52.99	52.85	52.85
Linda Ruff	VW Jetta	N	N	61.63	60.35	53.37	56.07	53.37 <sup>Top 2WD</sup>
Randy Stout	BMW 325xi	N	Y	57.07	57.77	54.94	54.81	54.81
Allen Ruff	VW Jetta	N	N	56.45	56.64	55.05	56.21	55.05
Tiffany Davis	VW Jetta	N	N	55.84	56.30	56.08	56.38	55.84
Edie Stout	BMW 325xi	N	Y	61.50	59.09	58.07	55.95	55.95
Dave Keeley	Range Rover	N	Y	60.88	58.08	55.96	56.37	55.96
Tomas Carlin	Suburu Outback	N	Y	59.68	56.83	56.85	56.06	56.06
Kris Lee	VW Jetta	N	N	56.30	56.47	92.51	56.16	56.16
Art Rancis	Range Rover	N	Y	61.45	58.43	57.53	58.58	57.53
Oliver Then	Porsche Carrera	Y	N	62.88	60.38	62.30	59.27	59.27 <sup>Top Porsche</sup>
Eric Johnson	Porsche Cayenne	Y	Y	85.95	64.38	60.06	83.71	60.06
Sue Rancis	Range Rover	N	Y	65.40	64.20	85.16	60.38	60.38
Floyd Russak	Porsche Carrera	Y	N	60.98	62.66	65.46	62.02	60.98
Frank King	Porsche 944	Y	N	69.01	69.04	70.77	72.52	69.01

## Corner Workers for August Porsche Club Race

"The Race", the August Porsche Club Race, will be at High Plains Raceway this year, August 14-16. The 14th will be a Drivers Education experience and the 15th and 16th will be a DE/Race Practice /Qualifying/Races. There are lots of corners at HPR and we need lots of help so ...

### MARK YOUR CALENDARS NOW!

Also, mark your calendars for the Rocky Mountain Vintage Crash and Burn (Fire Rescue) School on March 21-22. This is an excellent course for new corner workers and an opportunity for experienced hands to work out the cobwebs of winter. I am looking forward to this years class as I really enjoyed it when I attended in 2007. If you attend and are an RMVR member there is no fee. If you are a member of the Rocky Mountain Region of PCA, RMR

will pay the \$20 fee. OR, if you are on my list of people working corners for the August Porsche Club Race RMR will pay the fee even if you are not an RMR member.

Please send Joe Warren an email if you are interested in working this years Race. Joe will be recording who has responded and when, he'll give corner working preference to those that respond earliest. Also, if youre on Joe's list you can attend the Crash and Burn School at RMR cost.

**Joe Warren**  
warrenjoe@comcast.net

# AMR Gateway/Moab Tour

## May 1<sup>st</sup>, 2009 - Event Schedule & Registration Information

**Gateway/Moab Tour.** For 2009, we will be repeating one of the most popular tours ever put on by AMR. We will be returning to stunning Moab, UT, and Gateway, CO, in a multi-region PCA event.

Registration: Space is limited. Registration began Feb 9th at 8am MST via the online link below. Cost is \$165 per person, which includes the following:

- ◆ Dinner and Canyonlands By Night River Cruise (May 2nd)
- ◆ Banquet and private car museum tour (May 3rd)
- ◆ Detailed route instructions
- ◆ Audio CD tours of Arches and Canyonlands

Registration deadline is April 1st, but we have limited rooms at the hotels listed, so recommend you book your rooms ASAP to ensure you get the rooms you want. Lodging details will be provided to you immediately after you have completed your registration at:

<http://www.motorsportreg.com/index.cfm/event/event.advert/uidEvent/3D3C28CO-DD80-C8CA-B854BE999782E7B3>

No refunds after March 15th.

Please send any questions to Chris Lennon at [cjlennon@comcast.net](mailto:cjlennon@comcast.net).



### Day One – Friday, May 1, 2009

#### Travel to Moab

- As we anticipate participants from many locations, today is allocated for you to find your way to Moab, UT. Moab is located in Western Utah, south of I-70, 5-6 hours from DEN, 4 hours from SLC, and 6-7 hours from ABQ. A nice scenic route is to take Hwy 128 from I-70 (accessible from US-5, near Cisco, UT).

- We will meet for dinner in town (the spectacular Sunset Grill) at 6pm, and gather the troops! Separate checks have been arranged, so order what you want!

### Day Two – Saturday, May 2, 2009

#### Arches National Park & Canyonlands By Night

- Today, we will tour this stunning area. We will leave the hotel at 9:00am. Bring a picnic lunch (there are grocery stores in Moab where you can pick up something that morning). We will have most of the day to explore this park at our own pace. Audio tour CDs are included with your registration.

- Meet at 6:30pm for Dinner and River Cruise at Canyonlands By Night. This is a spectacular moonlight tour, with a terrific dinner prior to boarding, all included with your registration.

### Day Three – Sunday, May 3, 2009

#### Canyonlands National Park & Gateway Auto Museum

- Today, we will tour another jaw-dropping park in Utah. We will leave the hotel at 9:00am. Again, bring a picnic lunch. Once again, we'll have most of the day to explore the park at our own pace. We will tour the spectacular Island In The Sky district of the park. Again, an audio tour CD will be provided.

- At 2pm, we will head into Colorado for a very scenic drive to Gateway. Gateway is home to the unbelievable Gateway Auto Museum, owned by Discovery Networks owner and CEO John Hendricks. This is home of the \$3.24 million dollar version of the automotive "Mona Lisa" – the 1954 Oldsmobile F-88 Concept Car. After the museum closes to the public, we will have a banquet in the museum itself, along with a tour of this spectacular collection, all included with your registration.

### Day Four – Monday, May 4, 2009

#### Return Home

- Today, we will all head home. Those headed to Southern Colorado can enjoy a scenic drive down toward Telluride, then East on US-50.





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# instructor's insight ... Alan Fritze, RMR-PCA Chief Driving Instructor

## Initiating Corners and Drifting Through the Turns on the Track

Once a DE student has an appreciation for what it takes to drive quickly and consistently around a track, they need to reflect on different ways to initiate corners and how to drift their Porsche through the turns on the track to improve their lap times.

Drifting a Porsche can be accomplished in a smooth and stable manner well within the limits of the car's capability on the track. Unlike some of the "Drifting" seen on the Speed Channel, a neutral four wheel drift is what we want to accomplish in every corner.

The overall experience of being able to drive your Porsche on the track is a wonderful feeling. The best single sensation from the experience is drifting your car through a corner perfectly, extracting as much of the cornering power from the car as possible before exiting the turn and accelerating down the straight. Learning to how to setup and drive your car in a neutral four wheel drift is a highly desirable skill for students to acquire at our RMR-PCA Drivers' Education events.

So, how do we learn to perform this maneuver? Like

many other speed sports, there are several steps which must be mastered before the goal can be achieved.

First, we need to cover the necessary skills which should be mastered by a student as they progress in our DE events. Many of these skills require a sense of timing and eye/hand coordination to become proficient.

The driving line and key reference points (i.e. brake point, turn-in point and track out point) need to be identified by a student in their Porsche on the track. Understanding these concepts is necessary for any driver to be consistent lap after lap. They are crucial for anyone who desires to get to the next level in our DE program.

The student must also know how to use "threshold braking" and "heel-and-toe" (i.e. downshift smoothly) techniques to avoid upsetting the car in the middle of a turn. A certain amount of finesse is required to perform these skills while driving on the track.

Certain recovery skills are also valuable before taking the next step toward drifting through each turn on the track. A student must learn how to recover from an error in judgment when entering a corner improperly. Learn to correct the attitude of the car when it is on the verge of spinning or entering a turn with brakes locked up and the rear tires smoking. Students must learn what to do when they have missed their initial brake reference point and have gone into a corner too deep. What emergency line does a driver take to prevent the car from leaving the track and avoiding damage to the car? If the car is destined to leave the track what should a driver do to maintain control of the vehicle?

Don't underestimate the amount of time required to learn all the skills required to drive well on the track. Patience on the part of the student is required to learn these skills before moving on to the next level of proficiency. Historically, the students who take the time to thoroughly master each step of the learning

*... Continued on Page 16*

## Initiating Corners and Drifting Through the Turns on the Track

process become better drivers more quickly than those who try to jump to the next level without acquiring the basics.

Autocross school is a great way to learn some of these skills at a moderate speed. At these events a student can learn how to use the brakes and the throttle to guide the car through the corners. This is also a great confidence builder for most students who are really unsure about just how to make their Porsche do what they intend to do on the track.

Back to the track, most drivers start in our Driver Education events learning the "Classic" method of initiating corners on a road course. Brake in a straight line, release the brakes, turn the car into the turn, and apply the throttle gradually. Finally, the driver should steer the car through the turn clipping the (late) apex point and stay on the racing surface at the track out point. The driver must learn to release the brakes

prior the turning the car into the corner. Otherwise, the car will become unstable and possibly spin which is highly undesirable.

Once a driver has learned these skills fairly well, they should be able to initiate a four wheel drift through a corner without difficulty. In fact, many students learn this maneuver seamlessly and never have to really think about it!

Once a student has developed enough confidence in his driving technique, they will be able to carry more speed into a corner and consequently more momentum which is the key to lower lap times in each session. It is very difficult to regain momentum if the car is slowed excessively while executing a turn. Even with a newer model Porsche with an abundance of power!

With enough practice, the intermediate driver will

learn the importance of weight transfer to achieve perfect balance all the way through a corner. Proper timing and smooth inputs from the driver are the key elements to drifting through the corners on the track. This should be the goal every student as they progress in the PCA Drivers Education program. Remember – "Smoother is Faster" when trying to decrease your lap times at our DE events.



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**PORSCHE**

**Sean Cridland**, RMR-PCA Zone 9 Representative



I can finally say that I've started my Zone 9 Rep duties. On February 7 I convened my first Zone meeting in Albuquerque, New Mexico. We had representation from all of the Regions in the Zone. The Friday night before the meeting, Roadrunner Region President Steven Stacy was generous to host those dignitaries who came in from out of the area to his house for a night of great food and conversation. Of course there were plenty of "toys" to look at too. We even fired up the Carrera GT just to get our appetites going. There's nothing like the sound of a 6 liter V-10 to make the mouth water.

The next day, things got going in earnest. We discussed many of the usual safety, liability, and financial issues that come up in every Zone meeting. We also discussed the schedule of each Region to learn about upcoming events. Of course Parade is on everyone's mind since it's in our Zone. RMR and AMR Regions are hosting Parade in Keystone – a wonderful locale for a Parade. The Roadrunner Region is scaling down its Fiesta del Porsche in order to encourage more people to make the trip to Colorado.

We also took some time to discuss the 2008 PCA Escape in the Roadrunner Region and the 2009 Escape in Ohio. At noon the group broke for a walk down to the Old Town Plaza and a great lunch where the main topic was – you guessed it – Porsches. Traditionally, the afternoon sessions of the Zone meetings are all about Newsletters. But this year we divided up the time for discussions about newsletters and websites. It was good to get some of the Regional Webmasters together to share problems, solutions and ideals.

For the newsletter segment of the discussion, the conversation took a similar course. Our Zone is comprised of very large and very, very small regions. So the needs and expectations are entirely different. RMR has over 1000 members and Llano Estacado is likely the smallest Region in the PCA with 18 members scattered out over a huge geographic area. West Texas and Carrera Regions are also small regions, so the problems associated with producing a newsletter that serves the respective Regions are quite different. Sometimes just having a newsletter is a large achievement!

In open discussion, other issues came up, such as finding a way to simplify the wording of the Parade Competition Rules so that mortals can understand them. It was also suggested that now that we have a Zone 9 logo that we should also have pins, patches, and badges available. AMR President Chris Lennon suggested that we could use whatever proceeds to fund a Zone 9 get-together during Parade. I suggested later on that perhaps we could also have a Zone 9 Challenge trophy for a Zone member who participates in events in the most Regions (rule are being worked out). The Zone 9 Challenge Trophy could be handed out at the Zone get-together. Finally, we called it a day. That evening, the Roadrunner Region put on its traditional Zone 9 dinner and had a great turn-out of Region members to welcome all the various dignitaries from out of state. From the noise in the room, a good time was had by all.

From my perspective, it was good to finally get things going as the Zone Rep. The meeting went well, with lots of communication, new friendships forged, ideas suggested and solutions posed. By the time you read this piece, I will have been to New Orleans for my first PCA Executive Council meeting and will have gone through Zone Rep "college." I'm really looking forward to meeting everyone and learning even more about the process. I've been asked to lead discussions on two topics: websites for the Regions and Escape. Then, I'll be heading back to Upstate New York on family business for 10 days. But it's my luck Zone 1 will be hosting their annual tech session at Farnbacher/Loles in Danbury, Connecticut while I'm there. It's only two hours from my family's home, so I'll drop down for the day. Norbert Singer will be the featured speaker at the night-time dinner. During the day there will be many tech-topics discussed.

So the next time you hear from me, I'll have lots more to say about how life is going as Zone Rep.

See you at an event, Sean

## Arie Luyendyk Test Drives HPR Track

by KATHY SMILEY, Staff Writer I-70 Scout, Printed with the permission of the I-70 Scout

**BYERS** — Two-time Indianapolis 500 champion Arie Luyendyk Sr. drove the new High Plains Raceway Jan. 9 and gave the 2.5 mile track with 15 turns his stamp of approval.

"I love it," Luyendyk said, taking a break after taking several laps around the course. "I think it's a great track — a very good drive. It's got elevation, which is always great." Luyendyk was invited to take the first laps around the track by the Colorado Region of the Sports Car Club of America, one of the amateur road racing clubs which financed and built the track, which will officially open in March. He drove a 2008 Corvette Z06 belonging to Michael Pettiford, president of GO 4 IT Racing Schools. Luyendyk found the course to be challenging. "It requires a lot of thought about how you approach the corners," he said. "... how you're going to go in and how you're going to come out. ... It's going to take a lot of laps by a lot of people here to get a rhythm going, because it's [a difficult] track. Which is good, because you don't want to have an easy track. It's challenging, and that's what makes it fun. ... The track requires driving skills for sure." Luyendyk took several of the organizers of the event and other spectators for drives around the track. Colorado Amateur Motorsports Association board member Glenn Conser got an especially exciting ride.

"I was talking (to Conser) too much and I went off one corner on the sharpest left-hand turn before you go downhill," Luyendyk said. "I went completely off, then I got back on the track and I thought, 'Where am I?' I didn't even recognize where I was going." Luyendyk and track designer Bill Howard discussed the technicalities of the track layout. "When we have more of the track finished, like the curbing and the distance markers ... the turnouts [will be] a lot more visible," Howard said, adding that one particular turn will require some education on the part of drivers. "To meet county [regulations], we had to do reseeding of all the disturbed areas. The most effective way of reseeding is drilling ... We had it all smooth outside the track, but the drilling put furrows in it. Before racing, we'll run a roller over all the ridges and try to smooth the runoff areas as much as we can. I think we'll tell people if they do slide off of [curve] five, and you do get over the top, don't try to turn left and come back up, because then you'll get yourself into trouble. Just keep aimed downhill and guide down the ridge and come back on the track."

Luyendyk was asked to compare HPR to other tracks he has driven and what type of car he thought would perform well there. "The righthander going up the hill kind of reminds me of Watkins Glen (New York)," he said. "[Another] track that came to mind was Mid-Ohio (in Lexington, Ohio). Basically, but without the scenery, I think Formula Fours would do really good here — that type of low horsepower formula car." Luyendyk, who is Dutch, started racing in Europe in the early 1970s. In 1977 he won the European Super Vee championship (Super Vee is a single-seater junior motor racing formula based on a 1963 Volkswagen Beetle.). He moved to the United States in 1984.

"You came over from Europe and started in the Super Vees," a sports writer asked. "Did that give you a better transition to being an oval track specialist?" "I drove Super Vees for a long time in Europe," Luyendyk said. "I simply couldn't get out of it. I couldn't find the money to go to Formula Two. I gave America a shot with Super Vee. That's when I learned driving on the ovals. "It actually really scared me in the beginning. I didn't take it immediately. They were definitely very intimidating. ... I was frightened to do it in an Indy car. When I went to Indy for the first time, just watching it was really scary. I thought, 'I've got to do this next year?' It was a big step coming from a Super Vee."

Luyendyk overcame his fears and eventually won the 1990 Indianapolis 500 with a record average speed of 185.901 mph. He won again in 1997. In 1996 he set a single lap qualifying record of 237.498 mph. He was asked what it's like to drive at that speed. "It's awesome," he said. "You have to have a lot of faith in the car. You set it up and you get to a point where you say it's time to go. ... Everything needs to be right, ... you kind of build up to it. As you do those laps you get confident and you know your car can do it." "It would require a serious leap of faith to work the car up," a listener noted, and Luyendyk agreed. "And faith in your engineer," he said. "You get to the point that you get so in tune with the track that getting a little sideways doesn't matter. That scares the heck out of 95 percent of the guys. If it doesn't scare you, that's where you can ... get that little bit of an edge, and that's when you get on the pole. You have to know your car can take it, which it did, most of the time."

Luyendyk said auto racing requires intelligence and caution. "You have to be careful," he said. "Be smart about it. ... I went to Indy 17 years, and I think I crashed three times. Other guys crashed three times in a month on that speedway. ... You have to [take] baby steps. Once your sure your car is good to go, then you go. "Any guy that says to you driving on an oval is easy and they can be nonchalant about it; they're lying. They've all been scared. ... When the car gets loose at 220, it's pretty scary. I'm never scared on a road course. But I'm scared on the oval all the time." Luyendyk, at 55, has switched his focus to managing the racing career of Arie Luyendyk, Jr. "Indy is not very fatiguing, except on the mind and the brain. As far as physically, it's not very tiring because (it's not) like a road course," he noted. "I love the ovals, but I'm a road course driver by heart. If I could still be racing I'd still do it now. [But] I'm a bit too old for it." Howard encouraged Luyendyk to join the drivers at HPR. "You'd be a youngster in this group," he quipped. Luyendyk offered a tip for HPR drivers. "On a lot of corners here I would say, the approach would be enter slow, exit fast," he said. "The moment you try entering too aggressive, too fast, you're not going to make the apex and you'll slide off." "This is a great course," Luyendyk concluded. "I'm sure a lot of good and fun times are to be had here."

# 54th Porsche Parade

## Keystone, CO - June 29th to July 4th

PARADE FOR THE CAR-LESS by Wendy Shoffit of the Ozark Injector



Why on earth would you ever want to attend a Porsche Club national event without bringing your Porsche? What do you do if your beloved baby is older or fragile and can't make the trek across the country or if it's in so many pieces it can't even make it out of the garage? Does that mean you have to miss out on all the fun? The answer is a resounding "NO!"

There are many ways for people without their P-Cars to participate and compete at Parade. One of the big four competitions historically is the Tech Quiz. Come test your technical and historical knowledge of all things Porsche and PCA. Sign up for your favorite model and era. Perhaps the 914 is your bailiwick, so come show those other guys and gals how much you really do know about them! Since there are so many 911s around, that quiz is divided into eras.

Check out the current year's Parade Competition Rules (PCRs) for the complete list and start studying

your copy of "Excellence was Expected." Not that there are many questions from there... it's just fun to read! Relatively new to the Parade schedule is the Gimmick Rally. While it still requires some sort of vehicle, it doesn't have to be a Porsche. Your loaner hybrid will work just fine. Sign up and take in some of the most interesting roads in the area. See the sights, answer the questions, and have fun. If you just have to compete in the standard TSD rally, why not find a single driver out there? No, this is not a dating service... but there are always people who come to Parade without a navigator (and they can't compete alone). We'll do our best to get you a ride if you can't bring your own.

Another new competition is the Zone Challenge. This is an always changing set of events that test you in ways you never knew we would! Tug of wars, rapid tire changing, carburetor rebuilding, sandcastle building, virtual racing, you name it. Get together with others in your Zone to build your dream team. Even if you don't win, you'll have tons of fun trying!

What if you're artistic and know bubkes about the inner workings of a 944 engine, well then get out your paints, camera, needlepoint, or favorite artistic medium and enter the art show. Believe me, the artists are very serious about their work. Enter for fun or for competition and also enjoy the fruits of everyone else's labor. Amazing works of art abound.

Are you more into sports than the cars? Come play in the golf tournament against Peter Porsche or compete in the 5K Run/Walk. Get your heart pumping from exercise instead of the purr of the GT3. Whatever it takes.

Would you rather play with toys? Bring your favorite remote controlled car and see if you can beat the 7 year olds out there. Trust me, it's way harder than it sounds! If you don't have your own RC car, not to worry... Vu Nguyen always brings loaners. Oh, and try to beat HIM in his own car. That's harder than beating the 7 year olds!

The Parade organizers are always looking for more ways for people to be able to compete with each other, with or without a vehicle. So, don't let that stop you from coming to Keystone! You are sure to get your fill of whatever level of competition you desire, while your baby sits safe and protected in your garage at home.

## Auto Union, The New Icon ...

By Dick Balder

The new combined Porsche-VW-Audi monolith needs a new icon. It needs a symbol, a logo, a something that reminds us of its past, and points the way forward. What should it be?

How about using the VW-Porsche 914? Well, the name certainly works. You may recall that that's exactly what the factory called the 914, in every market except the US. But... iconic? It never really sold very well. And it never exactly got the blood flowing. Ultimately it said you couldn't afford a 911.

The VW Beetle? The "People's Car." It's iconic, for sure. And designed by the patriarch himself. But, geesh, did you ever own one? Did you ever try to demist the windshield on a cold morning? Only to find that your breath kept condensing and freezing in a white haze? Which you tried to wipe away with a towel that you kept under the seat, because there was no air circulation until you were moving? I don't think so.

No and no. Here's my recommendation: the pre-WWII Auto Union Grand Prix cars.

Recently I was channel surfing, killing time, looking for something that I actually wanted to watch on TV, when I stumbled on a show called "The World's Most Expensive Cars" on HD Net. And what were they showcasing? An Auto Union Type D.

And it struck me. It's the perfect icon for the monolith. Here you have the first rear mid-engine Grand Prix racer. A design light years ahead of everything that came before... and we wouldn't see again for another 20 years. The Auto Union Type D had 430 supercharged horses, in a 3-liter V-12 configuration which propelled the beast to some 330 km/hr, which translates to 192 MPH... in 1939.

The Type C, which it replaced, was actually faster -- its mid-engine V-16 cranked out 520 HP, and it had an alleged top speed of 230 MPH or so. But it succumbed to new regulations that were designed to, yes it was true even then, rein in performance and cost.

Think about it. A tire footprint the width of your hand. A steering wheel the size of an extra large pizza. Drum brakes. And you could spin the tires in any gear at any time.

... Continued on Page 19



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## Auto Union, The New Icon ... *Continued from Page 18*

And, best of all, this craziness was designed by the progenitor himself, Ferdinand Porsche.

"The World's Most Expensive Cars" was covering how Christie's was going to auction it off. The talk was over its value, because it was one of five known to be left in the world. Priceless is a word I would use. But they were comparing it to the last Bugatti Type 41 Royale that hit the auction block, in '87, which went for \$9.8 million.

What the show didn't get into was the era, Auto Union's competition with Mercedes and how the two teams completely obliterated the opposition. And then there's the people who actually man-handled the cars in anger. Bernd Rosemeyer, who lost his life in an aero-bodied version of a Type C while trying to break the land speed record on a stretch of motorway in Belgium. Hans Stuck. Tazio Nuvolari, the "Flying Mantuan."

Ferdinand Porsche called Nuvolari, "the greatest racing driver of the past, the present and the future."

Ever see pictures of Tazio behind the wheel of an Auto Union? Here was this diminutive Italian. You could hardly see him, he was so small in the cockpit, his face covered in oil, looking up and through his pizza pie steering wheel, in order to see the road ahead.

I'm particularly fond of the story that goes something like this. An acquaintance at a party asked him how he had the abject irresponsibility to risk his life driving race cars. And he responded with "And you, sir, how do you have the nerve to get out of bed in the morning?"

Yeah, that's where the Porsche-Audi-VW mystique started. Cars and people who redefined -- and continue to redefine -- what "sport" and "enthusiasm" and "cutting edge" and "performance" are all about.

As for the Type D, Christie's never auctioned it off. The story was that this was one of two that were discovered in the Ukraine a few years ago. They were true barn-finds, scooped up by the Russians at the close of hostilities, tucked away and forgotten. One was bought by Audi and re-

stored by them. The other, this one, was also restored and in private hands. They said this one was Chassis no. 21, which had the provenance of having won the last French Grand Prix, before the war cancelled all the fun. And there it was, at Retromobile in Paris, perfectly restored and resplendent on the Audi display, ready to be taken by the highest bidder when... Christie's pulled the car from the auction. It seems there was some dispute as to whether this was really Chassis no. 21 or actually Chassis no. 19, which did not have as glorious a racing history.

C'est dommage. The car was then returned to its owner's collection, whereabouts unknown.

Yes, this is what makes an icon an icon. This is the stuff of legend, some 70 years of it. This is what led Porsche, and Audi and VW, on the road to where they are today. This will point the way to tomorrow.

And, oh, about that matter of hostilities, hey, if Israel can forgive, so can we.



# the rearview mirror

Rearview Mirror Editor: Cecil Morris

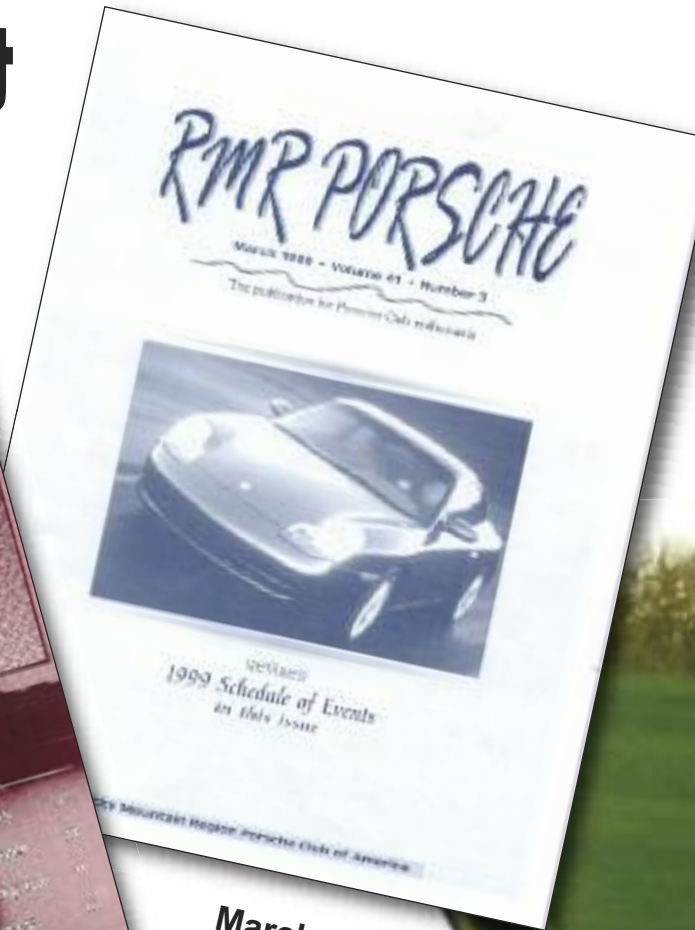


**1989:**

The competitive driving season is just around the corner.

Driving apparel and equipment courtesy of Pat and Anita Moyle.

Photo by :  
George McDonald



**March 1999**



**1979:** Photo by Frank Barrett



# members classified ads ...

*Classified ads are free to RMR/ PCA members for items personally owned by the RMR member. No commercial ads. Ads for nonmembers are \$10 for 1 month. Ads must be 150 words or less. Deadline for classified ad submission is the 10th of each month. Ads will run for two issues.*

E-mail your ad to: [newsletter@rmporscheclub.com](mailto:newsletter@rmporscheclub.com)

## porsche cars ...

**1999 944S2.** FOR SALE NEW PRICE: 3 litre, 16 valve normally aspirated strong engine. All services performed on time and pieces replaced as needed. Baltic blue with linen leather interior. Runs strong, great suspension, good for both road trips and in-town or you might want to turn it into your track car. Two sets of wheels/tires: 16 with summer rubber and 17 ready for Blizzaks. 156K miles and good for more! Need to make room in the garage for new 968. \$5500. For more info e-mail portia@ipa.net [February]

**1970 911T,** 99% original and in great shape, pastel blue with black interior, only 59 400 miles. Great car \$30,000.00 King Clemons, 970.226.4524, [king@alpinemoney.com](mailto:king@alpinemoney.com) [March]

**Early 911 Factory Whale Tail,** \$600 4- 5 S in early 911 steel rims, \$200, 4-4 S in 356 VW style steel rims, \$200. King Clemons, 970.226.4524, [king@alpinemoney.com](mailto:king@alpinemoney.com) [March]

**1987 911 Carrera. Black w/ linen leather.** Spectacular car with 20k in tasteful upgrades! 15k miles on rebuilt engine by Bob Hindson Racing (mild cams) SSI heat exchangers, Mille-Miglia stainless muffler Authority chip, many updates. Michelin Pilots, drilled rotors. High-end stereo. Momo wheel, Koni sports, turbo tie rods, 7&8x16" fuchs, 993 elec mirrors, whale tail, spoiler, fuchs alloy spacesaver spare. Original paint. Never tracked. Electric seats, cruise. Have original exhaust. Bobby 303-641-0416 or [bobby@onlynet.net](mailto:bobby@onlynet.net) [March]

**1997 Porsche 993 C4S** (Concours-Winning Collector Car!!) Rare pristine highly-optioned C4S in classic Arctic Silver paint with Black leather interior! Features include Litronic headlamps, Motor Sound package, colored wheel crests, headrest crests, adaptive sport seats, white dials, aluminum shifter/brake-lever, Becker CDR210 AM/FM/CD, new C4S carpet mats with clear protectors, battery shut-off switch, along with all accessories such as air pump kit, tool kit, wheel lock, case for stereo's removable faceplate, 2 key fob remotes & 1 valet, and manuals. Also, a Certificate of Authenticity is provided. The car has only 11K miles (averaging just 1K miles per year) and is in truly exceptional condition! No smoker/accident/track and always garaged/covered. Asking \$69,995 OBO. The car is located in Highlands Ranch, CO. Recommended enclosed-transport shipping methods are available. Please feel free to email Dan at [DPfis@aol.com](mailto:DPfis@aol.com) with any questions or to ask for photos. [March]

**BOXSTER:** 97-99 2.5L Porsche Schnell headers with stainless steel B&B (Billy Boat) sport exhaust - \$1,200; Porsche factory original new black bra - \$100; Contact John at 719-231-5181; [joliphint@springsgov.com](mailto:joliphint@springsgov.com) [March]

**1999 996 Coupe,** Black over Savanna Beige—Excellent Condition throughout—Clear Bra, New Michelin Pilot Sports within last 4000 miles—60,000 mile major service completed—Everything in excellent working order—Needs Nothing—Mileage as of today 65,958. Clean Carfax—Call John Nelson or E-mail for photos or additional information 720-201-5008, [jfnelson@aol.com](mailto:jfnelson@aol.com) Priced for quick sale \$22,900. [March]

**Cleanest 2002 911/996 Cab** that the dealer says is the best he has seen. Owned by life long PCA'er (35+ years) Vin:WPOCA29902S654737 Arctic Silver/Black Leather, Black top. 6 speed Manual, 24,xxx miles. 6 way adjustable electric heated seats and drivers lumbar support and dual memory. Crested Shift knob, Wind Stop, very good 18 inch. tires and wheels, Always garaged, non-smoking driver, never tracked or been rained on or seen snow. Trip Computer. Wheel lug locks, heated seats, High end Bose with 6 CD changer plus extra cd holder. Cruise, and all standard 2002 features except PSM. Super clean inside and out. All original manuals and records since I bought the car 2.5 years ago. First \$39,500 obo takes it. MUST SELL due to imminent purchase of 2009 Cab PDK. Pictures available. Car is Denver based Contact Dan @ 720/535-4100 or [djk@dank.com](mailto:djk@dank.com) [March]

**2006 CAYENNE** for sale or possible TRADE for your low mile 911. Ideally a 2001-2003 911, but I am somewhat flexible depending on what you might have to offer in TRADE. My Cayenne is for sale at \$32,500 or TRADE for your Porsche +/- cash. Cayenne has 40K miles on it and is Crystal Silver Metallic, Stone Grey-Steel Gray Leather. 3.2 Liter V6 Engine. 18" Cayenne Turbo Wheels. Six-Speed Tiptronic S Transmission. Preferred Package. Sun Roof. Air conditioning system with integrated charcoal canister and pollen filter. Digital radio with in dash CD, 12 speakers. Warranty til 50K. A wonderful ALL seasons vehicle (great 12 months a year!). Never off road, always stored indoors. Car is located in Denver/Washington Park. Rick Ericksen 303-907-5144 or via email to: [rickericksen@comcast.net](mailto:rickericksen@comcast.net) [February]



PORSCHE

## other vehicles ...

**AUDI RS4 body kit** fits '99-'01 AUDI A4 & S4- \$700: Contact John at 719-231-5181; [joliphint@springsgov.com](mailto:joliphint@springsgov.com) [March]

## miscellaneous parts ...

**WHEELS** - Porsche Cup 7x17 fronts, 9x17 rears, "high polish" with crested center caps. Fit most 911's, late 944/944T, 968 and Boxster. \$1695: Contact John at 719-231-5181; [joliphint@springsgov.com](mailto:joliphint@springsgov.com) [March]

**WHEELS** - Borbet LS 7x16's, 5x100 bolt pattern, 16 spoke aluminum, very light. Fit VW Golf, GTI, Jetta; Subaru; Audi TT; others- excellent condition - \$400: Contact John at 719-231-5181; [joliphint@springsgov.com](mailto:joliphint@springsgov.com) [March]

**WHEELS** - Steel wheels for 914. Bead blasted and repainted; concours conditions. Currently mounted with studded snow tires; two barely used; two worthless. \$300 for all. Car is long gone and I am clearing some stuff from my garage. Will deliver in Denver metro area. Lee Sammons; 303-333-7483 evenings, 303-322-8670 days. [March]

**A pair '69-'73 stock front seats with headrests from a 911.** Vinyl and Saddle/Tan in color. Good - very good condition, some sun fade. Rear seats included. \$420 / OBO for set. Email me for pictures or come to Boulder to see them. [robheath912@gmail.com](mailto:robheath912@gmail.com) [March]

## wanted items ...

**WANTED. 944 track stuff for 1983MY.** M030 or similar sways. Koni shocks. 28 - 30mm torsion bars. 350-400lbs springs. Pair of race seats. Roll cage. email [nkgosselin@comcast.net](mailto:nkgosselin@comcast.net) or call 720-339-5658. [March]

## other classifieds ...

### Eisenbud's Indoor Car Storage

Eisenbud's is offering indoor car storage for \$100 per month, per car. The building is located at 796 Vallejo St. or I-25 and 8th Ave. We have an alarm, but no heat. Car owners should have their own insurance. Access is available 9:00 AM-5:00 PM, Mon.—Fri. Or with prior arrangements. 303-825-0322 or [Eisenbud@privatei.com](mailto:Eisenbud@privatei.com) Jim or John can be contacted for details. [March]

# swap meet ... at dart auto Saturday, March 21, 2009

With spring just around the corner and the promise of our new track finally a reality, it's time to dig through your garage or basement and gather all those Porsche parts you no longer need.

What about those new wheels, seats, or literature you've been searching for? No promises, but you might just find that missing gem at the Annual Dart Auto Swap Meet! This event, Held March 21, 2009 at eight AM is free to both buyers and sellers. Past years Dart Auto Swap Meets have been equal parts commerce and social. It's a great chance to see your old friends and make new ones who share the passion for all things Porsche.

A hosted breakfast of bagels and coffee will be served.

This event also provides a great opportunity to check out the new developments at Dart Auto, you local independent Porsche, Audi, and Volkswagen repair facility.

For more information and directions please check out Dart Auto's web site: Dartauto.com or call Dart at 303-296-1188



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We're striving to make the newsletter as great a value to RMR members in 2009 as possible. We hope you like the full-color issues and the graphic design! We've also made a commitment to provide superior service to our advertisers, many of whom have been good friends to our club for years. We'd like to invite members and friends to take advantage of our very competitive rates and extra benefits.

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<b>Third Page</b>	interior page (2 3/8 x 9 5/8)	\$95	\$60
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