

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION

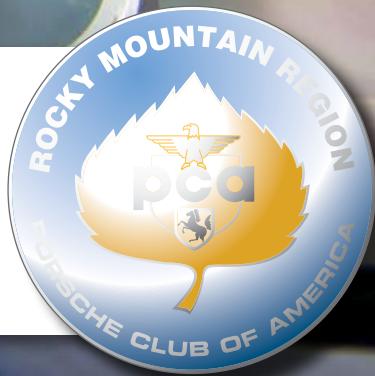


# HIGH GEAR

RMR.PCA.ORG • AUGUST 2014



*This month:*  
Porsches at PPIHC  
Parade coverage  
Gimmick Rally  
Porsches & Pooches  
Public Service Award



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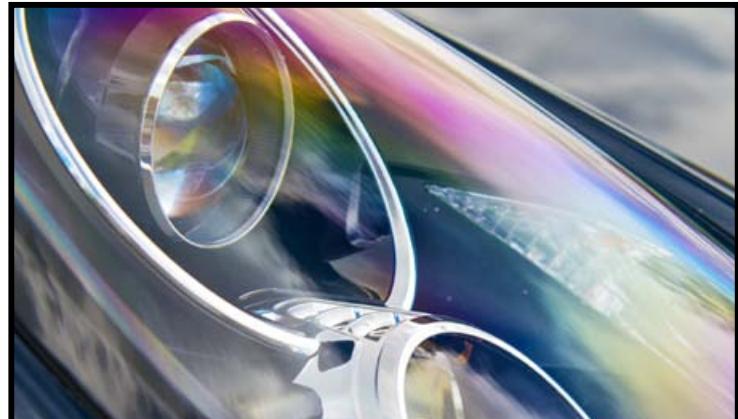
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Vol. 78, Edition 10 • August 2014  
Editor: **David Schmidt**, Asst. Editor: **Bill Terry**



**Cover photo by Mike Pappas**

*The ornate and beautifully crafted headlight of the 2014 Boxster S owned by Charles Zeitz, who wanted something more out of his stock 981 and got it in spades. Story page 12.*



## Presidential thoughts

Jim Widrig, *President*

**T**he heat of summer is upon us here in the Rocky Mountain Region. We just completed the Summer Speed DE at High Plains Raceway, which was another well attended event and marks the halfway point in our DE season at HPR. Our event chairs Dave Buehmann and Gavin Yuill did a fantastic job in organizing and putting together a team of volunteers for the weekend. Well done and thanks to this entire event team!

Even though we are at the mid-point of the season, it is in no way all downhill from here. This month brings on the much anticipated High Plains Thunder Club Race at High Plains Raceway. The event team has been working for the past year to put on what may prove to be the "Best Ever" Club Race. The event kicks off on Friday night with a "Beer, Brats, and Blues" party featuring the band "Austin Young and No Difference." Everyone is raving about this hot Denver band, and I have heard that several members are planning on coming out just to hear them! Come on out and participate in the full weekend of DE and Club Racing or just enjoy the thrill and sounds of the High Plains Thunder Club Race!

All of the events and club activities that I discuss and encourage participation in each month are the result of the planning and work performed by what is a pretty sizable group of member volunteers. Look around at any one of our events and you will see many folks who have worked long and hard to make the particular event the "best ever."

Why do we do this? We have a passion for the Porsche marque, we enjoy the type of events that the club organizes, and we find personal satisfaction in putting forth the effort to benefit and be a part of the RMR Community. Look at the cover of *HighGear*, the event photos that are posted, and the huge smiles that result from the efforts!

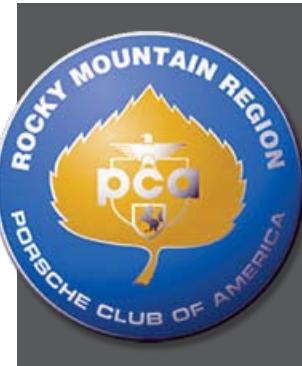
While August may be the mid-point of the event season, it is the start of the planning and organization for 2015. In August the RMR Board will form a Nominating Committee, which consists of the Past President, President, and a non-board member to interview prospective candidates and make recommendations to the board for the 2015 slate of officers.

The process, as outlined in our constitution and bylaws, provides that the nominees will be formally announced at the October membership meeting, the election will take place at the November membership meeting, and the officers will be sworn in at the December membership meeting. If you are interested in serving on the board and would like additional information, please contact me or another member of the nomination committee.

We have some not-to-be missed events coming up, so be sure to check the articles in *HighGear*, the RMR website, and FaceBook pages for the latest information. Of note are the PCA Club Race at HPR, along with the Rolling Thunder Solo DE, the Flying Cones Autocross at Front Range Airport, and the Triple By-Pass Tour, all in August!

The club continues to grow in numbers, in the type and sheer number of events and member activities we are involved in, and in the volunteer roles and committees required to make these all happen. There are no special qualifications required to raise your hand and volunteer.

As we begin to prepare and plan for the 2015 calendar of events and complete the balance of events for 2014, please consider how you can help out in a volunteer role. We can always use several more, and with more volunteers we can take on additional special projects and added activities. You can always drop me (or any other board member) an email or let me know at an event if you would like to get more involved in the RMR Community!



## 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!

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### Club Racing Tow Hitch

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## Positive offset

David Schmidt, *Editor*

**T**his issue has gone to the dogs. Quite literally, when you look at the "Porsches & Pooches" article on page 26! Thanks to all of you who sent me your photos of your canine next to your Carrera, your bowser with your Boxster, your mutt in your Macan. It was nice to unleash a different kind of article for once and I really enjoyed fetching all the adorable photos out of my InBox over the past several weeks.

As a tie-in to that story, the Gimmick Rally my wife Jody and I put together on June 28th as a charity fundraiser for Freedom Service Dogs is summarized on page 30. It was a lot of work, but worth it in the end. Everyone had a great time, Mother Nature cooperated nicely and we raised almost \$1500 for the cause! We were asked by several participants to continue to put together more of these rallies, so stay tuned and sign up for the next one! We've been scheming and plotting since the last one wrapped up for a bigger and better rally next time!

Parade ended just a few weeks ago, and several RMR members drove out to Monterey to be part of the spectacle that is Parade. Six pages in this issue (15-20) don't do it justice, but kudos to all those who sent in articles and photos about their adventures in California. It sounds like one of the best ones yet, and I am convinced to join the party at the next one which will take place at the bizarrely named resort town of French Lick, Indiana. Yeah, I chuckled too. But after looking them up on the internet, this place is simply amazing. I stole this copy right off their website: "French Lick Resort, named America's Best Historic Resort by Historic Hotels of America, features two historic grand hotels nestled in the Hoosier National Forest of southern Indiana. The French Lick Springs Hotel and

West Baden Springs Hotel provide luxurious AAA Four-Diamond accommodations for guests seeking relaxation, romance, family time or excitement. An easy drive from Indianapolis and Louisville, this upscale destination features championship golf courses, world-class spas, Vegas-style gaming, horseback riding and activities for kids." Now go get a permanent marker and add this to your list of things to do next year. I sure will.

We all can be extremely proud that RMR won first place in the prestigious Public Service Award national competition at this year's Parade. Page 19 republishes most of what this club of ours did last year to help us land that trophy, and it's because of members, and volunteers, just like you. Awards are based on a PCA Region's charitable actions and contributions to their communities. In 2013, RMR raised over \$100,000 in support of 14 charities! Now that is honorable!

Over the next two months, you'll be seeing a flurry of activity surrounding our annual nominations for positions on the RMR Board of Directors as well as key committee chairs. This is your opportunity to be part of all the great things our club does. Please consider being more than just a participant, or even occasional volunteer, by becoming part of the RMR leadership. Just contact our president, Jim Widrig (president@rmrporscheclub.com), and let him know you're interested. You won't regret it.

Speaking of which, I plan to step down as your Newsletter Editor as of January, 2015. It's been over two years since I took over HighGear, and while I love it dearly, my time and dedication must now be aligned elsewhere. If you have graphic design skills and want to take over this awesome magazine, email me at NLeditor@comcast.net.

## Get involved!

### Contribute to your newsletter!

HighGear needs your articles and photos! Please submit your content and ideas to the Newsletter Editor by the 15th of the month at [newsletter@rmrporscheclub.com](mailto:newsletter@rmrporscheclub.com).

### Join RMR-PCA

Not a member yet? Join RMR-PCA by visiting our website at [www.pca.org](http://www.pca.org) and simply click the "Join PCA" link.

### Advertise in HighGear

Please see page three for advertising rates details.

### RMR online discussion groups

Would you like to discuss Porsches, RMR or anything else of interest to other Porschephiles? Check out the RMR online discussion groups.

*Yahoo:* [groups.yahoo.com/group/rmr\\_pca](http://groups.yahoo.com/group/rmr_pca)

*Facebook:* [www.facebook.com/groups/pcarmr](http://www.facebook.com/groups/pcarmr)

### Get your newsletter on the go!

To read HighGear in PDF format on the Web, go to the RMR Web site at [rmr.pca.org](http://rmr.pca.org) and click the Newsletter link. Back issues are also available on the Web site.

# Are YOU an Automobil aficionado? A self-proclaimed Professor of Porsche?



Take the RMR Trivia Challenge! Answers are posted at the bottom of the "Rearview Mirror" in the very back of this issue. No peeking!

1. Which Porsche supplier introduced the 8-hour workday?
2. What does the name "Macan" mean?
3. What kind of engine did Porsche choose for the 919 Le Mans Prototype car?
4. What is KERS an abbreviation for (hint: it's how cars like the 919 and the 918 Spyder capture energy lost in slowing the car down in batteries or a flywheel for use in speeding the car up again)?
5. The new Targa returns to the look of the original. In what major ways does it differ?



*On every first Saturday of each month (rain or shine), a glorious gathering of cars puts on an impromptu show dubbed "Cars & Coffee" in Boulder/Lafayette in the parking lot at 95th and Arapahoe.*

*Porsches, Ferraris, Cobras, Bentleys and Lamborghinis have all been known to show up as well as more American Muscle Cars than you can shake a stick(shift) at!*

*It's a great time, very casual, and lots of fun. The show starts at 8:00 a.m., so grab a cup of java, a bagel, and a camera and come check out the biggest little car show in Colorado!*



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## Members' corral

Alan Jones, *Membership Chair*

**H**ello everyone, are we having a good summer?! Well, it looks like August is going to be a busy month, so let's get out there and drive our cars, meet old friends and make new ones!

First, a big Thanks to David Schmidt for a very well run Gimmick Rally. Everyone had a great time, and 100% of the proceeds went to Freedom Service Dogs of Colorado—and I am pretty sure that everyone who started out that day made it back by now!

Our August membership social will be hosted by Wine Country Motorsports, so save Thursday August 7th on your calendar. The evening starts at 6:30 p.m. at 14 Inverness Dr E., Suite A-138, Englewood CO 80112. Wine Country is new to Colorado but not to motorsports. They have stores at Sebring Int'l Raceway, Sonoma Raceway and Jupiter, Florida so let's give them a big RMR PCA welcome!

How many of you have never been to a motorsports track event? Raise your hand ... okay, I see a few, so plan to take the family out to the PCA Rocky Mountain Region's 22nd Club Race and Solo DE, at High Plains Raceway in Byers. Our local drivers would appreciate the support while you witness High Plains Thunder. This is as close as you can get to some very high speed machinery and auto racing action right here in our region. On Friday night

(8/15), don't miss the "Brats, Brews and Blues" Party at HPR, featuring Austin Young and No Difference.

If that doesn't get you excited enough, try testing your driving skills at RMR's Autocross on August 23rd at the Front Range Airport. This is your chance to see what you and your Porsche can do in a safe and low key environment. There are instructors on hand to give you advice, and the Club has loaner helmets, so there's no excuse not to give it a try. Many of us feel this is a very good way to become more confident in your interactions with your Porsche. See the website for more information or find additional details in this newsletter.

On September 4th, the Membership Social will be sponsored by Hanksville Hotrods at 6:30 p.m. The shop is located at 3852 Norwood Drive #8 in Littleton. Hank has been a long-time supporter of RMR PCA, so drop by, join the fun and learn more about his motorsport services. If you still don't see an event you think would be interesting, let us know what type of events you would like to see added (how about SUV rallies, overnight tours, autocrosses with other clubs?). We are always looking for new ideas and welcome your thoughts.

Have a great August, and remember ... It's not just the cars we drive but the people we meet!

### Welcome our newest members!

Ryan Ahrens  
2014 911 Carrera 4S, Cherry Hills

Doug Alrick  
1954 356, Edwards

Paul Beckingham  
1982 911 SC, Louisville

Bob Benson  
2001 911 Turbo, Westminster

William Betson  
2007 911 Turbo, Littleton

Irina Butler  
2012 Cayenne S, Englewood

Dan Connell  
2005 911 Turbo S Cabriolet, Denver

Michael Drury  
1988 944S, Lakewood

Matt Durbahn  
2000 911 Carrera Turbo, Indian Hills

Mitchell Fry  
2007 911 Carrera S, Berthoud

Chuck Hake  
2004 Boxster S, Arvada

Jim Isenhour  
2014 Cayenne Turbo S, Windsor

Bill Leonard  
2008 Boxster S, Evergreen

Mike Lepine  
2003 Boxster, Evergreen

Bill Magaziner  
2003 911 Carrera, Castle Rock

Jay Moore  
2010 Cayenne GTS, Littleton

Brandon Murphy  
1979 928, Lakewood

Sebastian Stahr  
2007 Cayman S, Centennial

John Warner  
2004 911 Carrera 4S, Breckenridge

Bruce B White  
2012 Cayenne Turbo, Greeley

Jason Wissner  
2002 Boxster, Denver

# August Membership Social to be hosted by Wine Country Motorsports!

This month's member social will be hosted by Wine Country Motor Sports (see ad, page 26). WCMS is new to the Denver metro area, but started in 1992 in Sonoma, California at what is now the Raceway at Sonoma. They are proud to be one of the two largest safety equipment suppliers in the United States with the largest combined inventory of Sparco, Puma, OMP, Bell, Arai and many more of your favorite brands. Grant Lipinsky is going all-out for this event and will have plenty of door prizes, special guests, food and beverage and more! You don't want to miss out on this little slice of nirvana for the track-rat inside you!

Questions? Email the RMR Membership Chair: membership@rmrporscheclub.com.

**Thursday, August 7**  
**6:00 pm to 9:00 pm**

**14 Inverness Drive East, Suite A-138**  
**Englewood, CO 80112**

## Upcoming Events Calendar

For a comprehensive list of all upcoming RMR events, click the "Events" link on our web site at [rmr.pca.org](http://rmr.pca.org)!

### August

- 2** AMR Autocross  
Pikes Peak Int'l Raceway
- 7** Membership Social  
Wine Country Motor Sports  
14 Inverness Dr E. Suite A-138  
Englewood CO 80112
- 8-10** AMR Summer Tour  
Colo. Springs to Cont. Divide
- 9** Porsche Breakfast Club  
Village Inn restaurant  
4100 E. Mexico, Denver
- 16-17** PCA Club Race/Super DE  
HPR, Deer Trail
- 23** RMR Autocross  
Front Range Airport
- 30-31** Western Colorado Classic  
Grand Junction, CO

### September

- 4** Membership Meeting/Social  
Hanksville Hot Rods  
3852 Norwood Dr., Unit 1  
Littleton, CO 80125
- 5-7** Vail Automotive Classic  
Downtown Vail
- 6** Porsche Breakfast Club  
Village Inn restaurant  
4100 E. Mexico, Denver
- 14** Fall Foliage Drive (RMR)  
Denver to Broadmoor Hotel-Brunch
- 20** Drive for the Kids Charity Tour  
Denver to Mountains and back to DTC
- 20-21** Caribbean Summer IV DE  
HPR, Deer Trail
- 20-21** Fall Foliage Drive (AMR)  
Turning Leaf Mystery Tour  
Colo. Springs to Mountains

# June's Concours d'Elegance sets new record

By Jerry Medina

It was another record-breaking year for the 31st annual Colorado Concours d'Elegance & Exotic Sports Car Show, held on June 8, 2014 on the grounds of Arapahoe Community College . It started out to be a beautiful day with morning temperatures beginning in the high 60s rising to 74 degrees in the early afternoon. At approximately 1:30 p.m., the clouds rolled in, and the skies opened with a torrential rain accompanied with pea-sized hail. Needless to say, a mad scramble ensued to get the beautiful rare cars on display out of harm's way to the safety of their own garages. It was an abrupt ending to what started to be perfect day for this annual event.

Despite the afternoon chaos, a new record was set for the amount of money collected for the charity. As of this writing, the total gross amount collected has exceeded

\$140,000, compared to 2013's record of \$127,000, with some advertising and sponsor money yet to come. The net amount to the charity is estimated to be approximately \$115,000. A more accurate amount will follow after all income and expenses are tallied.

There were approximately 414 outstanding cars on display, of which 87 were Porsches. This year we were celebrating the 60th anniversary of the Porsche Speedster and the 40th anniversary of the 911 Turbo. The variants of both models on display were amazing, with Cal Ensor having the earliest, a 1955 356 Porsche Speedster, and Rob Steinway having an original non-restored 1957 Porsche Speedster. Also on display was Kurtis Lochmiller's 1976 Porsche 930 Turbo, which was the first of two Turbos built in April/May 1975 for homologation purposes in the U.S. market. Kathy

Fricke's speed yellow 2007 Porsche Turbo was also a crowd favorite.

This year there were two classifications for judging the cars. The first was the Club Judging Class, which was judging like cars against one another within the same car club. The second classification was the Concours Class, in which cars were judged against other marques within the field. For your information I have included the scoring results of both classifications.

Thank you to all who participated in displaying your beautiful cars this year for this great event. A huge thank-you also goes out to the numerous volunteers, including the judges, timers, runners, & tabulators. Without your participation & support, the Concours could not take place for this worthy cause. Much appreciated.

## 2013 Concours d'Elegance & Exotic Car Show - Rocky Mountain Region Porsche club judging results

Class	Place/Car No.	Score	Owner	Year/Make	
N-3 Novice	1 <sup>st</sup> - 1809	215.5	John Stevenson	1987 Porsche 911	# 1503 1 <sup>st</sup> – Place - Stephen Bell/Tom Price 1955 Lancia Aurelia Spider – Score 236.5
N-5 Novice	1 <sup>st</sup> - 1804	225	Ross Nellums	1974 Porsche 914	# 1407 2 <sup>nd</sup> –Place – Norm Smith 1957 Chevrolet 4-Door Score -233.5
S-3 Race Car	1 <sup>st</sup> -1808	207	Art Rancis	1987 Porsche 911	# 1505 3 <sup>rd</sup> – Place – Mike Fuchs 1953 Alpine Roadster Score -221
S-1 Speedster	1 <sup>st</sup> - 2416	233.5	Rob Steinway	1957 Porsche 356	
	2 <sup>nd</sup> -1900	224.5	Co VanHerwaarden	1957 Porsche 356	
S-1Cab/Rdstr	1 <sup>st</sup> -1903	229	John Perkins	1961 Porsche 356	# 1198 1 <sup>st</sup> –Place- Victor Holtorf 1968 Maserati Ghibli Coupe Score-235
	2 <sup>nd</sup> -1904	217.5	Jorja Shuey	1964 Porsche 356	# 810 2 <sup>nd</sup> -Place- Mike Ramirez 1969 Jaguar XKE Roadster Score-226.5
	3 <sup>rd</sup> -1901	204.5	Neil Goodenough	1958 Porsche 356	# 1910 3 <sup>rd</sup> -Place-Dennis Callan 1963 Porsche 356B Coupe Score-223
S-1 Coupe	1 <sup>st</sup> -1905	230.5	Lee Sammons	1965 Porsche 356	
	2 <sup>nd</sup> -1907	227.5	Bob Sutherland	1964 Porsche 356	
S-2 Coupe	1 <sup>st</sup> -1800	233.5	John Perkins	1970 Porsche 911T	# 1203 1 <sup>st</sup> Place -Jon Seay 1972 Mercedes Benz 300 SEL 4-Door Score-231.5
	2 <sup>nd</sup> -1802	229.5	Roger Shapiro	1973 Porsche 911	# 1814 2 <sup>nd</sup> Place- Chip Scudder 1973 Porsche 911 Coupe Score-229
	3 <sup>rd</sup> -1853	205	Mark Dreiling	1974 Porsche 911	# 1816 3 <sup>rd</sup> Place- George Gajate 1982 Porsche 930 Turbo Score-227.5
S-3 Street	1 <sup>st</sup> -1805	224.5	Montie Lehman	1983 Porsche 911	
S-5 Street	1 <sup>st</sup> -1803	228	Xenti Hurst	1974 Porsche 914	
S-8 Limited	1 <sup>st</sup> -1813	234	Fred Kiekhaefer	2004 Carrera GT	#1820 1 <sup>st</sup> Place- John Duclos 1989 Porsche 944 Turbo Coupe Score-223.5
Top Porsche Score Club Judging	234 out of 240		Fred Kiekhaefer	2004 Carrera GT	# 901 2 <sup>nd</sup> Place- Barry Kroschel 1988 Lamborghini Countach Score-205.5
Top Porsche Score Concours Class	238 out of 240		John Donahue	2003 Porsche Targa	#1602 3 <sup>rd</sup> Place- Harold Anderson 1995 Mitsubishi 3000 GT Score-202
					Group 5-2001 Through 2015
					#1812 1 <sup>st</sup> Place- John Donahue 2003 Porsche 911 Carrera Targa Score 238
					# 302 2 <sup>nd</sup> Place- Mark Shannon 2009 Audi R-8 2-Door Score-235.5 Tie
					# 511 2 <sup>nd</sup> Place- Patricia Murray 2014 Chevrolet Corvette Cpe. Score-235.5 Tie
					#2209 2 <sup>nd</sup> Place- Jim West 2007 Shelby Super Snake Coupe Score-235.5 Tie
					#1823 3 <sup>rd</sup> Place-Bruce Banning 2002 Porsche 911 C-2 Coupe Score-231.5
					Top Score for 2014 Concours Judged Cars
					#1812 – John Donahue 2003 Porsche 911 Targa Score-238 out of 240 possible
					Novice Class Concours Judged Cars
					# 505 1 <sup>st</sup> Place-Matt Barron 1967 Chevrolet Corvette Score-232
					#1909 2 <sup>nd</sup> Place-Aaron & Anne Sanchez 1962 Porsche 356 Coupe Score-216

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AUGUST 2014

# UPGRADED 981

*Story by Charles Zeitz, Owner  
Photos by Mike Pappas*

After watching fancy cars for an entire lifetime, a reasonably priced, good looking, powerful, and superb-handling car presented itself to me at the same time as did a touch of personal financial success. So, not quite a year ago I bought a 2014 Boxster S. This was my first sports car and the most powerful car I have ever owned. It came with a 3.4-liter engine producing 315 sea level engine horsepower, and I added sport suspension, torque vectoring and a couple of other options. Winter came and I bought a second set of wheels and Michelin Alpin snow tires.

I participated in Eiskhana, the club's ice autocross, in Georgetown, and partly because of my experience on snow and ice from skiing the east and skiing here and partly because of the car's traction control system and partly because of the great tires, I won in the no studs/two wheel drive class by about 5 seconds. Too close for comfort.

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*I drove back to Ormond Beach and had the extra parts installed on the new engine and replaced my Boxster S engine with the modified Carrera S engine. The four year warranty on the original engine disappeared along with the original engine itself.*

---

I thought that if I would participate again, I should make some modifications to ensure or at least raise the probability of a second and more resounding victory next year. I contacted BGB Motorsports, LLC, an outfit

in Ormond Beach, Florida, drove there and began a mechanical adventure. They ordered and installed a center radiator for more weight over the front wheels and, as I learned later, for better cooling. This weight would help with understeer. It was expensive and came in a huge box on a pallet from Allentown, PA.

Inside the box were also two performance heads with large valves and super smooth passages, different cams, an intake plenum, spark plugs, hoses, wires and more. I asked about these items and they said they wouldn't fit my 3.4-liter 981 engine. It seemed like a lot of extra stuff to buy just to end up with an additional



nicely. Very attractive.

I have since taken the car to a dynamometer and have 375 sea-level-adjusted rear wheel horsepower, which I believe equates to somewhere around 430 engine horsepower. It took some serious tinkering to get everything right, but I have more power and wonderful drivability, and I get 20 miles per gallon around town and 25 on the highway. The exhaust system was part of the “tinkering” and was installed by 3Zero3 Motorsports here in Colorado, and the final “tinkering,” which yielded the 375 horsepower, was done by Chance Chenoweth at Stevinson Imports where this adventure all started.

I still have lots to learn, including how to drive this car around High Plains Raceway and Pueblo Motorsports Park, but this was a great way to dip one’s toes into the world of Porsche cars. I now understand the true difference between a 981 and a 991.

radiator. I found out the extra parts including radiator were for a 3.8-liter 991 Carrera S engine.

Not wanting to waste these extra parts, and not really knowing what to do with them, I drove from Ormond Beach to Sarasota, Florida in BGB’s dually and picked up a new 991 Carrera S engine. I drove back to Ormond Beach and had the extra parts installed on the new engine and replaced my Boxster S engine with the modified Carrera S engine. The four-year warranty on the original engine disappeared along with the original engine itself.

They called the box on the pallet with all of the parts an X51 Power Kit. I also bought some other stuff including two Fabspeed headers, two performance catalytic converters, and mufflers and two BMC high flow air filters. They told me that the car would be more powerful and faster and if I wanted proper stopping on the ice, I should install some larger brakes. I agreed and they installed two 991 six-piston calipers w/pads along with 340-mm rotors on the front of the car. This also adds a little extra front weight for handling on the ice. There is quite a contrast between the size of the front and rear brakes now, but the color matches



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# California Dreamin'

## RMR joins Parade in Monterey!

*Story by Walt and Kathy Fricke, background photos by Randy Osgood*

Every year, the Porsche Club of America hosts a gathering of PCA members that spans a week of fun-filled social events and competitions. The Parade/Convention is held in a different location across the US and Canada each year. This year, Parade was held in Monterey, California.

Rocky Mountain Region was well represented this year at Parade. It was an adventure for most of us just to make the long journey of 1400 miles by car and for a few others to fly out to enjoy this week-long extravaganza.

The Parade hotel, the Hyatt Regency, was ground zero, where Parade staples such as Goodie Store, Tech Sessions, Tech quiz, the Art Show, and even the Concours were held.

This was the best attended Parade yet, with some 2,200 members registered.

The Parade kicked off on Sunday, June 15th, with registration. All Parade entrants are required to go through this process to pick up their credentials and meal packages and confirm their event schedules. This is an exciting process, where you catch up with old friends and make lots of new ones too.

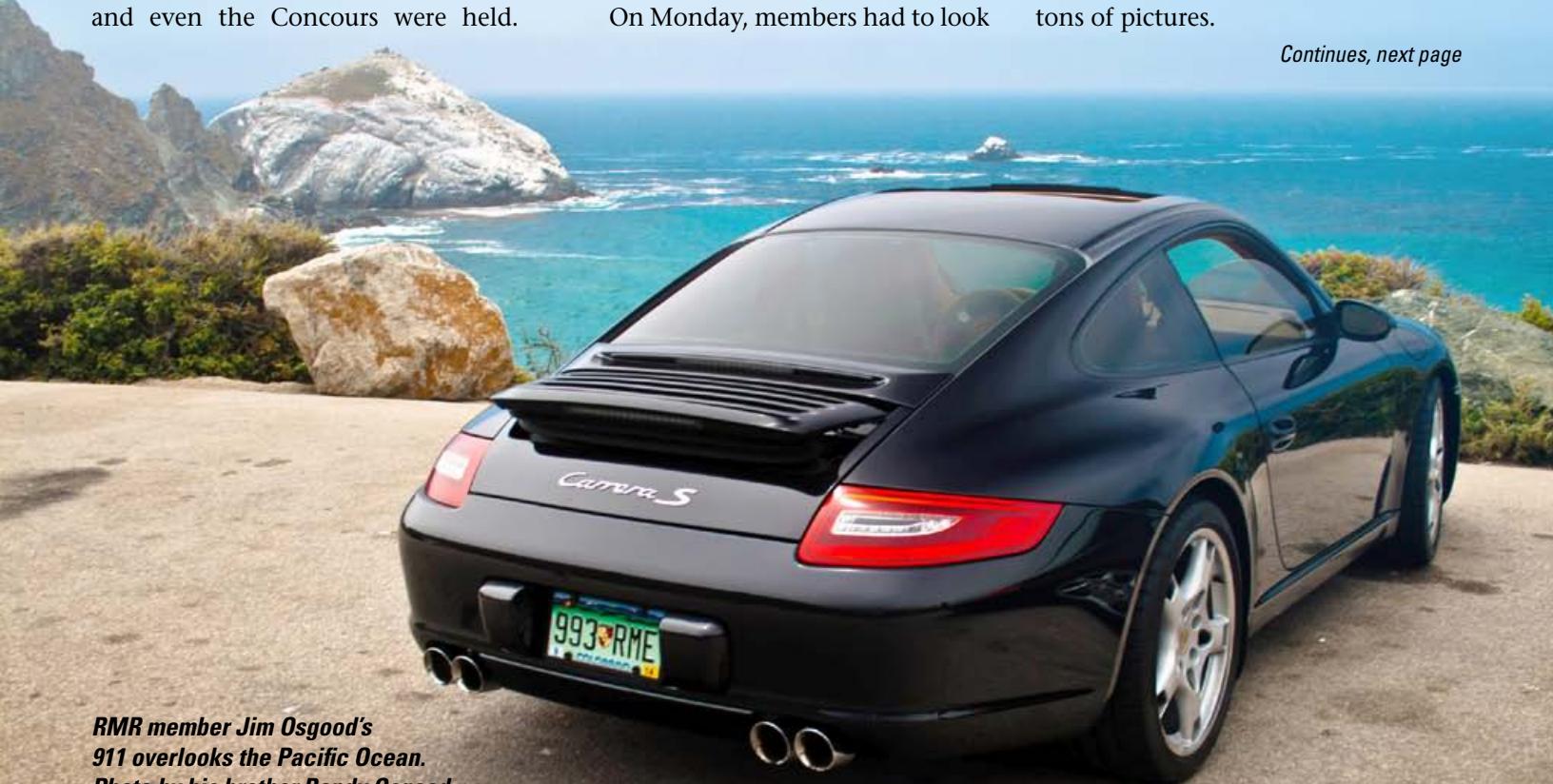
The Welcome Party sponsored by Pirelli was that same evening down by Fisherman's Wharf. It was a bit chilly, but the excitement really picked up when Hans-Peter Porsche unveiled the first Boxster GTS in the US exclusively to PCA members!

On Monday, members had to look

no further than the beautiful Hyatt Regency golf course for the Porsche Parade Concours d'Elegance to see over 200 pristine Porsches on display. All of these were judged for condition and/or originality.

The Porsche Historic Display included all types of cars, from beautiful street Porsches to the most radical race cars. Our own Alan Benjamin, Mel Shapiro, Tom Lutz, and Tom and Valerie Conway were among those who displayed their beautiful Historic Cars. Other Rocky Mountain Concours entrants were Jim Osgood, Dave and Bette Seeland, Bob Musslewhite, and Walt and me. Mike Pappas was busy as usual taking tons of pictures.

*Continues, next page*



**RMR member Jim Osgood's  
911 overlooks the Pacific Ocean.  
Photo by his brother Randy Osgood.**

That same evening, in an outside courtyard of the Hotel, there was a viewing of the Le Mans race on a huge TV screen. We were also treated to a beautiful 919 Hybrid rolling chassis on display.

Tuesday was "Rally Day." The Time-Speed-Distance rally started early, with members setting off in their Porsches on the roughly four-hour adventure sponsored by Mobil 1. (You can read about the Rally and all other Parade results at [www.pca.org](http://www.pca.org).)

Tours also started on Tuesday, and hundreds of Porsches—about 1,200 cars attended—took to the streets of Monterey and beyond. Parade offered a variety of interesting driving tours including Big Sur, James Dean Last Drive and Hearst Castle. The Big Sur Tour offered stunning views of the dramatic coastline and a lovely lunch at Ragged Point. In addition, a bus tour of four wineries in Carmel Valley was not to be missed. It was a sight to behold, when one sees at least one Porsche on the road every minute, let alone the hundreds witnessed throughout the Parade week. The elegant Concours Banquet was held this evening.

On Wednesday and Thursday was the Autocross event. Competition was keen, with hundreds of Porsches in the hunt for first place in their classes. Also on this day were held more tours, as well as the golf tournament, and a variety of other events. Wednesday evening was the Rally Banquet, held at the nearby Fairgrounds in a beautiful setting outdoors under the blue Monterey skies.

Friday, as the week wound down, produced the mind-bending Tech Quiz to test our knowledge of Porsche history and technical knowledge. More tours and kids' events took place; did I forget to tell you that Parade has a wide variety of events

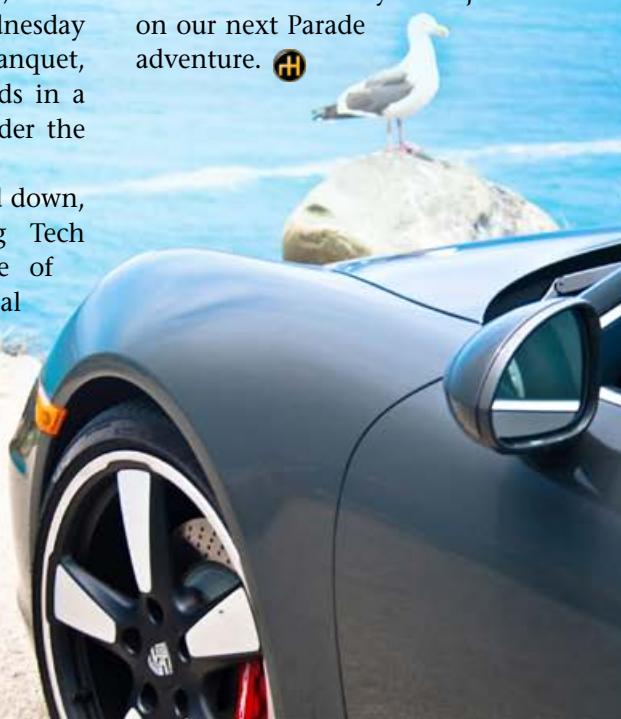
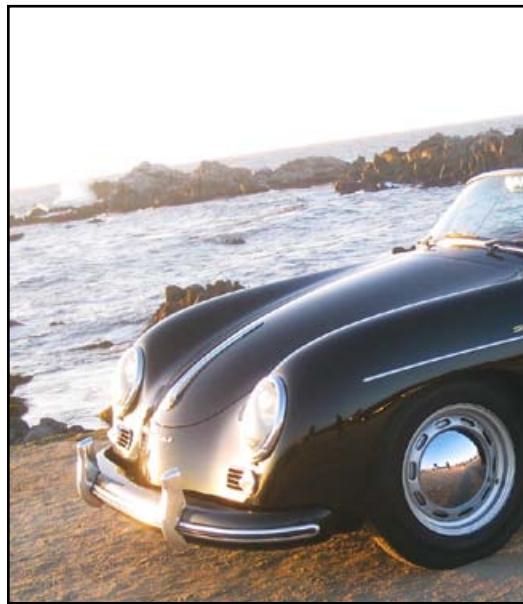
for kids?! Friday evening was the Autocross Banquet, and we were treated to another outdoor dinner at the historic Carmel Mission Basilica.

Saturday was the official closing day for the Parade. One of the unique aspects of Parade is the huge Volunteer Party on Saturday; you are invited to attend for free if you sign up to volunteer to help out in two of your favorite areas. It also included one of the biggest events of the week at the Laguna Seca Race Track for the Parade of Porsches and a couple of laps on the race track! The closing Victory Banquet rounded out the week's activities, and a trip to Germany was given away that evening. Of special interest during this dinner, RMR was awarded the 2014 PCA Public Service Award for our charitable activities.

This was a week filled with Porsches, Porsche friends, and lots of great memories. Parade, for each of us, is a different experience; it is what you make it. When you register for the Parade in early 2015, sign up for the Banquets and volunteer to help out. It will be an experience you will never forget! We are looking forward to going to the 60th Porsche Parade next year in French Lick, IN at another beautiful resort. Hope we have convinced some of you to join us on our next Parade adventure. 



*Tom and Valerie Conway next to their 1963 356B near the top of Loveland Pass on their way to Monterey. Photo by passer-by.*



# 2014 Monterey Parade Magic Moments

By Joe and Nancy Warren

*Amongst all the scurrying around, confusion, lines, and hunting for parking spaces and venues, there are always some moments that will be remembered well into the future. New people that you meet, cars that you see or famous people who sign your badge (like Hans-Peter Porsche) or bits of history you get to see ...*

Thanks to a heads-up from Sean Cridland, Parade Historic Chair, Joe knew when and where the historic cars would be placed for display. The Historic Cars is a special part of the Concours. Bruce Canepa (you need to google him and his museum) had six historic Porsches he was displaying, including two 917s. Joe got to help place the cars and work with the team from Canepa; every car was buffed up and then wrapped in thin plastic sheets before the car covers were put on: no rubbing from a car cover blowing in the wind over night.

The next day was the Concours, and we spent a lot of time in the Historic Section. Nancy was taken by the red 356 Cabriolets and Joe by the 917s. There was literally several millions of dollars of 917s sitting next to each other on a golf course. Anyway the Short Tail 917K in the Gulf livery was Joe's favorite.

On Saturday there was a tour to Canepa Motorsports, so off we went to the confusion of joining 100 or more high-strung Porsche drivers on a drive up to Scotts Valley. Surprise! The tour on Saturday started an hour earlier and we missed it. Quick! Get that tour guide out and plug the address into the Garmin; we got directions. Well, we got there just in time to be parked in the side overflow parking lot and start the real tour of the show room, the museum and the various shops. We saw close to a hundred classic cars either on display for sale or in the museum or in the shops. We learned that a customer's car is fully detailed three times before it is returned to him: once before the Technicians work on it, second after the work is done and third after it is road tested. And, the



Nancy and Joe Warren next to the new 919 LMP1 Hybrid on display at Parade. Photo by Mike Pappas.

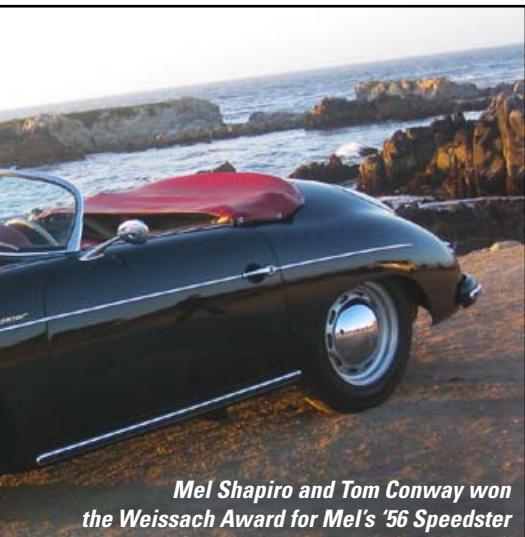
Canepa team can make almost any part for a car in the same manner in which it was originally made and paint it in the original paint color and type.

Wait! What's this on the shop floor in pieces? A third 917 with no body work. The tour guide explains that if you have two 917s, you really need a third for, well, parts and as a guide to how the cars were originally fabricated ...

OK, it's now time to be off to Laguna Seca (famous, historic race track) for a few laps; do we need to wait for the tour to start? Well, we have a GPS, and we are parked in the side lot so we can leave when we want ... like now! We made it quite nicely to LS well before most of the 100 Porsches on this tour and we got in a little early, so we had four full and one half-lap at noontime tours!

The only thing that could have made the day more historic for us would have been to do the laps at Laguna Seca in that Gulf Blue 917K, or "if" the 917/10 Spyder was there, well, Bruce would have to drive that, but we would want to ride along ...

(above, left) Rare Porsche race cars on display at the concours, (above) Monterey bay, (below, left) Cars line up for the concours. Photos by Jim Osgood.



Mel Shapiro and Tom Conway won the Weissach Award for Mel's '56 Speedster (above, set against Monterey bay). Photo by Valerie Conway.



(above, left) Rare Porsche race cars on display at the concours, (above) Monterey bay, (below, left) Cars line up for the concours. Photos by Jim Osgood.



# Parade After ACTION Report

Story by Mike Pappas, photos by Dito Milian

Logged 3,736 miles in my '89 951 with nary a hiccup. My car was flawless. A few last minute mods included head gasket replacement, head rework, and boost increase to 18 PSI on 100 octane racing fuel. Dyno'ed at 281 rear-wheel hp at 5200' with more available at sea level above 5,500 RPM where the turbocharger runs out of air in parts of Colorado.

Picked up the car from Chris Cervelli (Colorado's über mechanic for Porsches) on Wednesday morning, June 11th, and drove it to work in Longmont as the shakedown cruise. Left on Thursday morning with "She Who Must Be Obeyed" as my co-pilot and took I-80 to Wendover, UT. Had fueling set up ahead of time at Rock Springs, WY at the Sunoco distributor and added ten gallons of Sunoco 260GT. The guys even poured it for me out of the five gallon pails. They sell mining lubricants, and the racing fuel was sent to them from the Sunoco home office specifically to fuel my car. The Sunoco distributor rocks!

Next stop was the Sunoco distributor in Salt Lake City for a full fueling. Got 25 mpg at an average speed of, well, I can't talk about how fast I was going, but let's just say I was sucking the shrubs off the side of the road and there were multiple blasts into the triple digit zone just to check everything out ...

From there, we fueled at All Nevada Dyno in Reno and then assorted stations in California that had Union 76 100 octane racing fuel. "She Who Must Be Obeyed" wanted to spend a day in Mendocino, so I took all of the back highways and byways including a long run on California Hwy 20 from Willits to Mendocino. Chased a 2013 Cayman S with Idaho plates for that run and he finally pulled over and wanted to know "what in the hell" was in my car as I was "worrying" him

since I was bolted to his bumper. We shared lots of laughs as he was in Mendocino to visit his daughter and then going to the Parade also!

Ran Hwy 1 from Mendocino to 128 and 101 down to Monterey on Sunday morning. Car liked the high boost setup on the twists and turns, and I blasted by several folks like they were glued to the earth's surface.

Parade itself was nuts:

2,400 folks, Concours had hundreds and hundreds of cars. Ran into all of the RMR folks at one point or another.

Met lots of other crazed Porschephiles. I got Peter Porsche to sign my Parade photographer credential after I shot a picture of him signing the inside of someone's Boxster. He was one hell of a good sport. Then I made a raft of solid runs at the Autocross.

Got the car exterior detailed; the guy did a great job and took cash for a discount, too.

On Saturday, I did the Driver Education at Laguna. If you had put a charcoal briquette in my shorts the Hope Diamond would have popped out in 10 minutes. I had great driving instructors and the car got rave reviews. One DI took turn three at 110 ... During the second run, I spun out on Turn 11. Went in too early and lifted off the throttle. Rear end got loose and did a 180. Put both feet in and didn't damage anything other than my pride! The DI was unflappable and we got right back to it.

By the third run of the day, I was getting the hang of it and by the fourth run, I was passing folks. I knew I was hauling on the front straightaway when I started feeling negative G's over the rise. The 944 Turbo didn't suck in the least! Great suspension!

After the last run group on Saturday, they had a 500-Porsche photo session and then a Parade lap. I



did the Parade lap with the head of the PCA Parade photography in the front seat. I think he had to change his shorts after I took the corkscrew at DE speed. It's a ten-story blind drop and it caught him a bit off guard.

We got up at 3:30 a.m. on Sunday morning and headed out. Drove Monterey to Salt Lake City in 10.5 hours. The Highway Patrol was nowhere to be found.

We hit the road Monday at 5 a.m. and were back in Denver at noon.

Do I plan on going to Parade again next year? Hell, yes!

The Good: My car was simply amazing. Cervelli rocks. Wife was amazing. Event was amazing. I didn't get a speeding ticket! Also amazing.

The Bad: All California roads are in atrocious condition. Bridge transitions sucked everywhere.

The Ugly: The massaged kale salad I had the misfortune of ordering in Mendocino. Also, Honda drivers in general are oblivious to everything going on around them.

# RMR wins 2013 Public Service Award

By Luann Dodge, RMR Charity and Good Works Committee Chair

As part of our charitable endeavors in 2013, RMR has successfully woven charitable activities into the fabric of our season's events. Through the efforts of our charity committee and event chairs, as well as member support, these activities proved successful in providing support for various charities that help enrich the lives of those in our community who need assistance. We partnered with local service organizations and other sports car clubs to create a positive impact in our community. All in all our efforts raised well over \$100,000 in support of 14 charities.

We have supported two large and ongoing charity events that began with RMR and continue to benefit the community each year.

The Concours d'Elegance and Exotic Sports Car Show was founded back in 1984 by two RMR members, Tom Scott and Stim Kennedy. This event has been held for 30 continuous years, with Tom taking a leadership role each year. In the early years, approximately 25 Porsches were entered and minimal donations were made to Cerebral Palsy of Colorado. Twenty three years ago, other Denver area sports car clubs were invited to participate, and today, 20 such clubs do so.

In 2013, there were 516 entrants into the event, and 180 were judged for concours awards. Of these, 136 Porsches were on display, and 43 were judged. Approximately 14,000 spectators attended the event, and more than 95 RMR members were involved in various functions, such as judging, scoring, car placement and management. Pictures of this event can be seen in the attached newsletter article.

The 2013 event raised just over \$76,000 for the benefit of Cerebral Palsy of Colorado. To date this event has raised over \$1.5 million for this charity from corporate sponsors, registration fees, gate sales and donations.



*John Mackin, RMR First VP, and Nancy Warren, co-chair with Luann Dodge of the RMR Charity and Good Works Committee, accept the Community Service Award from Manny Alban, President of PCA, at Porsche Parade. Photo by John Novotnak.*

Cerebral Palsy of Colorado (now Ability Connection Colorado) is an organization dedicated to creating choices and opportunities for equal participation in life for individuals with cerebral palsy and other disabilities. Founded in 1946 by mothers of children suffering from cerebral palsy and other disabilities, it began as a school to provide education, socialization and therapy as an alternative to institutionalizing their children. This group supports innovative, comprehensive programs providing educational opportunities for disabled persons, options and choices in employment that enable the disabled to discover their abilities and reach their full potential, and support and resources for the families of the disabled.

The Drive for the Kids, sponsored by Rocky Mountain Region PCA and the Denver Round Table, a local service organization, marked its seventh anniversary in 2013. The 2013 Drive for the Kids had a guided tour format following route instructions and historic narratives over 220 miles through the Colorado Mountains. Forty-eight cars and 100 individuals participated. This event was very much a collaborative effort of various organizations, sponsors

and volunteers, including RMR members, the local Porsche dealers, and the Rocky Mountain Jaguar Club. The 2013 Drive for the Kids raised \$28,000, all of which was given to youth-oriented charities.

Approximately 80% of the Drive for the Kids funds go to the primary charitable organization, the Children's Hospital Colorado Sports Program (HSP) for children with a variety of neurological and/or orthopedic disabilities. Additional funds go to the Passageways Scholarship Foundation, where they will be matched and used to provide scholarships for at-risk youth who have completed their time at Ridge View Academy for young men and The Betty Marler Center for young women. Both of these programs are focused on helping adjudicated juveniles move past their conditions, and to be able to enter adulthood without feeling defined by their circumstances. Finally, contributions are made to the Excalibur Club, a high school boys community service organization, and to Phamaly Theatre Company, which produces plays and musicals cast entirely of performers with disabilities across the spectrum.

More details on the Drive for the Kids can be found in the attached newsletter article.

Each year the RMR board sets aside \$2,000 to be donated to charities at the request of members. The recipient charities for this year follow.

Winter Park Volunteer Ski Patrol Educational Fund received a \$500 donation in memory of Gary Dodge, who passed away last January. Gary was an active RMR member, a DE enthusiast and a long-time volunteer with the Winter Park Ski Patrol. The funds will be used to train new volunteers in emergency response techniques.

RMR donated \$500 to Cerebral Palsy of Colorado. This donation was made in conjunction with the 30th

# Public Service Award...

annual Concours d'Elegance, held in June.

A \$500 donation was made to the Children's Hospital of Colorado Sports Program for children with physical disabilities in support of the 7th annual Drive for the Kids, held in early September to support this program.

The Christian Living Communities received a donation of \$500 in memory of Jerry Schouten. Jerry was an RMR club racer and driving instructor, whom we lost in September of last year. Christian Living Communities minister to senior adults through a continuum of services and care that reflects Christian love, respect and compassion and enriches the quality and dignity of life for each individual.

In addition to the funds set aside by the Board for charitable donations, we have continued the practice of donating the money collected from noontime rides and other fund raising activities at the Driver Education events (DEs) to charities designated by the event chairs.

At the first DE of the year, "Speed Fever IV," the designated charity was the Winter Park Volunteer Ski Patrol Educational Fund. Just over \$1,000 was collected at the event and added to the club donation of \$500 in memory of Gary Dodge.

In early June "Ladie's Day" was held at the Colorado State Patrol track in Golden. The designated charity for this event was the Colorado State Patrol Youth Academy, which received a total donation of \$500 for their 2014 summer camp. Training includes the "Alive at 25" defensive driving course, introduction to law enforcement

ethics, law enforcement driving, firearm safety and familiarization, police communications and the history and philosophy of the CSP.

At the June DE, "Slow, Fast, Half-Fast", a total of \$240 was raised and donated to the American Red Cross for wildfire relief, much needed after the disastrous wildfires that occurred in Colorado in the spring of 2013.

The designated charity at the "Track Attack" DE was Alex's Lemonade Stand Foundation, whose mission is to raise awareness of



childhood cancer causes and raise money to support research into new treatment and cures. In addition to the noontime rides, a very successful silent auction was held on Saturday evening. In total over \$3,000 was raised at this event.

The big event of August was the "Black and Blue" DE, held in conjunction with RMR's annual club race. The designated charity for this event was the Burn Treatment and Rehabilitation Center at the University of Colorado Hospital, which provides specialized care to

meet the complex needs of patients coping with burns, trauma and other serious skin conditions. \$480 was collected and donated to the Center in memory of Jerry Schouten.

The "Caribbean Summer" DE benefited the Douglas County Partners, an organization which provides mentors for at-risk kids. Almost \$200 was raised at this event.

The "OctoberFast" DE, the last of 2013, supported the Bienvenidos Food Bank of Denver. In addition to the money collected for noontime rides, we ran a food drive at the DE. Two hundred twenty pounds of food were donated, as well as over \$600. \$1

buys \$9 worth of food from the Food Bank of the Rockies, so our donation provided over \$5,000 worth of food to this organization, which provides emergency and supplemental food assistance with respect and dignity.

At the end of the year, RMR partnered once again with the Marine Corp Reserves to support the Toys for Tots Program, which collects and distributes new toys to brighten the holidays of needy children in our community. We were honored to have three Marine Corps Reservists join us for the evening at a wonderful holiday party. Club members filled over two tables with toys, in addition to numerous monetary donations.

Through these activities RMR has striven to provide ongoing service and support to our community by making charitable planning a part of our event planning. We have tried to provide our members with an opportunity to share their enthusiasm for the charities near and dear to their hearts, and, at the same time, raise funds and awareness. 2013 was a successful year for RMR due to the generosity, dedication and enthusiasm of our members. 

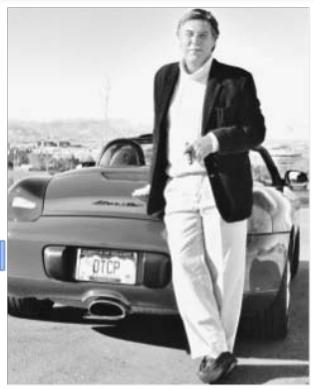
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than to enter a corner fast,  
and come out dead.

-Sir Stirling Moss



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We have changed things up a bit this year! The tour is later and plans are unfolding for an enjoyable one-day event on **Saturday, Sept. 20**. We will launch with brunch from west of Denver for a drive that takes in the stunning Colorado fall colors.

As the day progresses, there will be much anticipation as we return to the DTC Hilton Garden Inn evening event. The Denver Round Table, along with Rocky Mountain Region Porsche Club of America and Rocky Mountain Jaguar Club, will be hosting the 8th annual DRIVE FOR THE KIDS. Our amazing Car Tour sponsors and participants have helped us raise over \$130,000 for the Colorado Sports Program, providing year-round recreational programs for children with physical disabilities.

To all our friends, flexibility, participation, and your help are the keys to the success of this worthy event. We respectfully ask that if you cannot make the drive, plan to join us for a fun evening event including cocktails and dinner, replete with a silent and live auction. Whether you join us for the day or the evening, or even if you have a scheduling conflict, we ask each of you—our supporters and friends—to seriously consider a sponsorship or helping us procure an abundance of tax-deductible donated auction items.

For those of you who have participated in previous years, you know the overwhelming feeling of satisfaction that participation in this event brings to your heart. If this will be your first year, enjoy the drive in your old, classic, or new sports or family car for pure enjoyment, while greatly benefiting children.

Look for details and a flyer in the near future. Mark your calendars now to keep this date open to join us.

Two options are available. You may participate in the full tour that takes a drive in the beautiful vistas of Colorado, returning to Denver in late afternoon to start an amazing evening of great food, drink, special events and lively conversation. If that does not meet your schedule, then we will also offer a package for dinner and evening events only. Spend the night if you wish. Either way you will have a great time and help the kids. For more information, to request extra flyers, or add friends' names to our mailing list, please call Andy Forberg (303) 399-3357 or email: [daforberg@msn.com](mailto:daforberg@msn.com).

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Gold Level - \$500 (1 car entry and 1/2 page ad in the tour booklet)

Platinum Level - \$1,000 (2 car entries and a full page ad in the tour booklet)

Banquet Level - \$1,500 (2 car entries and a full page ad in the tour booklet, plus signage)

For more information, please contact Steve Wright at 720-985-6696 or [swright937@aol.com](mailto:swright937@aol.com).

# Porsche dominates Pikes Peak

*Story by Chris Lennon, photos this page by Stephen Sullivan*

2014 was another banner year for Porsche at the second oldest motor race in North America—the Pikes Peak International Hill Climb.

With a record nine Porsches entered, things looked promising. The marque was well represented, with a 935 from North Carolina, Robert Prilika in his Cup Car, Vincent Beltoise of France in a 911R Cup, Jeff Zwart in his turbocharged Cup Car, Fred Veitch in his 996 Turbo, two "914-8"s that actually had little more than a Porsche crest on them, Jean Jacques Bally in a 993 Cup Car from Monaco, and yours truly in a 1973 911 RSR Replica.

After qualifying first in his Division, Robert Prilika suffered a crash near the summit on the last day of practice, which meant that he couldn't race on Sunday. He was victimized by a bumpy and cold surface that tossed all of our cars under heavy braking, but shot Robert off the road and into the side of the mountain. The beautiful 935 of Peter Koch never ran right all week (it's a challenge just to get cars to run decently on Pikes Peak), and packed it in before the race. The 993 Cup Car of Jean Jacques Bally made it through 154 of the 156 turns on race day, before succumbing to engine troubles and having to be



towed to the summit.

However, the rest of the results were stellar. Jeff Zwart ran a 10:01.917, which left him a close second to Vincent Beltoise (protégé of Romain Dumas), who made it up in 10:00.744 in Time Attack 1. Jeff did set a record for his Division in qualifying, however. I ran an 11:01.880, which briefly held the all-time Vintage record, until it was broken by my main rival in a Shelby, but was good for second place. I also set a Division record for qualifying (which stands). Fred Veitch ran an 11:14.834 in the race and garnered first place in Time Attack 2.

That's five podium finishes for Porsche. More than any other manufacturer had, and a record for Porsche on the Peak. On top of this, Porsche 919 LMP1 factory driver Romain Dumas, piloting a Norma prototype, won the overall title of

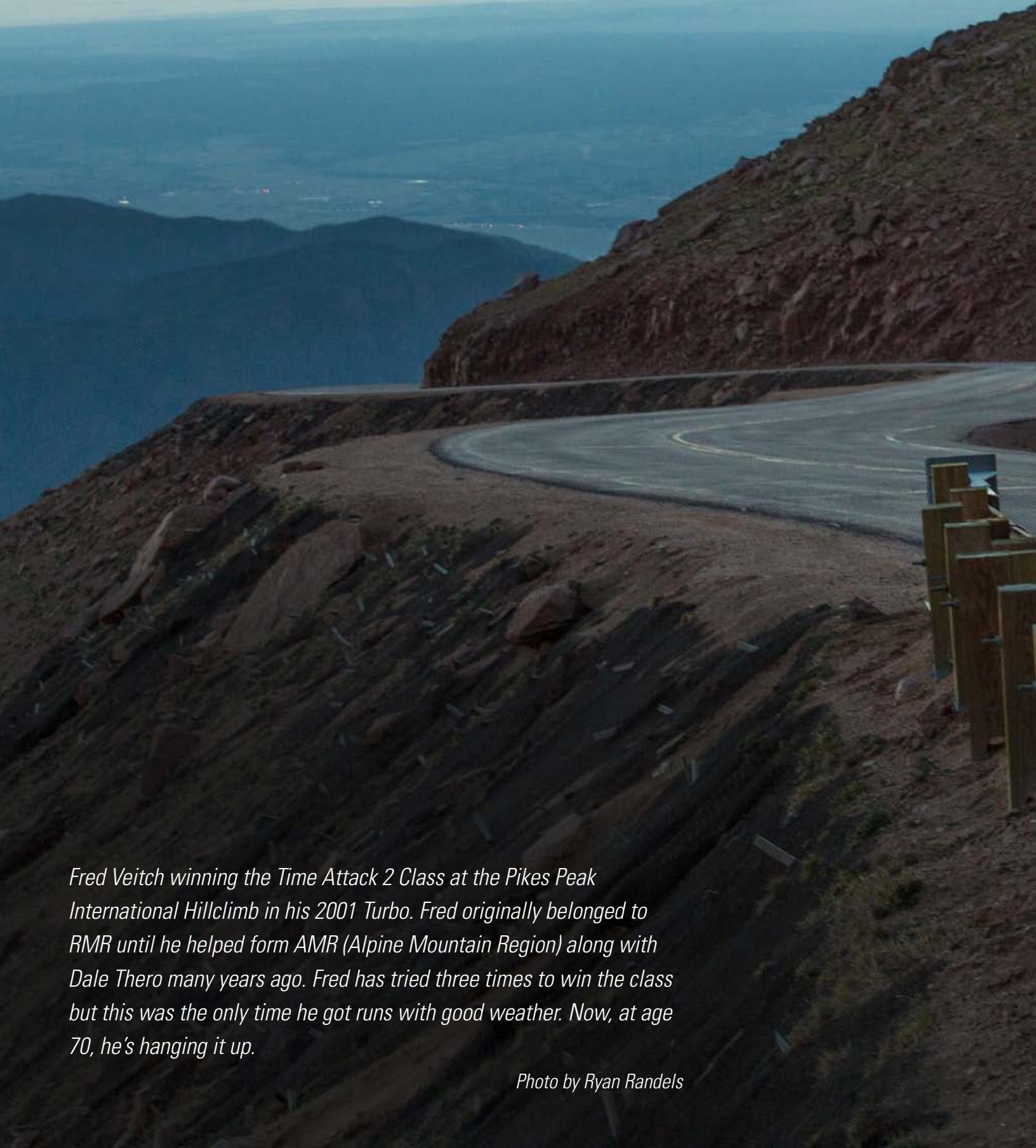
King of the Mountain, with a blistering time of 9:05.801. You could almost count that as a sixth podium for Porsche.

As always, Pikes Peak showed that it's a unique and special race. Competitors from 16 countries competed, with an amazing array of cars. Sixteen didn't make it to the summit, emphasizing just how big the challenge is on both car and driver. I can certainly attest that it's truly a privilege to represent a legendary marque at one of the most legendary races in the world. One of the world's greatest motorsports events? Without a doubt.

Well done, Porsche!

Many thanks to all my sponsors who made this possible: European Performance Specialists, Porsche of Colorado Springs, MasterDrive, Elite Deck & Fence, Pendleton Winslow Hennessey & Crow, Mike Osborn, Ernest Nitka, EAS, Fogg's Auto Shop, Martin Willis Machine Shop, William Storms Allergy Clinic, Rent4Ring, The Springs Houses, Le Bistro, WR Road Race, and to the best crew on the mountain (Loren Southard, Susan Bucknam, Bill Matney, Dave Liddle, John Duclos, Steve Smith, and Robert Yen), and of course, my understanding wife, Kathleen! 





*Fred Veitch winning the Time Attack 2 Class at the Pikes Peak International Hillclimb in his 2001 Turbo. Fred originally belonged to RMR until he helped form AMR (Alpine Mountain Region) along with Dale Thero many years ago. Fred has tried three times to win the class but this was the only time he got runs with good weather. Now, at age 70, he's hanging it up.*

*Photo by Ryan Randels*



# PORSCHE & POOCHEES



Man's best friend isn't always his Porsche. Check out these adorable dogs owned by our club members. *This page, clockwise from top:* Robin, an English Bull Terrier, poses in an 02 Boxster S owned by **Jody and David Schmidt**; Bella and Sophie, Bernese mountain dogs, take over **Sam Reiser's** 2005 C2S; **Lynda Love** takes Brooklyn, her Golden Retriever, out for a spin in the 911 cabriolet she owns with her husband, Brian; a common sight at RMR autocrosses is Jack the Pomeranian, owned by **Hap and Sarah Henderson**, seen here helping set up the cones.





Clockwise from top: Baci, an Australian Shepherd, sits by the '78 911 SC owned by his master, **Craig D'Andrea**; **Lisa Hunsicker** takes her German Shepherd, Ruby, for a ride in her '06 C4S; **Brian Leary**'s Golden Retriever, Chance, checks out the back of the '07 Cayman he hates riding in; Cuau, a Mexican Hairless, waits patiently for a ride in the back of the '95 993 Carrera owned by best friend **Leon Valverde**; Rocket, an Australian Shepherd owned by **Donna Helburgand**, poses next to her '06 Cayman S; **Rex Heck**'s '96 993 Cabriolet is dwarfed by his Saint Bernard, Czar; **Arnette Schouten**'s beloved Bernese Mountain dog, Gus, sits next to their '84 Carrera.



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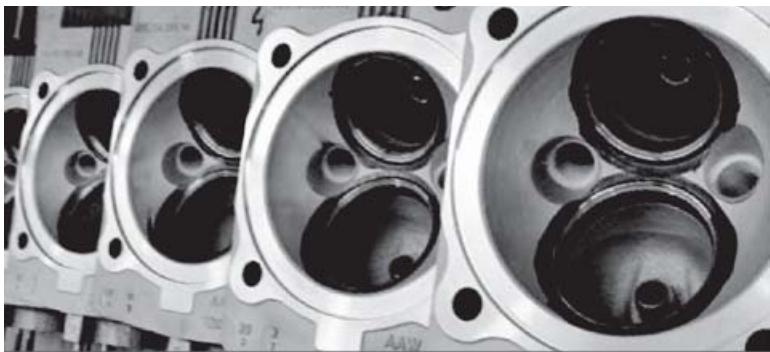
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# Gimmick Rally raises funds and enjoyment

By David Schmidt, Event Coordinator

The RMR 2014 Gimmick Rally, held on June 28th, hosted 23 cars and 46 participants. Feedback from the event, the first of its kind to RMR in a long time, was overwhelmingly positive.

The rally started at the Foothills Animal Shelter in Golden and ended at Zoka's Restaurant (named after a dog, of course!) in Pine about two hours later along beautifully serene canyons and winding roads through the foothills. Participants were given packets with limerick-based clue sheets that would guide them on varying routes and on a wild, non-timed scavenger hunt for an assortment of items.

A great lunch, silent auction, door prizes, and trophies awaited at the final stop. The weather was perfect and the Gimmick Rally raised over \$1400 for Freedom Service Dogs.

"What an outstanding rally," Jim Mesack later wrote, "Positive comments were heard by all at the finish! Of all the events we have attended, this was the most fun and my wife didn't have to yell for me to slow down even once!"

John Mackin concurred. "This rally had very detailed instructions, all of the stops were well arranged, and the merchants we visited were very welcoming," John said. "It was a nice drive through some beautiful country still green from the spring rains. All in all, we had a great time, with low pressure, little stress, and lots of fun!"



From top: RMR members pose with dogs and staff from the Foothills Animal Shelter before the Gimmick Rally; **EJ Bennett** and **Peggy Jenkins** came prepared for some comical sleuthing; **Dennis Jones** and his wife found the correct-colored bow at one of the mystery stops (Rustic Point in Evergreen); participants rifle through Porsche magazines at Rocky Mountain Autohaus in Pine trying to find a photo of a Cayman; **Kathy and Walt Fricke** brought their own clipboard to hold their clue sheets; rallyists hunt through the grass at a school in Golden looking for the oldest penny amongst over 100 scattered about. At left: Kathy and Walt Fricke won 1st Place in the Gimmick Rally, breaking a three-way tie by pulling out the only Porsche toy car amongst five Ferraris in a black pillowcase—relying only on the sense of touch.

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## **SLOW, FAST, HALF-FAST DE**

*Story by Gregg Bell, photos by Craig Patterson*

The Slow-Fast-Half Fast was safe and FUN! While the weather sometimes threatened the event, the track stayed dry and unseasonably cool. Judging from some of the times during our time trial, HPR must have been sticky, too: John Sellinger's beautiful Turbo broke 1:59 with a 1:58.99 – clearly not slow and not half-fast either! See the timed runs at <http://rnr@rnr.pca.org/StaticPages/2014events/TimedRuns.xlsx>.

Thanks to our drivers, our volunteers, and the amazing chiefs and their teams, we were able to deliver on our promises. We gave lots of great track time to 112 drivers on Saturday and 82 on Sunday with nary a significant delay or incident. We had fun parade lap sessions while contributing to the David Bucknam scholarship. Off track, we enjoyed lots of camaraderie and plenty of excellent beverages, and George Peabody served up steaks at our BBQ that made him the Slow-Fast-Half Fast MVP!

We co-chairs hope everyone had as much fun as we did—we think we saw a lot of smiling faces out there ... Again, HUGE Thanks! to our volunteers, the great track personnel, and our safe, clean drivers. We had a fantastic Slow-Fast-Half Fast DE, and we hope our club's great people will keep volunteering and coming out to the track to keep 'em coming!



First	Last	Car	Lap 1	Lap 2	Est Time	Order	Lap 1	Lap 2	Best	Average	Diff
John	Sellinger	911 Turbo	1:58.99	1:59.13	1:59	1	118.99	119.13	118.99	119.06	0.14
William	Kubilus	GT3	2:00.18	2:00.34	2:01	2	120.18	120.34	120.18	120.26	0.16
Jay	Kurts	GT3	2:01.29	2:02.16	2:03	1	121.29	122.16	121.29	121.73	0.87
Chad	Cox	Carrera RSR	2:01.63	2:01.88	2:02	3	121.63	121.88	121.63	121.76	0.25
Scott	Durham	Cayman R	2:02.07	2:03.31	2:04	2	122.07	123.31	122.07	122.69	1.24
Andre	Nieuwenhuizen	GT3 RS	2:02.56	2:02.39	2:03	4	122.56	122.39	122.39	122.48	0.17
Ryan	Faufau	911 Turbo	2:03.95	2:03.83	2:10	2	123.95	123.83	123.83	123.89	0.12
Doug	Bartlett	Cayman S	2:06.74	2:07.64	2:08	1	126.74	127.64	126.74	127.19	0.90
Gavin	Yuill	Spec Boxster	2:21.12	2:07.23	2:08	3	141.12	127.23	127.23	134.18	13.89
Bo	Jensen	996TT	2:09.23	2:07.73	2:15	4	129.23	127.73	127.73	128.48	1.50
Ryan	Carigan	Corvette	2:08.16	2:08.24	2:11	3	128.16	128.24	128.16	128.20	0.08
Matt	Wyatt	Corvette	2:09.95	2:08.34	2:10	1	129.95	128.34	128.34	129.15	1.61
Dennis	Kyle	BMW M3	2:08.51	2:08.48	2:17	1	128.51	128.48	128.48	128.50	0.03
Brian	Pesch	997 C4S	2:12.08	2:11.05	2:13	1	132.08	131.05	131.05	131.57	1.03
Carl	Boecker	997 C4S	2:11.33	2:11.57	2:09	4	131.33	131.57	131.33	131.45	0.24
Dave	Roy	GT3	2:11.60	2:12.36	2:13	2	131.60	132.36	131.60	131.98	0.76
John	Groggin	Corvette	2:12.54	2:12.29	2:14	3	132.54	132.29	132.29	132.42	0.25
Josh	Fenton	BMW M3	2:15.26	2:15.03	2:20	3	135.26	135.03	135.03	135.15	0.23
Mike	Ruth	993	2:20.89	2:18.24	2:12	4	140.89	138.24	138.24	139.57	2.65
Jeff	Jackson	996T	2:19.24	2:21.31	2:20	4	139.24	141.31	139.24	140.28	2.07
Austin	Clark	Boxster	2:21.46	2:19.72	2:24	2	141.46	139.72	139.72	140.59	1.74
Brian	Bakke	911	2:25.55	2:23.18	2:25	3	145.55	143.18	143.18	144.37	2.37



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# **Porsche Intelligence Performance Driver Education, Sept. 20th & 21st**

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Dan Mayer (dan@401kpro.us) and Dan Carlson (Dan.H.Carlson@marsh.com).



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## Reading our tires

By Pedro P. Bonilla (GCR PCA)

There is a lot of useful information included on the sidewall of our tires.

We'll try to simplify it by taking it one part at a time.

### DATE OF MANUFACTURING

Tires actually have a shelf life. It is recommended that tires over 6 years old be removed from use.

Obviously, tires that are subject to permanent UV damage from the sun can deteriorate sooner than those that are protected from the sun's rays.

The Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) has required tire manufacturers to stamp the date of manufacture right on the tire's sidewall, but they've allowed them to code that information. Prior to 2000, manufacturers could stamp the code on the inside of the tire, but the NHTSA mandated a few years ago that the code be moved to the outside of the tire, allowing the manufacturers to phase in this information with a deadline of 2009.

Since 2000, the last four digits of the TIN (Tire Identification Number) include the week (first 2 digits) and year (last 2 digits) of manufacture.

Let's look at the following TIN: DOT H2LF YA9J 3507.



The last four digits, 3507, tell us that this particular tire was manufactured in the 35th week of the year 2007.

Prior to the year 2000, only three digits were used. The first 2 were for the week, but only one digit was for the year, so there's no way to determine from what decade that last digit is from.

In the TIN DOT EJ8J DFM 408, the last 3 digits, 408, tell us that the tire was manufactured in the 40th week of 1998 (or 1988, 1978, 1968 ...).

### SERVICE DESCRIPTION

On the sidewall, you will also find the tire's Service Description, which identifies the Load Index and the Speed Rating.

Let's study the following example: 255/40ZR17 94Y.



The first part corresponds to the tire's physical size (more on that later), and the last grouping corresponds to the Load Index and Speed Rating.

The 94 corresponds to its load carrying capability. In this particular case, an Index of 94 corresponds to a load of 1477 lbs (670 Kg). The higher the Load Index (LI) number, the higher the tire's load capacity is. The typical Load Indexes for passenger cars range from 70 to 110; following is a sample:

LI	Lbs	Kg
90	1323	600
91	1356	615
92	1389	630
93	1433	650
94	1477	670
95	1521	690
96	1565	710
97	1609	730
98	1653	750
99	1709	775
100	1764	800
101	1819	825
102	1874	850
103	1929	875
104	1984	900
105	2039	925

The "Y" is the Speed Rating, which in this case signifies that the tire's maximum speed is 186 mph (300 kph). If this Speed Rating were in parentheses, e.g., (94Y), it would signify that the tire has been tested at speeds in excess of 186 mph (300 kph).

When the Z speed rating first appeared on tires, it was thought to reflect the highest tire speed rating that would ever be required, in excess of

149 mph. Because high performance automobiles keep getting faster and faster, the industry added W and Y speed ratings to indicate the tire's maximum speed: W = 168 mph (270 kph) and Y= 186 mph (300 kph).



Elsewhere on the sidewall there is still more information, such as the Uniform Tire Quality Grade (UTQG) Standards. These Standards spell out the Treadwear, Traction and Temperature (Resistance) Grades.

### TREADWEAR

This is a relative number because it indicates the relative wear compared to a test tire. What's important is that the higher the Treadwear number the longer-lasting the tread will be.

### TEMPERATURE

This indicates the extent to which heat is generated or dissipated by a tire.

Temperature Grade	Speed (mph)
A	Over 115
A	Between 100 to 115
B	Between 85 to 100

*continues, next page*

## **TRACTION**

This indicates the tire's straight-line wet coefficient of traction. This grade does not evaluate braking or cornering in dry conditions, wet cornering, or high-speed hydroplaning resistance.

The different traction grades are

Traction Grade	g-force (asphalt)	g-force (concrete)
AA	Above 0.54	Above 0.41
A	Above 0.47	Above 0.35
B	Above 0.38	Above 0.26
C	Less than 0.38	Less than 0.26

## **SIZE**

In the example given above, 255/40ZR17 94Y, the first segment (255) is the width of the tire in millimeters (10.04 in). The second segment (40) is the height of the tire (sidewall) as a percentage of its width. In other words, in this case, 40% of 255 mm = 102 mm (4.02 in). The "Z" is the speed rating and the "R"

corresponds to the construction type (Radial). The "94Y" is covered above. Additional markings, such as Type of Construction, Country of Origin and others are also to be found on the sidewall.

## **ROTATION**

Many of today's high-speed tires have the rotation marked as well, either by indicating the direction of rotation or by the word "OUTSIDE," which indicates that that part of the tire should face to the outside.



Many of today's tires are also unidirectional, meaning that they are meant to rotate in one direction only. This means that they cannot be transferred from the left side of

the vehicle to the right side or vice versa. In our modern Porsches it also means that they cannot be transferred front-to-back because the rears are generally wider than the fronts. So, in order to have our tires last as long as possible, and because they cannot be rotated, as in conventional vehicles, it is extremely important to have the tires properly balanced and properly inflated and the car properly aligned. But that will be matter for another Tech Article.

You will note that we did not include INFLATION in this article. Maximum tire inflation is generally indicated on the sidewall as well, but it is a maximum number for structural integrity purposes. The correct inflation pressures for each vehicle are indicated by the car's manufacturers on a sticker generally found on the door or door jamb of the vehicle.

For more information on tires, please feel free to visit my web pages at [www.PedrosGarage.com](http://www.PedrosGarage.com).

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## In the zone

Liz Shaw, PCA Zone 9 Representative

**P**arade 2014 is history, and I'm proud to say that Zone 9 made an impact and several of the members brought home awards and trophies! For me, the road to Monterey was not exactly a direct route, as I chose to drive through Zion National Park and Yosemite National Park. Driving through the desert was boring but the two national parks made up for it.

When I got to the Hyatt in Monterey, I immediately saw friends from all over the country, and then later in the week I saw old friends from Loma Prieta and Monterey Bay Regions. This is one of the most fun things about Parade—being able to connect with people I've met at previous Parades and making new friends at the current Parade.

The other fun thing about Parade is participating in the many events and volunteering. On Monday, I helped Sean Cridland with the Concours Historic Display, then I helped out for the rest of the day with the Timing & Scoring Committee. I found a navigator to help me with the Time Speed Distance Rally, and my friend Linda Hayes was the navigator for the Gimmick Rally. I also autocrossed and went on the driving tour to Hearst Castle. And to cap off the week, I joined hundreds of Porsches at Laguna Seca Racetrack for pictures and a couple of laps around the track.

Here is a summary of the awards that Rocky Mountain Region members were presented at Parade:

**Public Service (National Award):** 1st Place, RMR raised over \$100,000 for over 14 charities along with two large on-going charity events, seven HPED's, and an annual board charity allocation.

### Concours

- 2nd Place, David Seeland PP05F 964/993 (1989-1998)
- 2nd Place, Kathy Fricke PP06S 996/997 (1999-2012)
- 2nd Place, Tom Lutz RS014F Full Factory Race
- 3rd Place, Valerie Conway PS01F Full 356

### Restoration Group Level of Achievement

#### Weissach Award (Bronze)

Tom Lutz, 1975 RSR

Melvyn Shapiro, 1956 356

#### TSD Rally, Unequipped

7th Place, Ken Provasi & Kevin Burke

#### Autocross

1st Place, Ken Provasi A01M 968 (1992-1995)

1st Place, Greg Curtiss S03M Boxster S (986:2000-2004)

2nd Place, Kathy Fricke S10L 911 (996/997, GT2, GT3)

2nd Place, Scott Rogers P07M 911SC (1978-1983)

#### Tech Quiz Q05M, 911 (996 & 997)

1st Place, Greg Curtiss

#### Sculpture – Amateur

3rd Place, Randy Osgood

#### Regions T-shirt Design Contest

3rd Place, Troy Nakatani (Speed Fever V)

#### R/C Cars

1st in Class; 3rd overall, Randy Osgood

Moving past Parade and into July and August, I'm planning to get to some of the Zone 9 Regions: Intermountain's "SLC to Midway" tour on July 26th, Llano Estacado Region's monthly breakfast on August 2nd, and Rocky Mountain Region's HPDE and Club Race the weekend of August 15th through the 17th. Unfortunately, this means that I'll miss Roadrunner Region's 44th Annual Corrales Round-up on August 17th and West Texas Region's autocross on August 16th. But I hope to join WTR for their Founders dinner on August 23rd. Drumming the "Zone 9 Challenge" again: everyone is welcome and encouraged to attend Region events all over Zone 9!



# Classifieds

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 - Rick Seiferth, 7889 Canvasback Cr. Littleton, CO 80125). 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@rmporscheclub.com](mailto:newsletter@rmporscheclub.com).

## porsches

**1975 Porsche 914** - 4 cyl., red 5-speed convertible, great for this spring and summer. Has T-top, and is in excellent condition. The engine has been partially rebuilt, new struts, and master cylinder and brake line have been recently replaced. Interior also in good shape. No rust - the 914 has always been parked in my garage. Enjoy this rare and beautiful car! Asking \$8,000. Dan Stuart (303) 794-2398, or E-mail: dwstu@msn.com. [Jun]

**1973 914 Track Car** - Yellow/black new build in 2013. Race engine, full roll cage, fuel cell, and fire extinguisher. For more info call Jerry Albers at 970-819-2589 or email [jerry.albers@zirkel.us](mailto:jerry.albers@zirkel.us). [Jun]

**1987 Porsche 944** - Original owner. Full service history. Very clean, garaged, covered. Zermatt silver/black partial leather. Original paint, engine, interior, Blaupunkt stereo. Over \$5k in recent service: new Michelin Pilots on refinished 16x7&8 design 90s, timing belt, water pump, rollers and seals, clutch, DME computer and sensors, MAF, idle stabilizer. Touring package, M474 sport suspension, 944 Turbo brakes, torsion bars and springs, 968 M030 sway bars. All manuals, keys and tools, plus cover, spares. 146k miles. \$7500. Call Fred 303-304-4387 or email [fredbeavers@comcast.net](mailto:fredbeavers@comcast.net). [Aug]

**2011 Boxster Spyder** - 5600 mi, Blk, 19" Carrera Sport whls, Sports exhaust & more. [Thetahoetrader@yahoo.com](mailto:Thetahoetrader@yahoo.com), SE Denver. \$63500 [Jun]

**1992 911 AMERICA ROADSTER** - Limited Edition, 40th Anniversary Model of the 356, rare beautiful collector car, only 250 produced. Guards Red, black top, factory black leather interior with red trim, roll bar, rear spoiler. A cabriolet with turbo body, flared fenders. Alpine radio, huge

stereo system. 6 cyl. 3.6 L engine, manual 5 speed naturally aspirated, performance chip, new exhaust, turbo suspension and breaks. Loaded with all options. \$65,000; Cork at 303-973-8590 or [corkchicota@juno.com](mailto:corkchicota@juno.com). [Jun]

**2011 Cayenne** - Rare Jet Green Metallic, full option package with tan leather seats, navigation system, sunroof, trip computer, seat memory system, seat heaters and ventilators, aux audio input, Bose sound, Sirius XM, CD, towing cap to 7716 lbs., rain sensing w/s wipers, V6 300 hp, 3.6L, 57,800 miles. \$37,599 offered to RMR Porsche Club members. Fred Rodgers, 303-656-5658 - [fredrodgers@comcast.net](mailto:fredrodgers@comcast.net). Full photo show available. [Aug]

**Wanted:** 1987-89 911 Carrera 3.2 Coupe with G50 transmission, in excellent condition with no accidents. Must be original with clean title. Bob Gnaegy, 720-353-9197. [Jun]

## wheels/tires

**Wanted:** 15" used race tires. Call Hugh Morrow, 303 794-4510/303 912-6921/303 783-9269. [Jun]

## miscellaneous

**1994 Toyota Celica Racecar** - Prepared by Toyota for Long Beach Grand Prix celebrity races. Roll cage, harness, window net, fire system, etc. Motor is stock internally. Race suspension. One of its brothers won its class at NASA nationals. Great for track days or autoX. Never had an MSO and cannot be registered. \$5000. Enclosed trailer also available. Dave 719 395 2374 [alpinenum@aol.com](mailto:alpinenum@aol.com). [Jun]

**Factory '84-'89 Carrera whale tail and deck lid** - Great condition. \$500 for the set, or \$300 for one piece. Dave, [d.bertrand@comcast.net](mailto:d.bertrand@comcast.net), 303-931-7230. [Jul]

**2005 Audi S4 Cabriolet Quattro** - 4.2 L V8, 340 HP, 43K miles, 6-sp Tiptronic, Dolphin gray with light gray full leather interior, excellent condition, always garaged, no snow, all records, 65K service done in June, Continental Extreme Contact DWS high performance all-season tires with only 7K miles, Bi-xenon headlights with auto leveling, Bose premium stereo, 6-disc CD, AM/FM/XM, winter package, \$19,990. Richard at 303 929 5670 [sportster03@comcast.net](mailto:sportster03@comcast.net). [Aug]

**2004 34 ft Pace Shadow GT / Living Quarters** - 20-ft garage space / 14-ft living quarters. A/C, queen bed, toilet shower combo, stove/sink /microwave/cabinets, winch, hydraulic lift. Great for weekends at the track. \$21 K. Tad Stripling, Littleton CO. [tad1958@msn.com](mailto:tad1958@msn.com) / cell (720)988-7469. [Aug]

## DRIVER COACHING

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## Nick Tandy Wins Pirelli World Challenge Street Race in Toronto; First North American Overall Win for the Porsche 911 GT3 R

Pirelli World Challenge, Rounds 9 and 10, Toronto, Canada

TORONTO, July 20, 2014 – Nick Tandy (UK), driving the EFFORT Racing Porsche 911 GT3 R in the Pirelli World Challenge at the Honda Indy Toronto on Saturday in Exhibition Place, Round 9 of the 2014 season - a 50-minute timed event - scored the car's the first overall win for in North America.

Tandy, who started the 50-minute event from the pole position, had already cleared turn one of lap one when a ten-car pile-up caused a six-lap yellow flag. Once the race restarted on Lap 7, Tandy took command of the field, and the battle was for second place behind him. Kuno Wittmer, of Montreal, Quebec, in the No. 92 Dodge/SRT Motorsports Dodge Viper SRT GT3-R, held off a fierce attack from Johnny O'Connell, of Flowery Branch, Georgia, in the No. 3 Cadillac Racing Cadillac CTS-V.R.

After one more late yellow flag, the World Challenge safety crew got the track cleaned with five minutes remaining to allow for a green flag finish. Tandy's otherwise comfortable lead was erased and Wittmer had a chance at the win. Despite several looks, the Canadian SRT factory driver was unable to pass the Englishman. Tandy held on to win his first Pirelli World Challenge start by 0.508 seconds, at an average speed of 66.409 mph.

In Sunday's race, which was shortened to 35 minutes because of a schedule change to accommodate the IndyCar Series to beat an impending rainstorm, the roles were reversed as Wittmer was in front with Tandy chasing. With only eight minutes to go, after several attempts to get by the Viper, Tandy spun and was hit by another car, ending his chance for a weekend sweep.

In GT Amateur, Michael Mills, from Angleton, Texas, driving the No. 41 EFFORT Racing Porsche 911 GT3 R, climbed back into the lead of the season point chase with a second on Saturday and a victory on Sunday. Mills had led the GT-A points before two DNFs at Road America two weeks ago.

In GTS class, Jack Baldwin, from Marietta, Georgia, had a transmission issue which prevented him from scoring well on Saturday. The veteran racer came back for a fine fourth-place finish on Sunday in his GT Sport Porsche Cayman S.

Both rounds of the Pirelli World Challenge from Toronto will be televised on NBC Sports Network on Sunday, August 10, at 1:30 PM EDT.

The next round of the Pirelli World Challenge will take place at Mid-Ohio Sports Car Course in Lexington, Ohio August 1 – 3.

Nick Tandy, driver, No. 31 Effort Racing Porsche 911 GT3 R: "On Saturday, the green flag fell, and I made one of the worst starts I can remember making, actually. Fortunately for us, Kuno's was even worse, and we managed to keep the Cadillac behind into Turn 1. On the last restart after the yellow, by the time we got to Turn 3, it would be quite plain sailing as we had pace in the car. The traffic and restarts is what we had to think about. This EFFORT Racing crew prepared a world-class Porsche race car, and I had confidence I could keep the competition's factory drivers behind me, even after the restart."



*Nick Tandy on board the no. 31 EFFORT Racing Porsche 911 GT3 R leads the Viper, Cadillac and Audi to score a Pirelli World Challenge win in Toronto.*

"For the second race on Sunday, the car felt just as good, and I had a good dice with the Audi before passing, and then it was me and the Viper again. I stuck my nose in several times, but there is only one line around this street course. Near the end of the race, I was squeezed a bit and spun, and then another car plowed into me and that was the end of our day. We are disappointed. But a pole and a win for the weekend was great for both Porsche and the team. We showed we have the pace to contend at every event."

Michael Mills, driver, No. 41 EFFORT Racing Porsche 911 GT3 R: "We're still making up points; the gap isn't insurmountable. We are thankful to Porsche for offering up Nick Tandy this weekend. It kind of woke everything up with our team. Positive weekend with his overall win yesterday and GT-Am win today."



# Confessions of a Sometime Scribe

Oh, the perquisites of a part-time automotive scribe in our virtual world! The private jets, the limos, the penthouse hotel suites, the lavish expense account, the ...

What? Oh, sorry, I must have been dreaming.

But there are some bennies, like qualifying to be a member of the Rocky Mountain Automotive Press association (RMAP). And, guess what, there are a number of similar organizations in many major cities around the country.

Membership entitles you to join in the Rocky Mountain Driving Experience (RMDE,) in which I participated a few weeks ago. I drove 13 cars over two days. All for—are you ready?—Shh, don't tell anybody—\$50/year in dues.

Such a deal? You bet. Press day at the auto show. In fact, our merry band was the press. Breakfast hosted by Ford, lunch hosted by—damn, I can't remember—dinner hosted by GM.

You eat well. And it's fun to badger the manufacturer reps and watch them duck—when is the new Z-car coming out? When do we get the S3? Won't it be a higher priced clone of the Golf R? And, speaking of the R, when? And for how much?

They bob and weave around every question.

But everything at the show is open. A colleague and I hopped up on the new Mustang stand and sat in the early production model. We just did it. I sat in the Jaguar XK-F coupe. The GTR NISMO. Two Corvettes, the coupe and the convertible. We had the rep open and close the top on the convertible, several times, just for us.

At dinner someone asked me if I sat in the Aventador. No, I said. And I saw the smile—you didn't?!—Yes, you did!

RMDE. The first day, you drive into the foothills of the Rockies, swapping cars every 20 miles or so. The second day, you drive the cars at High Plains Raceway, a real track about an hour east of Denver, to your heart's content.

This was my third time at RMDE. Although I missed last year because of ... I can't remember that either, but it must have been a very good business reason, something where I actually made money, because I'd almost give up my firstborn for the driving experience.

Sorry, no Porsches. I have no idea why. They've never participated, as long as I've been going.

What you do is caravan ... er, ok, you rally, in whatever you just jump into, before anyone else.

I started in the Ford Fiesta ST with the rep. Precise six speed. Drove well, with lots of boost down low. But, geez,

the styling looks like it was meant to stand out on the Ginza, or in front of the Forbidden City.

But the rep was great. I recognized him from two years ago, when he was egging me on, as we climbed Mt. Evans in the Mustang GT.

Then came the BMW M235i. With manumatic. But still. What a package. And I write from experience, having leased a 135i for three years.

The Infiniti Q50. The rep, a very sweet woman from LA, gave me the spiel on the fly-by-wire steering, a world first. "It's different," she said. I agreed. No play off-center, whatsoever. The very tiniest touch at the wheel does something. And you can adjust the steering effort at will. Did I like it? I dunno. Let me borrow it for a month, and I'll let you know.

Drove the BMW 435 convertible. After the 2, it felt like a stone. No, a large boulder.

Came down from the hills in the new A3. Sorry, it's boring. I humored myself programming the entire Sirius in-car system. Uninspiring handling. And the interior gave new meaning to Teutonic functionality. What happened to Audi's industry-standard excellence? Price constraints? The rep wouldn't say.

Then, for the highway blast back to race central, I hopped into the Range Rover Evoque. Actually, I had my choice, of a Ram 1500 EcoDiesel, Nissan Rogue, GMC Yukon and so forth.

For an SUV, it wasn't bad. I asked the rep about reliability. Vestiges of the '90s, he said. Today, everybody buys components from the same suppliers. What do you compete against? Cayennes? The new Macan? X-5s? X-3s?

Actually, nobody, really.

What? He said every one that comes into the country has been pre-sold for seven months. His company car, he said, is a Jaguar.

An aside: Apparently this guy is the go-between whenever the British Top Gear comes over and needs or wants a Range Rover. He says the folks are really great, very professional.

And what about the interplay between the three hosts? He said he once asked James May that exact question. And? The genius of the show is that they're not acting when they argue and criticize each other. It's real. And, of course, they know what they're talking about ... unlike the hosts of a certain clone on this side of the pond.

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*HighGear* is printed in Englewood, CO by



**CREATIVE IMAGE PRINTING**  
2495 W. HAMPDEN AVE.  
ENGLEWOOD, CO 80110  
303-789-2214

*HighGear* (ISSN1061-1746) is the official magazine of the Rocky Mountain Region Porsche Club of America (RMR/PCA) and is published monthly. Non-RMR subscriptions are \$35.00 per year.

The opinions and views appearing in *HighGear* are those of the individual writers and do not necessarily reflect the official opinions of the RMR/PCA, PCA National, or this magazine as an official RMR/PCA publication. Additionally, none of these organizations nor this publication assumes any responsibility for the accuracy of material provided by individual writers and contributors.

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This month's random question asked to five random members:

**"What modification would you like to do to your Porsche?"**



**John Brocko**

*"I'd like to add a louder exhaust to my 2001 Turbo."*



**Kim Hagar**

*"We have a '99 Boxster that my husband intends to drop a 3.6-liter 996 engine into."*



**JJ Collier**

*"In the short term, I'd like to experiment with upgraded torsion bars on my '78 911 SC and then ultimately finish out the cage to Club Race specs."*



**Joanne Detary**

*"I want to add built-in steps to our '08 Cayenne so I can get in easier without having to grab the handle and have to hoist myself into it every time!"*



**Martin Hickman**

*"I have a customized '89 930 that I'd like to add electronic fuel injection to."*

# Region coordinators



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Dan Semborski: 303.420.2708, dansemborski@yahoo.com

## 928

Volunteer to be the RMR 928 specialist and help others!

## 944

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## 968

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## Boxster/Cayman

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## Cayenne

Steve Schroeder: 970.229.0990, info@poudresportscar.com

## GT2, GT3, Cup Cars

Chris Cervelli: 303.809.6173, chris cervelli@msn.com



Monthly board meetings are always open to club members. See the list of upcoming events (next page) for schedule. You may contact the entire board at [board@rmrporscheclub.com](mailto:board@rmrporscheclub.com). To volunteer to be an RMR Board member, submit your intent by September so the Nomination Committee can add you to the ballot in October for club voting in November. Most positions are two-year terms.

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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 two or three cars are on the course at the same 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 or for bragging rights amongst your peers, 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.

Since 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 most exciting events to participate in, so be sure to sign up!

RMR hosts one club race each autumn at High Plains Raceway which, when 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 High Gear 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.

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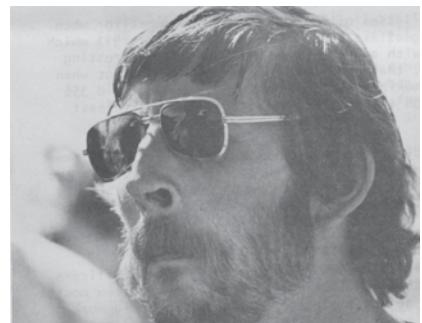
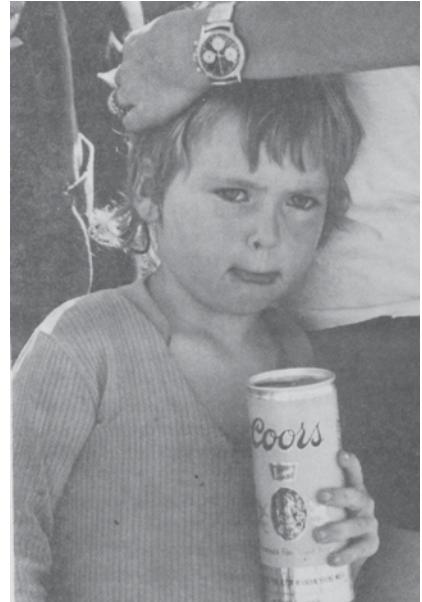
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# In the rearview mirror

Amy Legg-Rogers, Historian

## The Exhaust Flap Race of 1974

Auspuff Klapt Rennen autocross was held on Sunday August 18, 1974 at Lowry AFB. The cost was \$5.00. There were 80 cars with 95 drivers. Fastest RMR run time was Greg Volan at 1:24.886.





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