This month:
DE/Concours results
Porsche Parade
COTA!
Prilika/Donner
Upcoming Club Race
Alpine Ocean Spectacular! Views reminiscent of Lake Como, or the Pacific on point, and having your breath taken away! Stunning and jaw-dropping views: Mountain vistas; the legendary Flatirons; stars/planets, and the Boulder skyline! Embraces 270 degrees of protected open space; Abundant wildlife; Cathedral ceilings (and views) throughout; Chef’s kitchen; Master retreat w/ private deck; Rock star garage of a respected Porsche Fanatic; 3.9 miles to Pearl Street Mall.

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<thead>
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Cover photo by Sam VeuCasovic
Mel Shapiro’s 1967 911 at last month’s Membership Social (Lamar Street Center). The car is reconfigured as a tribute to the Elford/Stone 1968 911, with inclusions of other rally cars driven by Elford and Stone. This car won 1st in Class: Performance/Touring at the 2013 Porsche Parade.
Fellow club members, fall is coming and you know what that brings? Besides DEs and autocrosses? ELECTIONS! And SELECTIONS! Elections for board positions as well as selections and confirmations for committee chairpersons.

You know, a lot of you may have heard all the joking innuendoes that the board members are “sentenced” to their positions, presumably for some various misdeeds. We actually only joke about this, however. I can assure you that all of the board members take their jobs seriously! The reason we joke about it is because we have so few club members who want to actually serve in a board position. That it’s like pulling teeth to find someone who wants to be a board member.

It shouldn’t be. Being a board member is a very rewarding position! As I wind down my last six months of my term of being President of RMR, I look back at the positive things that I have helped formulate, along with the rest of the board members, to continue to help the club grow and evolve to serve its members.

The activities that we all love so much, be they racing, driver education, or the social events, are carefully thought out, planned, organized, and implemented with the help of many other volunteers. Before each event is actually implemented, deliberate discussion at the board level is conducted to determine what went right and what went wrong at previous similar events, and therefore what can be improved upon to make the planned event better. It is such a pleasure to see those deliberations come to fruition in a well run event.

The bottom line of all this is that board elections are coming up, and, while last year all the board members from the previous year re-ran for their positions, this year some will not. The nominating committee is seeking out those who would be good board members. This year, the positions of Secretary, 2nd Vice President, Treasurer, and Membership Chairperson are in need of new volunteers.

Besides the need for board members, there is a need for committee chairs to be filled as well. The primary one at this time is for a Registration Committee chairperson. The Registration Committee is the group that gets all the participants registered for each driving event. Being the chairperson doesn’t mean that that person has to do all the work. There are other committee members who do a lot of the work. We just need a leader, one who is good at organizing and delegating work. For the Registration Committee, the committee chairperson works with the Chief Driving Instructor to organize the run groups for each of the Driver Education events.

So, don’t just sit back and enjoy the club! Get involved and help make it better for all. I am sure all of you who are reading this have some ideas that could help make the club a better place for you and me. Come and help bring those ideas to fruition! Be a board member! Be a committee chairperson!

Rah, Rah, Rah!

Ok, so the President has to also be a little bit of a cheerleader! LOL!

---

New to RMR or just not a member yet?

Page 37 describes the various types of activities RMR members regularly enjoy. Check them out, then come to our next event and get involved!

Tours, Rallies, Autocrosses, Driver Education Events, Club Races, Car Shows, Socials, and Charity Support!
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- 235/35/19 Hoosier R6: $340.06
- 335/30/18 Hoosier R6: $386.06
- 325/30/19 Hoosier R6: $430.06

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With twelve issues of HighGear behind me now, it seemed like the perfect time to relaunch our newsletter with a new nameplate, fresh design, and renovated layout. All the mainstays are still here, along with some new ones such as the monthly trivia questions (next page) and “Take Five” which poses one question to five random RMR members for five random, but interesting, answers (page 35). You’ll no doubt also notice the magazine has grown in girth by a few pages. This is to accommodate the influx of stories during the busy summer season, but also allows for a more “open” reading experience as I don’t have to squeeze so much content into so little space.

When I took on the volunteer role as Newsletter Editor of HighGear one year ago, it was always my intention to continue producing a wonderful, well-designed newsletter for the RMR membership that we all can be proud of and look forward to receiving every month. Along with that, I also wanted to submit our beloved magazine into the annual PCA competition in an effort to win the honor of Best PCA Club Newsletter, aka The Betty Jo Turner Award.

As it turns out, HighGear placed quite well, but did not bring home the gold (the overall winner came from the Pacific Northwest Region). Instead, we scored 3rd place in Region V and tied for 5th overall in the nation.

I received some wonderful feedback from the three judges that poked and prodded at the issues I sent forth to compete in our little PCA-periodical Olympics. Some of the changes you see in the new HighGear are directly related to those comments.

However, I can only do so much. Some of the changes we need to implement in order to truly be the best in the nation need to come from all of you. I need your help.

According to the judge’s score sheets, which were extremely thorough and akin to HighGear having received a colonscopy of the printed page, we need to have more follow-up articles from events that took place the previous month.

This means I need the Event Chairs to commit to “closing the loop” by sending me a recap of an event once it wraps up. And it would be spectacular if those of you who attended an event would drop a line or two to me (and/or the Event Chair) with some comments about your experience and how much fun you had. So, please jump on your computer when you get back from an RMR event, whether it’s a driving tour, DE, or autocross and send an email to newsletter@rmrporscheclub.com with a few lines about the great time you just had. You’re gonna talk about it with your co-workers at the office on the following Monday anyway, so share those same comments with us too, please!

I also need help with technical articles. Please submit your articles and lessons learned from working on, in, or under these wonderful cars.

To place as well as we did is indeed a great honor. There are many to thank who helped make it a reality including all of our advertisers, without whom this wouldn’t even be possible. I am also in debt to all those who have written articles and submitted their “Spotlight” stories, as well as the many photographers who shoot unabashedly and offer up a visual banquet for all of us to enjoy.

We obviously have a top-tier publication here and I am excited to be at the helm. With just a few tweaks, and a little more input, we’ll no doubt have a top contender.
This month’s Trivia Questions:

1. In what year was Dr. Ing. h.c. F. Porsche GmbH founded?
2. If you wanted to see the official memorial honoring Ferdinand Porsche that was erected in his birthplace in 2010 and featuring a Porsche 356, what country would you have to visit?
3. When was the Cayenne Hybrid launched?
4. The Porsche Boxster prototype was unveiled to the public at the Detroit Auto Show in what year?
5. When it was first introduced in 1986, the twin-turbocharged 959 was the world’s fastest street-legal production car until being trumped one year later by the Ferrari F40. What was its top speed?

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The dog days of summer are upon us ... Ugh! The weather and the track are hot, hot, hot!! Hopefully, by now you were able to attend an Autocross, a Driver Education event or two, join your fellow Porsche people on some driving tours, look at lots of cars at the Concours d’Elegance, and see the largest gathering of Porsches in Denver at the Lamar Street Center! We have had something for everyone, so it is up to you to take your Porsche out and attend a club event.

Several members from AMR and RMR attended the Porsche Parade in Traverse City, MI last month. RMR had winners in the Concours, AX and Tech Quiz! Way to go, RMR! Next year’s Parade is going to be June 15-21 in beautiful Monterey, CA so mark your calendars now!

Please remember to renew your RMR/PCA membership and to keep all your membership information up to date. You can easily update your information online at pca.org. See you out there!

Welcome our new members!

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<td>Greeley, CO</td>
<td>1977 911S</td>
<td>Yellow</td>
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<td>Jock &amp; Susie Barker</td>
<td>Highlands, CO</td>
<td>2010 911 4S</td>
<td>Black</td>
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<td>Bill &amp; Jane Coffin</td>
<td>Evergreen, CO</td>
<td>2004 911 C4S</td>
<td>Silver</td>
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<td>Chris Conway</td>
<td>Erie, CO</td>
<td>1987 924</td>
<td>Red</td>
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<td>Bob &amp; Andrea Cowart</td>
<td>Littleton, CO</td>
<td>2013 991S</td>
<td>Yellow</td>
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<td>Bill &amp; Cheryl Culver</td>
<td>Grand Junction, CO</td>
<td>1997 993</td>
<td>Blue</td>
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<tr>
<td>Jim &amp; Terrie Guiffre</td>
<td>Greenwood Village, CO</td>
<td>2006 Boxster</td>
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</tr>
<tr>
<td>Jerry &amp; Stacey Held</td>
<td>Longmont, CO</td>
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<td>Scott &amp; Nancy Latimer</td>
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<td>Troy Remy &amp; Megan Gonio</td>
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<td>Levi Saxen &amp; Lindsey Bauer</td>
<td>Broomfield, CO</td>
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<td>John &amp; Donna Sims</td>
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<td>Ron Timmerman</td>
<td>Arvada, CO</td>
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<td>Wayne Wilson</td>
<td>Ogden, UT</td>
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OUT OF STATE TRANSFERS

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<td>Richard &amp; Debbie Sills</td>
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<td>997 Blue</td>
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August Membership Social
to be hosted by
Stevinson Imports!

Just like clock work ... our great friends Steve Burt and Mark Barnett of Stevinson Imports will be hosting our annual Membership Social there on August 1, 2013. Burgers, beer and wine will be served and there may be a Porsche door prize or two to give away that evening! There will be plenty of parking in the back lot for all the Porsches, so please come out and join us for a fun time!

August 1, 2013
6:00 p.m. to 8:30 p.m.

5500 S. Broadway
Littleton, CO 80121

STEVINSON IMPORTS

Hello my name is

RMR-PCA
by Jim Thorburn

The Slow-Fast-Half-Fast DE was a huge success! We had two great days of sunshine, lots of great volunteers, great food and drink, and 129 drivers!

The new drivers were treated to detailed classroom instruction from our finest instructors before being taken to the track and the nirvana of motorheadedness!

In the timed runs, David Stribling (photo below, in his GT3) made the fastest time, 1:59.12. Clearly, his driving was not half-fast! The full results of the timed runs are on RMR’s website rmr.pca.org.

In the timed runs, David Stribling (photo below, in his GT3) made the fastest time, 1:59.12. Clearly, his driving was not half-fast! The full results of the timed runs are on RMR’s website rmr.pca.org.

The food was incredible at Beer: Thirty on Saturday. El Pelicano Restaurant (www.elpelicanocolorado.com) provided fajitas and a delicious chicken chipotle. We heard again and again that we set a new standard for these DE events.

Most importantly, it was our volunteers who made the event so successful. These PCA DE events would not be possible without the dedication of our volunteers!

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<td>02 Porsche Turbo</td>
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It was another record-breaking year for the 30th annual Concours d’Elegance held on June 9, 2013 on the grounds of Arapahoe Community College. It was a hot but beautiful day to experience the show. Participants broke a record with 524 registered entries, including plenty of outstanding automobiles! Of the 524 cars, 147 were Porsches, which also breaks a 30-year event record for Porsches displayed.

Because of the 50th anniversary of the 911, the year-by-year representation of each model of the 911 was present, along with all the other variants of the model. Other unusual Porsches included a 1955 550 Spyder, a 1956 4-Cam 356, a 904 race car, several GT-2s and GT-3s, and several 356 Speedsters. The Porsches chosen for the Commemorative and Motor Sport Circles were a sight to behold and a rare opportunity to view these absolutely amazing cars in one event.

A huge “Thank You” to everyone who supported this very worthy event this year, whether it was by displaying your cars, judging, or volunteering for this huge undertaking. Spectators numbered approximately 14,000 and approximately $127,000 was raised for the Childrens Programs of Cerebral Palsy of Colorado.

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**2013 Concours d’Elegance breaks record**

*by Jerry Medina*

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Rocky Mountain Region is proud to host our 21st national Club Race & Solo DE at High Plains Raceway in Byers, CO on Aug. 11-12. Join us on HPR’s 2.55-mile track for club race practice sessions, fun races, two sprint races, an hour-long enduro race, and our adrenalin-pumped Advanced Solo DE!

Find more detailed event information on RMR’s brand new Club Race website by visiting www.rmrclubrace.com. Read about our entry fees, tentative schedule, hotels, tires, gas, and lots more!

If you are an RMR member and would like to come out to HPR and join us for the Saturday night dinner, please e-mail Norma Nada, Club Race Registrar, at sloporsche@aol.com for advanced $20.00 dinner tickets or call her at 303-699-9360.

Friday, Aug. 16th is set aside as a special Lapping Day for PCA members & friends only (no open wheel cars for this event). Book directly through the track Web site at www.highplainsraceway.com. We will have weekend access to the HPR paddock starting Thursday, Aug. 15 at 5:00 PM.

We want to thank all of this year’s sponsors. Without their help, we would not be able to put on this event. Please support our 2013 National and Regional Club Race and Solo DE Sponsors.

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Thank you to Greg Yolan for our Club Race Logo Design

Photos by Bruce Bell
This year’s Porsche Parade was held in Traverse City, MI which was the site of the 1989 Parade as well. Never having been to Michigan, we were not sure what to expect. It turned out to be a beautiful area with spectacular scenery on the banks of the Grand Traverse Bay, fine weather, and friendly natives.

There were 834 entrants at this year’s Parade, including 12 from RMR. These were John and Florence Mackin, Kathy and Walt Fricke, Jim and Randy Osgood, Rick and Carolyn Stillman, Bob and Carole Gale, Joe and Nancy Warren, Tom and Lynn Scott, Dan and Tom Semborski, Paul and Barbara Orkild, Dave and Bette Seeland, Ken Provasi and Lynne Zucker, and Mel Shapiro and Tom Conway.

Traditionally the week begins with the Concours d’Elegance. This year there were seven entrants from Colorado. Four finished first in class: Rick and Carolyn Stillman (2002 996 Turbo), Dan and Tom Semborski (1981 924), Paul and Barbara Orkild (1994 968)(Class of 1) and Mel Shapiro and Tom Conway (1967 911) (Class of 1). Jim and Randy Osgood came in 3rd in class with their 2005 911 Carrera S.

A highlight of the Rally Banquet was when the RMR newsletter, HighGear, was awarded 3rd place in its class. Congratulations to Dave Schmidt and Bill Terry for their fine work in continuing to make ours a quality newsletter.

In addition to the Concours, the schedule included the traditional competitive events such as rally (TSD & Gimmick), autocross, and tech quiz. Coloradans were active participants in all and had a great showing.

Six teams from RMR participated in the TSD Rally. The best showing was from Ken Provasi and Lynn Zucker, who came in 7th in the Unequipped Plus class of 24. John Mackin took 3rd in class in the autocross, improving from his last place finish last year. Walt Fricke and Ken Provasi also took 3rd in their respective autocross classes. For the ladies, both Kathy Fricke and Lynn Zucker finished first in their fields of one.

Dan and Tom Semborski placed third in the Gimmick Rally. Rick Stillman took first in class in the Tech Quiz as did Kathy Fricke.

The banquet events were all very well done. Grand Traverse Resort did a superb job with the service and food quality. Porsche took the opportunity at the Parade to introduce two new 911 models: the 50th Anniversary Special Edition 911 was introduced at the Welcome Party and the new GT3, based on the 991 platform, was introduced at the Concours Banquet.
Hans-Peter Porsche was in attendance along with many other executives and staff of Porsche AG and PCNA.

In addition to the traditional events, this year Parade continued the trend of offering a number of driving and bus tours. The driving tours wound their way through the cherry orchards and vineyards surrounding the lovely blue lakes of Upper Michigan. The area has many fine vineyards, and Parade offered several bus tours to some of the best. We learned about the wines produced on the 45th parallel and had ample opportunity to sample their wares. We would have purchased a case if the car were larger. All in all, there were four different driving tours which offered spectacular views of this scenic part of Michigan.

After winning the Concours in his class, Rick Stillman had an unfortunate event with his car. One of the hotel’s employees backed into his Porsche, severely denting the driver’s side door. Despite having some trouble getting the driver’s side door open, Rick was able to drive his car home. No word on the hotel employee’s future employment prospects.

As always, Parade week went by very quickly with a plethora of enjoyable social and competitive events. The weather cooperated and a good time was had by all.

Next year, the Parade will be held in Monterey, CA which promises to be another great event in a beautiful location. For those who have not been to Parade, I encourage you to consider attending and enjoying this week-long Porsche-fest.

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**PCA Zone 9 winners at Parade**

**Germany trip**
Darwin Binek, IMR

**T-shirt contest**
Carrera Region, 1st Place

**Region Website Class III**
1st Place, Roadrunner Region, Tony Richey

**Zone Website**
1st Place, Roadrunner Region, Sean Cridland

**Art Show**
Classic Photography
Honorable Mention, RMR, Daniel Sembroski

Enhanced Photography
Honorable Mention, RMR, Randy Osgood
3rd Place, AMR, Jim Sorensen

Sculpture, Professional
1st Place, RMR, Thomas Sembroski

Fiber Arts, Amateur
1st Place, AMR, Dona Sorensen

**Newsletter, Class V**
3rd Place, RMR, David Schmidt

**RC Cars Track Race**
2nd Place, RMR, Randy Osgood

**RC Cars Concours**
Peoples’ Choice, RMR, Randy Osgood

**Autocross**
S05L - 2nd Place, RR, Liz Shaw
S07M - 3rd Place, RMR, John Mackin
S09M - 1st Place, AMR, Karl Schaeffer
S10M - 3rd Place, RMR, Walt Fricke
S10L - 1st Place, RMR, Kathy Fricke
P13M - 3rd Place, RMR, Ken Provasi
P13L - 1st Place, RMR, Lynne Zucker

**Tech Quiz**
Q03L - 1st Place, RMR, Kathy Fricke
Q05M - 1st Place, RMR, Richard Stillman
Q07L - 2nd Place, IMR, Jayla Binek

**Gimmick Rally**
3rd Place, RMR, Daniel Sembroski and Tom Semborski II

**TSD, Navigational**
8th Place, RMR, Jim & Dona Sorensen

**TSD, Unequipped Plus**
7th Place, Ken Provasi & Lynne Zucker

**Concours**
Preparation Group
Class PP02T - 2nd Place, RMR, Jim Osgood
Class PP09T - 1st Place, RMR, Richard & Carolyn Stillman
Class PP11T - 1st Place, RMR, Paul & Barbara Orkild
Class PP02S - 6th Place, RMR, Walt & Kathy Fricke

Concours
Preservation Group
PS06T - 1st Place, RMR, Daniel & Thomas Sembroski

Concours
Performance Group
PF02T - 1st Place, RMR, Mel Shapiro
PF03T - 3rd Place, IMR, Eric Shea
Join the 7th Annual Drive for the Kids
Benefiting the Children’s Hospital Colorado Sports Program

The 7th Annual Drive for the Kids tour to benefit the Children’s Hospital Colorado Sports Program for children with physical disabilities will be held on Saturday, September 7th.

The Denver Round Table, the Rocky Mountain Region-Porsche Club of America, and the Rocky Mountain Jaguar Club will kick off the 7th Annual Drive for the Kids.

On Saturday, the caravan of 40-50 cars will start in the historic mining town of Idaho Springs with breakfast at the Buffalo Restaurant & Bar. After a hearty breakfast, we head into the mountains to a special luncheon location. After lunch you will have the choice of taking a fun route back to Denver, or to continue your afternoon enjoyment towards the final destination of Crested Butte Mountain Resort. Once there, enjoy cocktails and a grand meal, a silent auction and beautiful, mountain accommodations.

On Sunday, Crested Butte offers The Annual Fall Festival of Beers and Chili Cook-off, a zip line, bike rentals, shopping and galleries. The Denver Round Table’s goal is to provide a relaxing mini-vacation with two full days of scenic driving, great food, beautiful accommodations, and lively conversation with other participants, all while supporting our youth oriented charities.

This tour is open to all makes and models of vehicles and membership in a car club is not required. Note that there are no administrative costs charged to this event and therefore 100% of the net proceeds is distributed to The Children’s Hospital Colorado Sports Program. Sponsorships at all levels are still available and silent auction items are always welcome. RMR has been a sponsor of this event since its inception and the past events have raised over $100,000, all of which was donated to the charities!

Register online at www.denverroundtable.net. Special rates of $134.00 (plus tax and includes breakfast and parking) are available at the Crested Butte Mountain Resort just for this event. Reservations by phone can be made by calling 1-888-443-6715, use code “Drive for the Kids”.

**Event Registration**
Cyndi Mumm: 303-805-1644, cyndi.mumm@comcast.net

**Sponsorships and Questions**
Steve Wright: 720-985-6696, swright937@aol.com

**Silent Auction Donations**
Bob Tiddens: 303-204-7814, rtiddens@comcast.net
COTA, The Circuit of the Americas, was an ambitious project built specifically for the FIA Formula 1 series. The facility was built in record time at a cost in excess of $350m. COTA is a 3.427-mile motor racing circuit near Austin, Texas. It hosted the Formula One United States Grand Prix on November 18, 2012, the penultimate round of the 2012 season. In the spring of 2013, the circuit hosted the Texas Motorcycle Grand Prix, a round of the Road Racing World Championship (commonly known as MotoGP), the Australian V8 Supercars series, and the Rolex Sports Car Series, and in September it will host the FIA World Endurance Championship and the American Le Mans Series. The circuit and grand prix were first proposed in the middle of 2010. The circuit was the first in the United States to be purpose-built for Formula One. The layout was conceived by promoter Tavo Hellmund and 1993 Motorcycle World Champion Kevin Schwantz with the assistance of German architect and circuit designer Hermann Tilke, who has also designed the Sepang, Shanghai, Yas Marina, Istanbul, Bahrain, Yeongam, and Buddh circuits, as well as the repainting of the Hockenheimring and the Fuji Speedway.*

The Hill Country Region of the PCA facilitated the first PCA event at this prestigious facility in May 2013, a combination Club Race and DE. A few RMR PCA attendees share their experiences in this inaugural event.

This was quite an anticipated event for the PCA and I suspect members from all over the country wanted to attend. How did registration go?

Tommy Dean: Registration was crazy. I had two computers set up, just in case one failed. My wife rolled her eyes and took a picture. I was signed up in 1 minute and 28 seconds. At 2 minutes, 20 racers had already signed up. By 15 minutes, 50 were signed up. Needless to say, the event sold out.

Joe Bank: The hype about this event selling out quick was no joke. I had my iPhone, iPad, and Mac Air all ready to fire off. I synchronized my clock with club registration’s clock. As soon as their clock struck 8:59 and 55 seconds, I started refreshing to register ... as Tommy said, 20 people already signed up in the first 5 seconds.

Cecil Morris: I was surprised to learn registration for the DE side of the event was through ClubRegistration.net, rather than MotorsportReg.com. The DE was completely booked within minutes of registration opening, but it wasn’t just first-come-first-served. Even if you registered immediately, applications were subject to review by the CDIs to ensure that drivers were sufficiently
advanced. I had used ClubReg before for events outside of Colorado, and I updated it before I registered for COTA. I also sent an email to the lead CDI in advance, to introduce myself. As a result, I got in, but no one else from Colorado did, because ClubReg had very little information on them, and the CDIs didn’t inquire.

**Mike Quigley:** I had to excuse myself during a dinner party of 12 at a friend’s home to get on the laptop and register. Made the first 100, so I knew I would get in. Still, they kept us waiting for confirmation for weeks. People thought I had “gone round the bend” with this type of behavior.

**Steve Wright:** I, of course, got the times wrong and didn’t register until 20 minutes after it opened, so I was on the wait list for weeks. Finally got the ok about 2 weeks prior to the event!

**How long was the drive from Denver and when you arrived, what were your first impressions of the facility?**

**TD:** The drive was about 18 hours. We all got a different start, but took the same route. We split it up into two days, stopping in Amarillo, then on to Austin. Thank goodness for audio books. The drive and anticipation of getting there made the time pass quickly. Joe and I arrived at the hotel in Austin the evening of day 2 and were at the track and in line the next morning. Actually, I was first in line! By the time they started letting folks in, the line was as far as I could see. First impressions? Oh my goodness. It was like Christmas! Everything was new, fresh, and perfect. I swear the facility had new car smell! We rented a pit garage and you could

“Making that T1 left hander, you could then see all the way through the next five turns. From T11 to T12 is 1000 meters. I kept trying to upshift to 7th, but only had 6 speeds. By the end of the week, I was at 154 mph before braking.”
eat off the floor. Chad, Cecil, Joe and I shared the garage and it was crowded, but manageable.

**JB:** If you go, decide up front whether you want the scenic route or easy sailing on the freeways. The facility might as well be somewhere in Europe. It’s exactly what you’d expect from a Formula 1 level track. As usual, we tried to get early in line to get into the track, unload, get set up and have a good night’s sleep. Well, that only works if “normal” protocol is followed—i.e., the rules the rest of the world follows regarding “getting in line.” Let’s just say that if you were first in line, you weren’t getting in first. Ask Tommy how much he enjoyed the rules of entry according to COTA!

**CM:** I’ve towed the car as far as Salt Lake and Tulsa, but not as far as Austin. Great drive, perfect for audio books as Tommy said, and punctuated with moments of excitement. I left after the Club Racers, since they had an extra day for test and tune. I drove through huge thunderstorms on the way out, both in Colorado and Texas. On the way home, one of the tires on the trailer blew out, and I had to change it on the side of the highway. Real motivation to move fast.

**MQ:** My drive took two months and covered 2,100 miles before I arrived in Austin. It started in mid-March when I entered the Texas World Speedway race, then left the truck and trailer—the whole shebang—at the track! Caught a ride back to Denver with Dan Mayer. A month later, I flew in and headed to New Orleans for the NOLA club race. After hanging around a few days after that I left for Austin, before I knew I was confirmed for that race. I left the whole shebang again at a storage yard about 1/4 mile from the airport, flew home, and flew back in May for COTA. It worked out great and I’d do the little triad of races again. As for the track, it was great pulling into the paddock and letting the anticipation of racing on the track build for F1.

**SW:** Who drives? Chris Cervelli had a spot open on his trailer, and wanted to drive on his own anyway. I flew in on Thursday and showed up for the first practice session on Friday clueless.

**What was it like driving on the track for the first few laps?**

**JB:** Lap one, not full throttle all the way on the back straightaway. Lap 2, full throttle all the way ... Wow! It’s long and if you have good brakes then, man, what a thrill at the end! The first practice of the first day it rained. I loved it. I’ll pray for rain every race I run the rest of my life. They have an electronic tower at several corners around the track so it was pretty cool to see what position you were in (as long as you were in the top 10). The hill climb going into turn 1 looks like it would be really slow. Wrong! I found myself up-shifting to 5th while I was going up it. Great track!

**CM:** Like running on a 3.4-mile skid pad. I brought some Toyo Proxes R888s, since I knew it would likely rain. However, I didn’t get the rears in time, so I started on a mismatched set. Among the glass-like surface, the wet, and the odd mix of new front tires and older rears, it was a real test of car control. After that session, I went to receiving, got new rear tires that had been shipped out, took them to one of the tire support outfits that were at the track, and got them mounted and balanced. The rain stopped and the sun finally emerged. It was perfect.
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MQ: No video that I watched could prepare one for the change of elevation nor for the curbing and chatter, and to be quick you had to run over the curbing, especially in the esses. Smooth to the point where, until they really warmed up, the tires would “skate” over the tarmac when asked to do too much turning.

SW: As I noted, I showed up on Thursday ready to go and ... it was pouring rain, and I had slicks on the car. Needless to say, it was a terrifying couple of laps before I decided that the smart move was to wait until things dried out a bit. When they did it was a blast, although being mid-pack with 75 or so cars in the session required eyes in the back of one’s head.

TD: I watched the Leh Keen YouTube video about 1000 times, so at least I knew when to turn right and left. The surface was glass-smooth and the elevation changes impressive. Making that T1 left hander, you could then see all the way through the next five turns. From T11 to T12 is 1000 meters. I kept trying to upshift to 7th, but only had 6 speeds. By the end of the week, I was at 154 mph before braking. Some of the fastest guys were past 160mph. Sound fast? Well, not really; F1 guys were over 200mph.

Did you get to meet new friends and rekindle old acquaintances?

JB: I met some people from Rennlist that knew my car. That was pretty cool. It was great to see so many RMR people there.

CM: I made new friends among the Racher Rennstall family (a group of enthusiasts who attend races together). I also got to see a number of old acquaintances in the paddock and garages, which was fun. A thousand miles from home, and I was still surrounded by people I knew.

TD: I got to meet some of the guys I knew from Dallas and a few Rennlisters. I think Mike Quigley knew someone from every state represented. He was all over the place smiling as always.

Tell me about your run groups. How did everyone do?

JB: There were three run groups; initially, all had about 80 cars. It worked out well because Tommy and Chad ran in a different group than me so we could all support each other. I was the only 993 Cup there, so winning my class wasn’t what I was after. Knowing that going in, my goal was to finish in the top 10 overall, and in Sprint 1, I finished 6th out of 64, in Sprint 2, I finished 12th out of 60 (I spun on the 2nd-to-last lap), and in the Enduro, I finished 9th out of 54.

The crazy thing is that in the practice race I overcooked turn 5 and hit a barrier and lost my rear spoiler and part of my rear bumper. So I ended up doing all 3 races on this high-speed track without any rear downforce ... that was nuts and inspiring.

I gotta give a “thank you” to Chad for rallying me and helping get the Hornet (993 Cup) in condition to pass tech. I asked Chris Cervelli how much I was going to notice the rear spoiler missing and, in a way that only Chris can say a thousand words without actually saying them, he said, “You’re going to notice it.”

Yeah, well, the back section after the back straightaway was intense every lap. Everyone there was fast and considering what had happened, I was very happy with the results. I also won the “Workers Choice Award” and was very honored to have received it!

CM: It was mostly great fun, I felt very good about my times, and I brought the car home unscathed.

Although it was an advanced event, the skill levels were varied. Most of the cars, however, were beasts. My group included 2 GT2 RSs, a Noble M400, a Formula SCCA race car, a Ferrari 355 F1 Berlinetta, a sea of GT3s and GT3 RSs, and a smattering of 911 Carreras. Having driven in the Black Group at High Plains, though, I was undaunted. I usually gridded in the first 30% of the pack, and despite my 2.5L, I managed to hold my own and avoid the traffic at the middle and back. A few drivers did create some problems, including blocking/trains (unbelievably), someone who lost a wheel on the track because it wasn’t torqued, and a new GT3 RS that went into a fence on Sunday afternoon, sheared off a post or two, and caused the track to be closed two hours early and our last sessions to be lost.

MQ: Still learning my Spec Boxster, and it didn’t help that I lost all of Friday’s practice to change a clutch. I got reasonably racy from my 32nd out of 88 cold turkey qualifying position, picked up about 10 spots in Race 1, and a few more in Race 2. The Enduro was the best—we started 66 cars—and I finished up 11th overall and 5th out of twenty-some Boxsters, so I felt vindicated from my lack of practice. I did not learn this track as quickly or as completely as I’d
hoped, but that’s what “next year” is for.

SW: I was in the slow group in my old SC surrounded by a scrum of Boxsters. That seems to be the new car of choice for our class. It’s taken a couple of years, but they have figured that car out, with Mike Quigley leading the charge. I think I may have to go with the flow eventually myself. The old 911s aren’t getting any newer, unless of course you can afford to go the “Buckley” route, or be a young hot shoe like Adam Jaspers!

TD: Everyone played nice as there were no car-to-car incidents to speak of. Chris had (naturally) qualified very quick and I was excited to try to follow him for a while. He drove like the pro he is and put on a show.

The Enduro fielded 53 cars, and he finished 5th overall. Action was everywhere. While the starts were crowded, the fields settled out and everyone had someone to battle with. In one race, I came around T20 (last turn before the straight) and someone had hit the wall. Their front wheel and suspension were right in the middle of the track.

Once, I was neck-and-neck with a third competitor spinning in front of us. We split him and continued racing like he wasn’t there. Funny how casual incidents like that become.

My class results: in Sprint 1, 4th/11, Sprint 2, 4th/10, and in the Enduro 3rd/11 and 15th/53. I ran 2:20.89, and the fastest car in my class was 2.8s quicker.

Needless to say, I have a whole lot to learn. I guess that is what makes this so much fun.

It seems that everyone learns something new about racecraft or line choice at each event. What did you learn from this trip?

JB: COTA taught me never to give up, how to race in the rain, how to drive without downforce ... oh, and my brakes kick major ass.

CM: Not so much learning, but reinforcing. The track is long and fast, but it rewards precision. Made me even more sensitive to car balance and vehicle dynamics. Also, it underscored the importance of situational awareness, especially given the mix of powerful cars, varied levels of experience, and a new, fast track.

MQ: I learned that “thou shalt not T-bone thy neighbor”! Nearly all the passing was done in the braking zones into turns 1, 11, and 12.

The Boxster has superior brakes and you could really wait pretty much until the other driver blinked and then pass him/her under braking. Many folks got it wrong and clanged into a car that was already turning in; this happened repeatedly over the weekend in all the run groups.

Some of this was brought on by the fact that much of the track from turns 3 through 10 was extremely difficult to pass on—you needed complicity from anyone you were passing in these areas of the track.

There were also numerous single car incidents. Chalk it up to lack of familiarity with the newest track on the schedule and the fact that folks really wanted to do their best at COTA. Fortunately, I came home without a scratch but, sadly, without a podium either!

SW: Patience, and that some of the tighter turns like 1 and 11 can be very deceiving. They look really wide, but trying the inside pass can be a bad idea. Ruefully, I found this out during the Enduro on Sunday.

Another 911 driver tried the inside “pass three cars at a time” move in turn 11, and crunched my rear quarter panel along with some wheel and suspension damage.

TD: I learned to be patient, real patient. The track was actually very hard to pass on. When you have competitors with cars of similar or a bit more horsepower and that same car in front of you is a bit slower in the
chicanes, it is hard to pass. I didn’t want to stick my nose where I had not earned the pass.

T1, T11, T12 and T20 saw a lot of guys trying to pass, only to either hit someone or get quickly cut off. So I had to pass by out-braking the less experienced drivers and I struggled to pass the better drivers in the other stuff.

Speaking of braking, it is something I am continually trying to improve. The straight between T11 and T12 is 1000 meters. I was doing 154mph, braking at 180 meters, before T12. The better drivers were braking at 150 meters. I kept thinking about what I needed to do to drive a bit deeper. And then somebody told me that the F1 cars are going 200mph and braking at 50 meters. Unbelievable.

**No doubt you had many, but please describe your most memorable moment.**

**JB:** Probably the moment Chad and I finished putting back the Hornet in condition to know that I would race the next morning. I had a good night’s sleep and then during the first race I looked up at the electronic top-10 board and saw #14 in 6th position overall. I couldn’t believe it. It was really cool to see how the whole team did. Everyone drove great. It was quite cool. It wouldn’t have been the same without everyone there.

**CM:** Catching the Ferrari in the Esses!

**MQ:** Had to be when Bill Petty and I couldn’t find our hotel because we were driving around in such torrential rain that we literally could see where we were nor where we were going. Bill did himself proud by executing several nice passes of unwitting drivers by going up onto the sidewalks. His luck ran out on the way home though; ask him about his ticket(s)!

**SW:** Completing all sprint races and actually noticing real spectators watching the action.

**TD:** My most memorable moment(s) were having my family there helping with everything I normally do myself. Looking at data that told me my lateral g loads through T17 – T18 were below max, and pushing the car the next session to achieve the max. Battling with cars, setting up passes five turns ahead and executing. The calculative nature of doing so is very rewarding.
If I had to pick a favorite scene from a racing movie, it wouldn't be James Garner winning the world championship in Grand Prix. Nor would it be Steve McQueen giving the “racer's salute” in Le Mans. Instead, it would be one far more unlikely, but one ultimately more real than any other. My favorite cinematic moment would be Anthony Hopkins playing Burt Monroe in The World's Fastest Indian when he's told he can't race, after traveling halfway around the world with his old Indian motorcycle.

Why, you might ask, pick such a dismal scene? Because Hopkins, as one of the world's finest actors, manages to portray in only a few seconds the true nature of a racer: the need, the drive, the necessity, the life's purpose to put aside all else for the need to compete, no matter the obstacle, the problem, or the disappointment. Because, as Steve McQueen’s character Michael Delaney says in Le Mans, “Racing is life. Anything before or after is just waiting.”

That's the kind of character I witnessed during a weekend in mid-May when I traveled to Austin’s Circuit of the Americas (COTA) with Robert and Danyella Prilika, David Donner, and their teams for the Pirelli World Challenge event. The difficult weekend began with a long drive coupled with a flat tire on the rig that delayed the trip even more. While Robert's car has been run in many events over the last couple of years and has been well sorted, David's was proving to be an unknown, causing trouble even in early tests at Pikes Peak International Raceway.

Team Prilika delivered both cars to the event at COTA in mid-May, getting an excellent pit space because of the good relationship both Prilikas have developed with the World Challenge organizers. But it was apparent from the outset that the racing would be challenging for a team much smaller in size and budget than many of its factory-supported rivals, most notably the Cadillac, Volvo and Audi teams. Still, Prilika is a seasoned driver, having raced in several series throughout his career, and Porsche—even when it's outgunned—is a great racing car. But the World Challenge is pro racing. And while the competitors are friendly and helpful off-track, many of the niceties of Club Racing are absent, and people fight tooth and nail for position.

It was a weekend of waxing and waning luck for the two Colorado drivers, with Prilika starting off strong and relatively trouble-free, while Donner had several issues to overcome. But as the weekend went on, things would shift, revealing the character of both drivers and teams.

David Donner's weekend was—to the say the least—challenging. The three-time Pikes Peak overall winner spun several times in the first practice session, resulting in flat-spotted tires and bruised confidence in the car. After tiptoeing through the first practice, he
went on a quest to talk to all the brake and Porsche experts in the pit lane. Eventually it was discovered that whomever had worked on the car last had connected the ABS system backwards! It's a wonder he could drive the car at all.

With that problem solved, he approached qualifying with caution, wanting to feel out the car now that it was handling better. After turning in a couple of respectable laps, his transmission had had enough of suddenly spinning backwards at over 100mph and munched itself thoroughly, leaving him to “enjoy” the one hour session from trackside. With temperatures in the high 90s and Texas humidity not much lower, it was good that he had his cool-suit on.

Initially the thought was “enough of this, load it up.” But with Prilika’s encouragement, the two of them were off on the golf-cart cruising all the Porsche teams to see if anyone had a spare transmission. As we say in PCA, “it’s not just the cars, but the people,” and sure enough a transmission was secured from a Pirelli Cup team and was sitting in the Prilika/Donner Porsche of Colorado Springs pit within the hour. PoICS mechanic Travis Smith, along with Donner’s mechanics Mark Misegadis and Bob Campbell, got to work immediately. Pulling the broken transmission didn’t take long, but all parties involved knew that installing the new one without a lift would be a chore. Sure enough, it stretched into the dark hours, but the whole team stuck with it, lending a hand where there was room in a very tight space, or by simply providing moral support. By 10pm, the lights were out and the team was off to a late dinner and some well deserved rest.

It would seem that all was right with the world, but this is racing. In his Saturday race, Donner quickly discovered that even though the brakes and the transmission were working well, the car wouldn’t pull over 5500 rpm, not the kind of pace you expect from the GT3 Cup. Back in for more reflection, more walking around looking for answers, and finally a bright spot at the end of the tunnel. The issue was simply a case of resetting the transmission sensors.

Meanwhile, Robert Prilika had a respectable battle to get into the top ten in a race where the factory teams clearly had advantages of horsepower and development. It’s no secret that Porsche is giving its professional racing support a rest until its 991 GT3 program gets going again in 2014; even Brumos has had to pull the plug on its program this year, while Racers Group and Flying Lizard have both switched to Aston Martins.

But Prilika remains true to the Porsche brand he’s had so much good fortune with over the years. With a satisfactory placing of 13th in the first race, he had a good feeling about the second one a day later. Getting to know the course, where the best passing opportunities would be, and the driving styles of his competitors would help him move up. He came in from the race with some scrapes in the paint—which team manager Danyella fixed handily—and a feeling that things would improve on Sunday.

Sunday morning offered up clear, sunny, and breezy weather, which meant the humidity was kept in check. Still, the coolers were well stocked with ice for Prilika’s and Donner’s cool suits.

Once the race began, both Porsches started moving steadily up the order, but then Donner let off. From the pits we could only surmise that he was just happy the car was finally running well and was saving it for its main purpose, going up Pikes Peak VERY fast. In the end, it wasn’t the result at COTA that counted, it was the steadfast resolve to get the car working and ready for its main purpose.

From this writer’s first encounter with Donner, most remarkable was his upbeat, optimistic, even humorous demeanor throughout the most trying of issues. Whenever it was mentioned, his response was “What else can you do? We’re racers.”

Meanwhile, Prilika was having several good battles with the Audis for position and was looking sure for a top ten finish … until the second-to-last lap when he was punted into the wall by one of his competitors and had to sit out the closing lap, contemplating what might have been. Still strapped in for safety while the race continued, he could only imagine the damage.

Once out, it came to this: broken left rear wheel, munched rear bumper and muffler, torn right front bumper and fender, smashed headlight, luckily no frame or suspension damage.

Although not in a pleasant mood, Prilika stayed even-tempered and recognized that “it’s part of racing.” As someone who’s raced on dirt and asphalt, road courses and circle tracks, in NASCAR, USAC, and Grand-Am, he’s been through his share of ups and downs.

But one thing continued to shine through: he’s a racer. It’s what he loves and what he continues to do. Before the car was even loaded on the transporter, he began to assess the kinds of fixes necessary to have the car ready for his first attempt at Pikes Peak at the end of June, and for the PCA Club Races, the NASA races, and other rounds of the Pirelli World Challenge in the coming months.

Like Anthony Hopkins’s Burt Monroe character at the beginning of this article, there may be disappointments, but there is never any question of the drive, the resolve, or the intent. A rough weekend at COTA proved what they themselves and their family already know: Prilika and Donner are racers.
In the spotlight

Rarefied Air
Jay Kurts, Owner & Author

I am a life-long Porsche enthusiast. My father was an Army officer, and we lived in Germany when I was 5 to 7 years old (1967-1969). The weekends were spent driving the autobahn in the family station wagon to the typical tourist sites, castles, little towns, etc. I can still remember all the Porsches flying by us on the open road. It made a BIG and lasting impression on me. It changed my life.

In 1987, after a long list of affordable German cars starting in high school, and after college and my first home purchase, I finally got my Porsche, a 1985 944. It was a lot of fun. I think my girlfriend at the time was jealous and/or thought I was obsessed. I later owned a highly built-out track-prepped 944 Turbo. I am a fan of the 924/944 series water-cooled front-engine Porsches. I feel a bit sorry for those who are not; they are great cars.

I always wanted to own a 924 Turbo (or 931). The mother of a good friend in high school had a brand new one, and we used to sit in it and wish we could drive it. We never were allowed to. So, for me, it is simply a modest “bucket list” car. I always really liked the looks of it—the pretty, original narrow body lines, the subtle but very cool visual cues over a base 924 (the NACA duct on hood, the vented nose panel, the rear spoiler, the vented front air dam, the sport seats, the 5-speed, the cool wheels).

As I have become more and more a track guy (I hope to move into club racing in the future), I have come to realize that for the street, the most fun is a car that is a light, tight, great handler and has sporty performance but not outrageous speed. The 931 is exactly that (my GT3 is almost boring to drive on the street).

This car is really fun to drive at “near” legal limits. The raw feel of the early 2.0 engine and its modest-sized turbo (with surprisingly low lag), and the excellent transaxle balance, combine to produce a car that rewards with thrills even at a modest pace. You feel like you’re racing in Le Mans just zipping through canyons or going to the store, all while not needing to acquire huge speeds ... or a lawyer.

I sourced my 924 Turbo from a fellow 924 nut in Wisconsin. I paid $4,000. A nice car to start with, it needed a few significant maintenance items and a few upgrades to be really ready for the road. One of my local favorite shops, DART Auto (a PCA-RMR sponsor), has been a welcome and key partner in the restoration.

My car is a 1981 “Series 2” 924 Turbo (Type 931). It has a 2.0-liter, 8-valve, turbocharged overhead-cam inline-4 engine generating 156 hp, and a 5-speed transaxle.

When new, the 924 Turbo was almost as expensive as a 911, with about the same performance; most buyers opted for the 911, and the 924 Turbo didn’t sell well. Only 3,300 were produced worldwide, and only 900 were imported into the U.S. Now, the Carrera GTS version is highly sought-after and valuable.

Much more information on the 924 can be found at 924board.org (THE site for the 924 afflicted souls).
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here do I begin?!
The month of June was jam-packed with Porsche activity and it was a GREAT way to start the summer! After just a couple of weeks of rest from co-chairing Fiesta New Mexico 2013, I headed to Colorado for the “Hell on Heels” ladies-only DE at a police track in Golden. Everyone had a lot of fun, and I was impressed to see two novice groups of drivers—part of the 60 drivers that day. The weather cooperated and a notable event was when a fawn was born right near the track. The EMTs carefully wrapped the fawn in a blanket and moved it well away from the track. After the event, everyone gathered at a local watering hole for Beer: thirty.

The next day, I went to another annual RMR event—the Cerebral Palsy Concours d’Elegance, held at Arapahoe Community College. The 30th anniversary of this event (founded by RMR members Tom Scott and Stimson Kennedy also celebrated 65 years of Porsche AG, the 60th anniversary of the very first Porsche owners club, and the 50th anniversary of the 911. I got there early and that was a good thing, as the day warmed up quickly. Talk about car-candy overload! There were rows and rows of beautiful cars, representing several marques. I was pleased and surprised to see fellow Roadrunner Dave Stinchcomb showing his beautiful Gulf Blue 911.

The following weekend, I flew to Salt Lake City to be the PCA Observer at Miller Motorsports Park for Intermountain Region’s DE. There were about 70 drivers and the event was well-run and safe. I enjoyed watching the run groups get out on the track, plus I had a chance to get to know more of the IMR members.

Just a few days after returning from SLC, I hit the road to Traverse City, MI, for Parade 2013. The drive was nice and I only encountered some rain about 50 miles southwest of Chicago. I had a Zone Rep meeting on Saturday afternoon, then more meetings on Sunday. Big thanks to Joe and Nancy Warren, who helped with the sign-ups for the Michelin Drive & Compare event that Jo Martin and I were co-chairing. United Airlines had insisted that Jo stay in Chicago Saturday night and that made it impossible for her to be at Registration/Check-in first thing in the morning. All day Monday and Tuesday, Jo and I were very busy with our event, as hundreds of people wanted to drive the new 911s that PCNA had provided to us! But we did get to sneak over to the concours, which was held at one of the Grand Traverse Resort’s golf courses. I never get tired of looking at the results of people spending several hours cleaning their cars.

On Wednesday, I got to the autocross course in time to walk around it and develop a strategy. I visited with lots of friends and watched the first group, then got in my car and ran five laps. Half-way through our session, Hans Peter Porsche and some other people from Porsche AG showed up and impressed everyone with their racing skills. I finished in 2nd place in my class and I was mostly pleased. It’s the usual thing—you always wish for just one more lap!

Thursday was tour day and I joined about 40 other cars for a driving tour to Mackinac Island. We boarded a ferry to the island and had a wonderful lunch at the Grand Hotel. The landscaping around town and the surrounding streets was absolutely beautiful with all of the flowers and greenery.

I took the Tech Quiz on Friday and then attended some tech sessions in the afternoon. Although I did better in this Tech Quiz than I’ve done in the past few Parades, the competition was tough and I finished near the bottom of my group!

Saturday was the Parade Committee after-meeting, then the Volunteer Luncheon, then the Final Banquet. I had signed up for the Parade of Cars but by this day, I was too tired and opted to watch the action from the side of the road, instead. The Final Banquet is always a nice time to see friends one more time, and it was exciting to see 2 new Caymans being awarded to the raffle winners. And Darwin Binek from IMR won the trip to Germany!

My drive back home was uneventful (thankfully) and I listened to 3 books on CD for the 2 days that it took me to drive 1620 miles!

I want to congratulate everyone from Zone 9 who participated in the competitions (results are posted on page 17 of this newsletter) Even if you didn’t win an award, you made Zone 9 proud just by participating!
Classified ads are free to RMR/PCA members for items personally owned by the member. No commercial ads. Ads for non-members are $10 for each month (send payment to RMR Treasurer - Roger Buswell, 1200 Greenwood Lane, Castle Rock, CO 80104). Ads must be 75 words or less. Deadline for classified ad submission is the 15th of the previous month. Member ads will run for two issues. Ads will also appear with an optional photo on the rmr.pca.org Web site. E-mail your ad to newsletter@rmrporscheclub.com.

FOR SALE

porsche cars

2007 Boxster - Metallic black/tan. This is not a misprint: 15k miles and a certified warranty by Porsche until 4/14. Car is basically as new. Tiptronic, nav, premium Bose, plus new Conti’s, new tire pressure sensors just installed and colored wheel crests. Has never seen rain or snow, always garaged. Former California car. 2nd owner. 35-year PCA’er. $35,500 for quick sale. Bluebook $31-32. Email djk@dank.com or call Dan at 720-535-4100. [Jul]

1995 Carrera 4 Cabriolet - Red over grey. Excellent car. Bucket seats, fog lights, power heated mirrors, power brakes, 16” wheels, tach, alloys, 4-wheel ABS, leather, cruise, power steering, air conditioning, power windows and locks, AM/FM/Cassette. Less than 75k miles. Contact Alan Cohen at alanchohen@remax.net or 303-332-3843. $31,000. [Jul]

2004 911 Carrera 996 - 47,500 miles. 6-speed manual, seal gray/blk, sport suspension, xenon headlights, PSM, clear bra and car cover. 47,500 miles. Immaculate: always garaged, never tracked or autocrossed. One owner/one driver. Driven responsibly & correctly by a long-time enthusiast. This is an exceptional 996 & great value! $32,000. Contact: Bob Mallory, Longmont, CO, 303-444-9365 or email djk@dank.com or call Dan at 720-535-4100. [Aug]

1976 complete 924 for sale - does not run, looks to be in need of fuel system work. Everything else there. Straight body and doors. All for $1400.00. Call 303-838-0067 or email soothappens@earthlink.net. This car was part of an estate package. [Aug]

951 Turbo Track Car - Fully prepared 2.5 Liter 944 turbo. Full rotisserie build with too much to list here. 375 RWHP @ 17 lbs (very conservative); well over 400 at 21 lbs. Fresh Lindsey Racing engine & turbo; fully race prepped & fresh 968 transaxle by Carquip. PCA, SCCA, NASA, & SWMS log books. Retired – not being driven - $24k (1/3 of investment). Trailer available separately. Rdpatt951@gmail.com for much more detailed information. [Aug]

miscellaneous

Pull-Behind Trailer/Hitch 996/911 - Haul your track tires/wheels, large tool bin already mounted. Willwood hitch attaches to frame. When removed, you’ll never know it was there. I’ve used this many times over 6 years and everything works perfectly. $350.00 OBO and it’s yours. Contact Ken Lopata, 303-932-2899. [Jul]
Zen: noun / zén /
1. [Oxford Dictionary] A Japanese school of Mahayana Buddhism emphasizing the value of meditation and intuition...

2. [Urban Dictionary] A total state of focus... Zen is a way of being... Zen involves dropping illusion and seeing things without distortion created by your own thoughts.

As Porsche enthusiasts, we are drawn to many aspects of these incomparable machines: the engineering precision that goes into the making of one of the world’s finest automobiles, the simple, clean lines that inspire beauty on an artistic level, the history ingrained in each example that rolls off the assembly line, and the pursuit of perfection embodied in each successive iteration of a given model.

But for most of us, what trumps all of these things is the feeling we get when we get behind the wheel and drive one in the manner in which it was intended to be driven—spirited, pushed toward its limits on the perfect road—the seamless power and incredible response from one of these machines serving to elicit a feeling of connection with the road that’s so strong and so direct that we almost forget about the car between it and us ... and we know we’ve achieved driving nirvana!

This state of Porsche “Zen” can exist for drivers at many levels. It starts as a primal urge and is the force that “drives” us to get interested in High Performance Driving.

We know deep down that, as in many sports and just as with a drug, the satisfaction derived from it rises as the level of performance rises. Yet all too often, in our quest to explore its outer reaches we are led astray into the endless abyss of performance modifications. Those of us who have contracted this insipid disease know well its true colors—a money-pit of enormous proportions. But as in a good Tolkien novel, with perseverance (and enough money to weather the storm), we generally eventually reconnect with what’s truly important—that being the “Zen” of driving.

Here is the typical progression: Step 1 will generally manifest as we spend most of our disposable income (perhaps even raiding the kids’ college funds) on making mechanical upgrades that promise to make our cars faster. This, of course, results in a burning desire to try them all out, but with nowhere convenient to do so without the risk of being thrown in jail by the law we invariably move on to Step 2 and turn to our local race track as the obvious place to get our high performance fix.

In this case, we in the Rocky Mountain Region of PCA, are extremely fortunate to have a track of the caliber of High Plains Raceway to use for this purpose. However, driving one’s Porsche on as technical a race track as HPR comes with its own set of challenges—in the form of much higher speeds, challenging turns, and a far greater consequence for errors in judgment; and ultimately, realizing that they are at least initially somewhat over their heads.

Most newcomers to this sport will wisely find themselves at Step 3, which is to seek out help in the form of driving instruction, either professionally or through the club’s Driver Education program.

Unfortunately for most, it is only after we have done so that it becomes clear that (short of adding a turbo) the performance gains we make at the race track as improved drivers will far outweigh, and cost significantly less than, those realized from mechanical performance modifications! And even better, those gains in knowledge and experience come with the added bonus of full carryover to the everyday task of street driving! Thus we have come full circle, secure...
Words to drive by

“Anticipate or perish.” I used these words with my daughters when they were learning to drive.

It worked. My daughters survived their teen years behind the wheel, intact. Although I can’t quite say the same thing about the Civic they used, occasionally as a bumper car.

There was the incident where the older one, parking her car in front of the garage, said her foot accidentally slipped off the brake and onto the accelerator ... the car then slammed into the garage door.

She called me in the office, and I had the presence of mind to ask if she was all right. I’m very proud of that.

Then I called my wife, and asked how the garage door was ... and she said there was no garage door.

But the girls remember those words, to this day. Which is the point. And which got me thinking about sayings for driving. And, you know what? I couldn’t actually think of many adages, at all.

Oh, there’s the Stirling Moss comment about straightaways ... the boring bits between the corners. And there’s the 911 mantra, “Slow in, fast out.” And there’s the line attributed to A.J. Foyt about driving at Indy, “If you’re not scaring yourself three times a lap, you’re going too slow.”

And, of course, “Speed is a matter of money... how fast do you want to go?”

I got an e-mail from the online magazine Winding Road, offering slogan tee shirts, and all they had were “Keep calm and carry speed” and “It’s surprising how many people, including Formula 1 drivers, think the brakes are for slowing the car down,” which is attributed to Mario Andretti.

Not exactly inspiring, are they?

Which is very ironic, because if you’re a runner you get inundated with all manner of profundities. One magazine, Runner’s World, actually sends you a “Daily Kick in the Butt” by e-mail.

And it’s even more ironic, because many of the lines I see relate to a lot more than running ... like competing in general ... and like life.

Take “A man can fail many times, but he isn’t a failure until he begins to blame somebody else,” attributed to Steve Prefontaine. And another one from Pre, “To give anything less than your best is to sacrifice the gift.”

And here’s my favorite from Steve, “A lot of people run a race to see who’s the fastest. I run to see who has the most guts ... .”

In point of fact, the running world picks up the quotes from all sorts of places, and makes them its own.

Take “Success is a peace of mind, which is a direct result of self-satisfaction in knowing you did your best to become the best that you are capable of becoming” – John Wooden.

Or “Twenty years from now you will be more disappointed by things you didn’t do than by the ones you did. So throw off the bowlines, sail away from the safe harbor, and catch the trade winds in your sails. Explore. Dream. Discover” – Mark Twain.

Or “We must all suffer from one of two pains; the pain of discipline or the pain of regret. The difference is that discipline weighs ounces and lasts a moment while regret weighs tons and lasts a lifetime” – Jim Rohn.

Now, understand, I don’t see any of this anywhere in the automotive world ... or motorsport world for that matter. I don’t know why. Because when it’s a hot and steamy day, and you’re wearing a multi-layer Nomex driving suit and full-face helmet, and you’re fastened hard into the roll-cage of your car, and you’re pounding around a bullring for an hour and a half, and your pulse is soaring, and you’re manic to get to the checkered flag, first, I don’t care how good your cool suit and your drinking tube are ... it’s the same challenge.

Here’s how Patton described it: “Now if you are going to win any battle you have to do one thing. You have to make the mind run the body. Never let the body tell the mind what to do. The body will always give up. It is always tired morning, noon, and night. But the body is never tired if the mind is not tired ... . You’ve always got to make the mind take over and keep going.”

Ahh, that little voice. When I ran my first half marathon, I got to mile 8 or 9 and started having a conversation with that voice. It was telling me to stop. And I answered with “What would I say to people?” And the voice kept coming up with scenarios, so to speak, like “I tripped” or “It was too hot.” And my conscious kept rejecting them, saying, “No that won’t work, nobody will believe me.” This went on and on, and on ... until I reached mile 12 and realized the end was in sight.

Here’s what you’re up against: “It’s very hard to understand in the beginning that the whole idea is not to beat the other runners. Eventually you learn that the competition is against the little voice inside you that wants to quit” – Dr. George Sheehan.

So what’s the problem, drivers? Try this one on: “Keep the dream in front of you. Never let it go, regardless of how far-fetched it might seem” – Hal Higdon.

Or the gray-haired mantra, “Once you’re over the hill, you pick up speed.”

Will they work for you? Only time, your time, will tell.
This month’s random question asked to five random members: 

“What is the farthest distance you have ever driven in your Porsche?”

Susan Bucknam
“I took my 1987 Carrera (aka BUTZI) to the Targa Newfoundland Rally in 2010 - over 1400 miles of rallying. Martha Vail, my navigator, and I shipped BUTZI to St. John’s and spent two days in Rally school, then five days running the event. We won a trophy to boot!”

Troy Nakatani
“I drove non-stop from Austin, TX (about 1,000 miles) after buying a 1987 930 there back in ’08. I had some fun, high-speed runs on the way home and also hit a bad thunderstorm. I had intended to stop for the night, but drove through all the way home.”

Robert Prilika
“I once drove my 2001 911 Turbo from Colorado to Daytona, FL to race in the 24 Hours of Daytona in 2003. I finished 5th in class, driving a Picchio/BMW Prototype, on six hours of sleep.”

Karen Harrison
“My 944S2, ‘Lightning,’ is strictly a track car, although it is street legal. I’ve only driven it to and from the track, so the furthest I guess would be about 75 miles, each way, to HPR.”

Scott Rogers
“Last year, my wife and I drove my ‘81 Targa 911SC to Salt Lake City for Parade. That’s about 500 miles, one way.”

Zen and the Art of High Performance Driving, con’t

in the knowledge that the “Zen” of High Performance Driving is the true path to driving nirvana!

So what exactly is the “Zen”? It is the ultimate “connection” that we feel to the track, which when established seems unbreakable, as though it and we are one. It is the goal that we seek to achieve which allows us to perform at our highest level. It is facilitated by and through our Porsches.

It takes ultimate focus and precision to drive one’s fastest lap; this nearly always requires smoothness and finesse, for when we do so we are skirting around the limit of grip at every opportunity, stepping right up to it, and many times over it, in a controlled manner. When we’ve achieved this state, our driving becomes less mechanical and morphs into intuition, thus we drive less by thinking and more by “feel.”

As driving instructors, one of the greatest challenges we face is getting our students to move beyond the thinking phase and into the realm of instinct. Getting there is the ultimate means to maximizing the art of High Performance Driving; indeed, all the great racers possess this ability! So if that is the goal, you might ask what we need to focus on that will allow us to cross over that magic threshold … .

In the next installment we’ll break this down and look a little closer at some of the fundamental building blocks that need to be mastered in order to drive the “perfect” intuitive lap.
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Technical resources

The following members are specialists with expert knowledge of specific Porsche models. Contact them with questions about your Porsche.

356
Jim Kellogg: 303.840.2356, twingril62@aol.com

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John Haley: 303.798.2177, no email given

912
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914
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924
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928
Volunteer to be the RMR 928 specialist and help others!

944
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What we do

Whether your tastes are social, technical, or competitive, RMR has something for you! You can have fun in your Porsche by participating in driver education and time trials at area tracks, autocrosses, rallies, tours, tech sessions, car shows and more.

DRIVING EVENTS

Tour
A tour is a non-competitive driving event in which participants follow a given route to a destination (which may or may not be known in advance). A tour may vary in length from a day trip to a long weekend with an overnight stay or two. Tours usually follow scenic routes (which are plentiful in Colorado) and/or visit interesting or obscure destinations. Tours are sometimes combined with rallies to add variety and a dose of competition to the event.

RMR hosts at least one tour each year; AMR typically offers several. A number of tours are usually offered at Porsche Parade as well.

Rally
A rally is a competitive event in which contestants attempt to follow a course specified by a set of instructions. Rallies are typically run on public, paved roads, and speed limits are always observed. The two major types of rallies are the Time-Speed-Distance (TSD) rally and the Gimmick rally. In a TSD rally, participants attempt to follow the instructions precisely, maintaining the correct speed, as points are deducted for arriving at checkpoints (the locations of which are not known in advance) early or late. A Gimmick rally is typically a bit less rigid and usually involves solving puzzles of some type.

Between RMR and AMR, a handful of rallies—at least one of each type—are offered. Porsche Parade also hosts a TSD rally, and sometimes a Gimmick rally, each year.

Autocross (AX)
An autocross is a competition in which drivers navigate their cars through a course defined by orange cones, usually in a large parking lot. Top speeds are generally moderate, topping out around 40-65 MPH (no higher than second gear for many cars). Competing cars are spaced at long intervals—typically only one or two cars are on the course at any time. Autocross is a safe way to experience high-performance driving while learning to drive your car at its limit.

Together, RMR and AMR host several autocross events each year, including Eiskhana (essentially an autocross on the ice!) in the winter and an AX school in the spring. Additionally, autocross is a major event at Porsche Parade.

Driver Education (DE)
A driver education event provides a safe, controlled environment for high-performance driving instruction. DE offers drivers of all skill levels the opportunity to hone their driving skills, with the help of an experienced instructor, in a controlled, closed-course environment. In keeping with PCA philosophy, the primary emphasis at all times is on safety. A word of warning, though: the DE experience may be habit-forming!

As DE events are not racing, nor preparation for racing, lap times are not recorded. However, some DE events are followed immediately by a time trial event, which gives drivers a chance to quantify their performance. Lap times may then be used to measure personal improvement, for bragging rights, etc.

RMR hosts six DE’s each year at High Plains Raceway, with AMR hosting several more at the La Junta, Pueblo and (possibly in the future) Pike’s Peak International Raceway tracks.

Club Race
A club race is a wheel-to-wheel racing event. A race weekend consists of a number of practice sessions and “heats” (race sessions), often involving both “sprint” and “endurance” races. As a Club Racing license (issued by PCA National) is required for competition, club racers are serious and experienced drivers. The cars they bring with them to the track can be quite impressive! As a point of interest, the PCA Club Racing program was inaugurated with the RMR-hosted “First Ever Anywhere” club race at Second Creek in 1992.

Because of the logistics involved in an event of this magnitude, a club race requires a legion of volunteers. However, it is also one of the most exciting events to participate in, so be sure to sign up!

RMR hosts one club race each year at High Plains Raceway which, combined with a Driver Education event, adds up to one thrilling weekend!

NON-DRIVING EVENTS

Membership Social
Membership socials provide an opportunity to reconnect with old friends and meet new members. Historically, a membership meeting begins with a social hour with a cash bar, followed by the evening’s program. The content of the program varies, sometimes featuring a “slide show” from a recent event, or a guest speaker such as accomplished Speed World Challenge racer Randy Pobst.

Membership socials, unless otherwise stated, are held the first Thursday of the month. Different venues and topics will keep the meetings fresh and inviting. Watch HighGear and the RMR Web site for details. If you have any ideas for a program, talk to the Committee Chair or a Board member!

Tech Session
A tech session is just what it sounds like—a session in which a technical topic is discussed. Not just for gearheads, a tech session may demonstrate practical, “do-it-yourself” procedures such as brake bleeding. Tech sessions are usually presented by experienced Porsche technicians, many of whom are sponsors of RMR events and High Gear.

RMR hosts a few tech sessions each year, typically in the “off months” when few driving events take place. In addition, numerous tech sessions are offered at Porsche Parade.

Concours d’Elegance
A concours is essentially a car show, in which contestants endeavor to present their cars in as close to “perfect” condition as possible. A number of judged categories usually exist, typically differentiating between types of cars (e.g. 356, Boxster) and level of preparation (“daily driver” or “full preparation” or somewhere in between). Cars sometimes may be entered as “display only” for owners who wish to participate but not compete.

RMR participates in a handful of local concours events each year, including the annual Exotic Sports Car Show and Concours d’Elegance, benefiting United Cerebral Palsy Colorado. The annual Porsche Parade also hosts a major concours each year.

Upcoming events

August

Sat 8/3 AMR Autocross
Pikes Peak Int’l Raceway

Mon 8/5 RMR Board Meeting
6:30pm at RG and Associates

Thu 8/8 Membership Social
Poudre Sports Car
5806 S College Ave, Ft. Collins

Sat 8/10 Porsche Breakfast Club
8:00am breakfast at Village Inn
4100 E. Mexico, Denver

Sat 8/17 Club Race/Super DE
Sun 8/18 High Plains Raceway
Deer Trail, CO

Sat 8/25 Triple Bypass Drive/Tour
Breckenridge, CO

Sun 8/27 Peak to Peak Drive/Tour
Brunch at the Stanley Hotel
Estes Park, CO

September

Mon 9/2 RMR Board Meeting
6:30pm at RG and Associates

Thu 9/5 Membership Social
Poudre Sports Car
5806 S College Ave, Ft. Collins

Sat 9/7 RMR Autocross
Front Range Airport

Sat 9/7 Drive for the Kids Charity Tour
Idaho Springs to Crested Butte

Sat 9/14 Porsche Breakfast Club
8:00am breakfast at Village Inn
4100 E. Mexico, Denver

Sun 9/15 Fall Foilage Drive/Tour/Brunch
Denver to Broadmoor Hotel

Sat 9/21 RMR DE
Sun 9/22 High Plains Raceway
Deer Trail, CO

Sat 9/21 AMR Turning Leaf Mystery Tour
Sun 9/22 Shhh ... It’s a surprise!
1989 Porsches offer even more performance

Porsche’s 1989 model lineup features increased levels of standard comfort and convenience along with enhancements in acceleration, braking and handling. The 1989 Porsches provide not only benchmark performance, but also deliver superior product value.

Porsche’s flagship, the 928 S4, has a quicker zero-to-sixty acceleration time via changes to the optional four-speed automatic transmission. The new 928 S4 has a new ignition and fuel injection control and has a new instrument cluster that incorporates three liquid crystal displays (LCDs).

The most notable change for the 1989 911 is the availability of a five-speed transmission for the 911 Turbo. The 911 series lineup model is the same as 1988.

Most changed for 1989 is the 944 with performance improvements throughout the lineup. It will be the first 944 series to be offered as a Cabriolet. The 944 S4 has dual front air bags as standard equipment. Porsche was the first manufacture to offer both standard driver and passenger airbags.

### 1989 Base Prices

- 944 - $36,360
- 944 S4 - $45,285
- 944 S4 Cabrio - $52,650
- 944 Turbo - $47,600
- 911 Carrera - $51,205
- 911 Speedster - $65,480
- 911 Carrera 4 - $69,500
- 911 Turbo - $70,975
- 928 S4 - $74,545

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RMR Trivia Challenge Answers:
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<thead>
<tr>
<th></th>
<th>2014 Maserati Quattroporte S Q4</th>
<th>2014 Porsche Panamera 4S</th>
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<tbody>
<tr>
<td><strong>Base MSRP</strong></td>
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<td><strong>Seating Capacity</strong></td>
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<tr>
<td><strong>Torque</strong></td>
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<td><strong>Transmission</strong></td>
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<td>7 Speed Automatic</td>
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<td><strong>Drivetrain</strong></td>
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<td><strong>0-60 MPH (seconds)</strong></td>
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<tr>
<td><strong>Top Speed</strong></td>
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<td><strong>Highway MPG</strong></td>
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<tr>
<td><strong>Length</strong></td>
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<tr>
<td><strong>Width</strong></td>
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<td><strong>Height</strong></td>
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<td><strong>Rear Legroom</strong></td>
<td>44.3</td>
<td>33.3</td>
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<tr>
<td><strong>Front Headroom</strong></td>
<td>38.6</td>
<td>38</td>
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<tr>
<td><strong>Front Shoulder Room</strong></td>
<td>64.3</td>
<td>51.9</td>
</tr>
<tr>
<td><strong>Rear Shoulder Room</strong></td>
<td>55.3</td>
<td>51.7</td>
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<tr>
<td><strong>Trunk Capacity Seats Up (cubic feet)</strong></td>
<td>18.72</td>
<td>12.7</td>
</tr>
</tbody>
</table>

Rain, snow or shine, not only will the Maserati get us to the airport just as fast as the Porsche, but we’ll be more comfortable, we’ll use less gas, we can fit all my wife’s luggage, AND we won’t have to strap our middle child to the roof.

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