



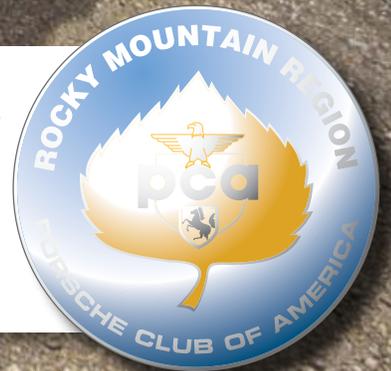
COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION

HIGH GEAR

RMR.PCA.ORG • DECEMBER 2014



This month:
*1st Place RMR Racer
Carrera Club Sport
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RMR Holiday Party*



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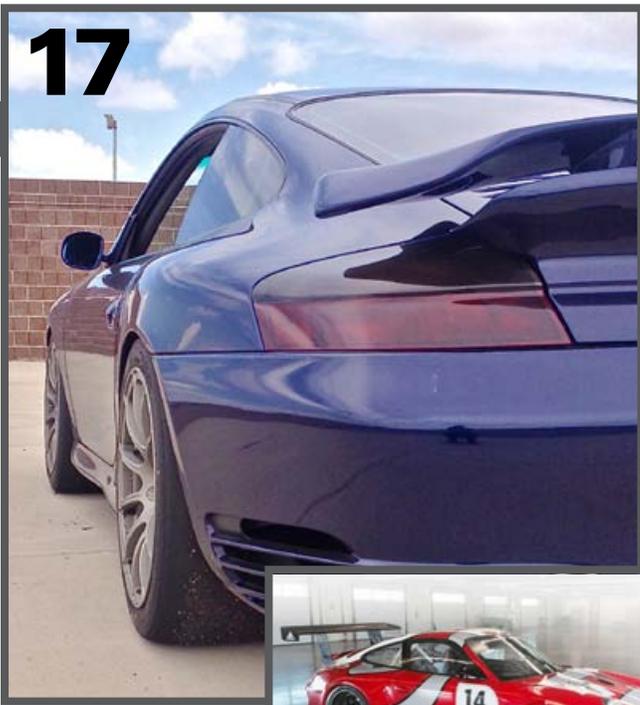
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HIGHGEAR

Vol. 82, Edition 10 • December 2014
 Editor: **David Schmidt**, Asst. Editor: **Bill Terry**



Cover photo by Mike Pappas

Santa Claus (John Crowley) tests out a new sleigh in the form of an '88 Carrera Cabriolet owned by Jenn Matheson and Dave Meyer.



Driving season is over in the Rocky Mountain Region! We had some fantastic tours, track events, and autocrosses this year to reflect on and make us look forward to the 2015 season.

Well, surprise! Driving season is not over, and you should really think of this time as a short recess if at all. I have seen plenty of discussions on our social media sites about the best winter tire setup, enjoying that drive in the Porsche in the snow, and opportunities for practicing winter driving skills on ice and snow. Don't put it away, put it on your calendar: our first official RMR event of the year is our Member Social at 3R on January 8, 2015, followed by the Eiskhana at Georgetown Lake on January 17, 2015.

Planning is well under way for a full year of RMR events in 2015. We held our annual joint board meeting with Alpine Mountain Region (AMR) in November and are putting the finishing touches on the 2015 RMR event calendar. A sneak peak at some of the events being planned includes our New Member Social in March, six track events at High Plains Raceway (April through October), Ladies' Day in June, tours and Gimmick Rallies throughout the summer, three autocross events at Front Range Airport, and our member socials, the Breakfast Club meetings, and board meetings.

To add to the mix in 2015, we are planning a PCA/BMW "Tire Rack" Street Survival event this summer and potentially a "Showdown at the Border" with Intermountain Region and AMR at the Gateway Museum; and we are considering a Vintage Run Group at one of our DEs. PCA National events include the Porsche Parade at French Lick, Indiana in June, the PCA Escape in the nearby Mt. Rushmore, South Dakota area in September, and the PCNA Rennsport Reunion V at Laguna Seca Raceway, California in October. As you can see, there are plenty of opportunities to participate as well as volunteer to help make all of these events a success and contribute

to the RMR Community!

We held our November Membership Meeting at Autoworks Colorado in Littleton, CO on Thursday, November 6, 2014. Thanks to Mark and his staff for their hospitality in hosting RMR. In the course of the official meeting, your 2015 RMR Board nominees remained unopposed, and a motion was made by your President (me) to elect these nominees by acclamation. This motion was passed by the membership present. Your 2015 RMR Board members are Jim Widrig as President, John Mackin as 1st VP, Joe Warren as 2nd VP, Rick Seiferth as Treasurer, Alan Jones as Membership Chair, Phil O'Brien as Newsletter Editor, and Rick Gonçalves as Past President. All will be sworn in at the December Membership Meeting/Holiday Party.

I am sure that David Schmidt will not disappear totally from the RMR Community after stepping down as our Newsletter Editor. As a matter of fact, he had so much fun with last year's Gimmick Rally that he agreed to be the Event Chair for two Gimmick Rallies each year for our club (one in the spring and one in the fall). Be sure to check out his last editorial comments on leaving the driver's seat of *HighGear* and passing the keys to Phil O'Brien on page 6. I would like to express my sincere thanks for his tireless efforts as our Newsletter Editor and hope all of you will thank David when you have the opportunity. Thanks, David!

The Holiday Party is our last event of 2014 and it may not be too late to register if the event has not filled up. Registration closes December 9, 2014 at high noon! Hope to see you there!

Happy Holidays and Best Wishes for the New Year!

Please send an email to me or another member of the RMR Board or talk to one of us at an event if you would like to help out in some capacity. We can always use more volunteers and will find a spot for you to contribute to the RMR Community!

Aha! ... made you look!

If you're reading this, then so could your potential customers. Advertise in HighGear and target your peers while helping your club at the same time! Email the HighGear editor (newsletter@rmrporscheclub.com) to get your ad in next month's issue!



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Thirty issues. Since taking on this auspicious position as Newsletter Editor two-and-a-half years ago, that's how many editions of *HighGear* I've created. And now this is my last one. How time, like a Porsche 918 Spyder, flies!

I have so many people to thank for my relatively successful run as your Editor Emeritus. First and foremost, my Assistant Editor, Bill Terry, who did his best to catch as many mistakes, typos, and flat-out grievous grammatical glitches as I let slip through the overly porous keys on my keyboard. It has been a blessing to have Bill in my corner all this time and I will miss getting back my pre-press PDFs that he marked up like an English teacher who was getting paid by the correction.

To all my fellow Board Members who guided me early-on, encouraged me through the tough times, and supported me, always, I give thanks.

To all the Event Chairs who did their due diligence and sent me their wrap-up articles of the many events they worked so hard (as volunteers none-the-less) to put together for the sheer enjoyment of hearing Porsche engines, brakes and/or participants screech and scream, I give thanks.

To all the advertisers and sponsors without whom this magazine would not be possible, I give thanks. Without them, *HighGear* would likely resemble something more akin to one of those far-too-long annual Christmastime year-in-reviews from a distant relative that was pumped out on a cheap copier in desperate need of toner replacement.

To all the photographers, amateur and professional alike, who captured amazing images for me to use in this beloved periodical, I give thanks. One of the best parts of this position has been to get to see so many of photos of so

many beautiful Porsches doing so many wonderful things. Especially during the busy warm-weather driving season, each week has been a backstage pass to the secret world of automotive eye-candy.

Last, but not least, I give thanks to you—the RMR membership itself. You have been so very supportive of me and always greeted me with warm welcomes and sincere, appreciative comments. The Newsletter Editor only gets paid in compliments, and, at least in that respect, you've made me well compensated indeed. My most favorite thing about helming the, uh, helm of *HighGear* is getting asked if I'd be interested in running a story of a member's car within these hallowed pages. I would never turn down any car for consideration. There is not a Porsche in all of RMR that is not ink-worthy; even if the car is not up to "modern" standards, or has never won a ribbon, or cannot go 0-60 in less than nine seconds, or is "just a standard, stock model," or even if the car is worth less than your Grandma's Chevy Cavalier that somehow still runs. Every Porsche has a story and every owner behind it does as well. Keep sharing.

Do I have any regrets? Most definitely. I wish I placed higher in the national PCA newsletter rankings. I wish I never got a name wrong in a cutline, or gave improper credit to a photo. I wish every issue was free of mistakes and full of color images and always arrived at your homes in pristine condition (or arrived at all, in some cases).

I want to warmly welcome Phil O'Brien as the new Newsletter Editor starting in January. I'll be around and still helping on occasion, but the reins are his now. Please be as kind and forgiving to Phil as you've been to me. And please, please keep the content coming!

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@rmporscheclub.com.

Join RMR-PCA

Not a member yet? Join RMR-PCA by visiting our website at 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

Facebook: 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 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. Why are old aluminum wheels dangerous?
2. Why turbocharge?
3. Why attend Silver Sage's Sun Valley Road Rally?
4. Has Porsche ever entered cars in Formula 1? If so, when?
5. If they entered, did they ever win?



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*

Well, my fellow Colorado Porsche owners, the year is almost over, and what a great year it's been! But we still have the Holiday Party on the horizon, and the Eiskhana is coming right up in January.

Here comes the tough part of the holidays: shopping for the family (don't forget the RMR goody store), so as a public service I am going to list some great places to pick up a snack while shopping.

To the west out Golden way is Woody's Fired Pizza, with all-you-can-eat pizza and great potato and cheese soup, or Grappa Mediterranean Bistro and Café.

Out to the north, you have the Village Tavern at

Flatirons with a great all-around menu. For shopping in Boulder I can't even begin to list all the good little spots to stop for a refreshment (the Kitchen is so nice). The north has the Rock Bottom Brewery and 3 Margaritas at Orchard Center.

Down south, you have La Sandia and the White Chocolate Grill. A new personal favorite is Yorkshire Fish and Chips on Pecos, just south of Highway 36. If you happen to get out to Aurora, remember Helga's German Restaurant and the East Café for Chinese fare.

If we don't see you at the Holiday Party, here's hoping you all have a safe holiday season, filled with delight and wonder.

Welcome our newest members!

Subramanyam Aiyer, Castle Rock

John Alderman, Lakewood

David Cathcart, Fort Collins

Steve Clemens, Denver

Jeff Cramer, Denver

Harvey Epstein, Longmont

Jann Glumac, Montrose

Mark Gomez, Parker

Patrick Harris, Denver

Jerry Hubka, Fort Collins

Christopher Johnson, Fort Collins

Joshua Kaatz, Denver

Charles Kurtz, Denver

Tom Ludlow, Parker

Ralph Noistering, Boulder

Bruce Portz, Golden

David Samuels, Cherry Hills

Stanford Treat, Edwards

James Weckbaugh, Castle Rock

Steven Williams, Littleton



New to RMR or just not a member yet?

Page 37 describes the various types of activities our club members regularly enjoy.

Check it out—then come to our next event and get involved!

***Tours, Rallies, Autocrosses, Driver Education Events,
Club Races, Car Shows, Socials & Gatherings, Charity Support!***

January Membership Social to be hosted by 3R Auto/Racing!

Founded in 1985 by Robert "Bob" Raub, 3R Automotive, has continued to grow and in 1993 Bob moved the race shop to its current 12,000 sf location in Englewood. The business now employs over 20 employees, performing all aspects of car restoration, ground up re-engineering, performance enhancement and technical support for many street and race car owners. Since its beginning, 3R Automotive has built some of the fastest, safest and most reliable race cars in the country.

3R Automotive's performance parts and accessories store supplies top-end products to a wide array of motor sports enthusiasts, helping them in their enhancement and maintenance of their "babies." 3R Automotive is also the largest dealer for Red Line Synthetic Oil products in the Rocky Mountain region. Come see how 3R Automotive can improve your motorsports experience.

Thursday, Jan. 8th
6:30 pm to 8:30 pm

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Upcoming Events Calendar

For a comprehensive list of all upcoming RMR events, click the "Events" link on our web site at rmr.pca.org!

December

6 **Cars & Coffee Car Show**
Lafayette, CO

13 **RMR Holiday Party**
Hyatt Regency, Denver

January

8 **Membership Social**
3R Racing, Denver

10 **Breakfast Club**
Village Inn, (4100 E. Mexico, Denver)

17 **Eiskhana**
Georgetown Lake

February

5 **Membership Social**
Ferrari of Denver, Littleton

14 **Breakfast Club**
Village Inn, (4100 E. Mexico, Denver)

28 **Event Chair Training**
Anythink Library, (9417 Huron, Thornton)

March

7 **New DI & Tech Inspector Training**
Prestige Imports, Lakewood

14 **Breakfast Club**
Village Inn, (4100 E. Mexico, Denver)

21 **New Membership Social**
The Man Cave, Westminster

Join us at the 2014 Annual Holiday Party

*Hyatt Regency Denver Convention Center
650 Fifteenth Street, Downtown Denver
Saturday, December 13 ~ 6:00 to 11:00 pm*

We know the weather outside is frightful and no one really wants to think about the Holidays, but hey, it's Colorado, and you probably haven't seen anything yet! We have put together a great Holiday Party for you. It's a time when you can get dressed up and still be relaxed because you know you are with other PCA friends.

From our past Holiday Party advertisements you already know this year's party will be held at the Hyatt Regency Denver Convention Center - 650 Fifteenth Street, Denver, 80202.

Time is getting very late to register for our fun holiday gathering! Go to <http://pcarockymtn.motorsportreg.com> and sign up. Our Registrar tells me that she will be cutting off the party registrations on Tuesday, December 9th at noon, and attendance is limited to 135 people, so do not delay.

The cost for this year's party is only \$65 per person. This includes \$15.00 toward parking at the Hyatt Regency's adjoining parking structure. Just take your parking ticket to the lobby and have the Parking folks validate your ticket up to \$15.00. Tell them you are with the Porsche Club Holiday Party.

The party begins by meeting on the 2nd floor in the Mineral Hall Foyer. Take the escalator from the lobby up to the 2nd floor and look for your friends. We will have light hors d'oeuvres and cash bar at 6:00 p.m. The buffet dinner will begin at 7:15 p.m.

Representatives from the US Marine Corps will be with us again this year. Please bring an unwrapped toy for the Marines' "Toys for Tots Foundation" or present them with a cash donation on site. Your gift will be much appreciated and helps so many needy families.

Your 2014 RMR Holiday Party hosts are Kathy Fricke (katfricke@msn.com), Nancy Warren (nanru@hotmail.com), and Marcia Hubbell (fastmarcia@aol.com).



RMR racer rallies to rule rankings!

Story and photos by Joe Bank



Racing at Miller Motorsports Park in Utah is simply an exceptional experience. I did my first race here in my 993 Cup three years ago and I look forward to it every year. If you're looking for a close, safe, professional track, look no further. This year was my first attack in the 997 Cup, and it was quite memorable. We were once again running the full track (at 4.5 miles, I think this is bragging rights for longest in the US), and based on prior years we knew there would be lots of Cup Cars, 997 RSRs, and a GT3R; they made up one-third of the field.

The weekend was jam-packed with four races, so I was very strategic about my focus for the points races. In fact, on the non-points races I went out only for three or four laps to make sure I had good grid positions for the Enduro and the Supersprint points races.

It was weird being there without my usual teammates from Racher Renstall, but I was fortunate to have great crew support once again from Luke Zinn from Prestige Imports. I can't say enough about the difference it makes to race with somebody like Luke at your side. And as an added bonus, my old pal Kurt "the Dude" Lampkin was on radio for random adrenaline vocals!

The first points race was the Enduro, and I had qualified first in class and P6 overall. The Enduro went flawlessly, and I caught the P3 overall car (who wasn't in class) and decided to play it safe and finish right behind him. My times were right on what I was hoping to do, 2:58.1, and the next closest Cup Car in my class was four seconds off. In the end I finished almost a lap ahead of him.

The last Supersprint was an entirely different scene. It had rained earlier and dried up enough to warrant everyone starting on dry slicks. Through normal attrition and a quick pace I found myself P2 overall on grid, and the next Cup in my class was several positions back. The P1 car was a GTA2 car and quite quick, but I felt like it was still worthwhile to try to make a pass in turn one if my start was spot-on. It was! Going through turn one I had a lead, and by the end of the first lap it started to drizzle lightly. I was thrilled

with that because I love the rain and by lap two I had a 30-second lead on the field, P1 overall.

And then it got nasty. I mean no more drizzle. It started to pour. Standing water everywhere, and it wasn't letting up. Driving my 12-inch-wide dry slicks in standing water was the most nutty thing I've ever tried to do. I had no choice but to slow down to 35 mph and have tiny feather-weight inputs to the throttle. Every second of each lap I was an inch away from hydroplaning right into a wall.

I went from elated to angry to terrified to being enough in control to survive.

Well, the other Cup Car came into the pits and put on wets. And that was that. My gap was gone, and I had no choice but to surrender and finish with me and my car in one piece. The decision to not force it was wise, and I drove for 25 minutes in an ocean. Who knew Cup cars doubled as boats?! Why did I stay out? Two reasons: by finishing I put myself first in points in the points Championship, and once I calmed down I felt a need to persist and finish, but do it safely.

I learned a lot from that and will always be prepared to do a wheel change in the pits. All in all I was happy with how the weekend turned out. I had the speed but needed to be better prepared for instant weather changes.

Sometimes you just need to go for it even when the odds are against you.

Isn't this what every racer hopes for: the last big race of the season? You are within striking distance of the National Championship and the 1st and 2nd place guys will be at the race! I was that second place guy, and yes, the odds were enough against me to make this a trip I'll never forget. The deciding race was to be held at Motorsport Ranch in Cresson, Texas. As luck would have it, this just happened to be my competitor's home town track!

Continues next page



Before I even get into the details, let me tell you that my competitor had mentioned that he wasn't going to race, and I hoped that if I did, it would change his mind. I knew I needed help. I wanted a teammate there with me, and then I needed to figure out how to get my Cup Car to Cresson. I found myself in a similar spot to where I've been several times this season: I want to go race and I don't want to go alone, so now the chase begins to convince a teammate to join me in the craziness. This time it's my pal who was very influential in seeing me get on the track for the first time about five years ago. Andre Nieuwenhuizen was that guy, and I give him many thanks for being so supportive in my mission. After he decided he was going, we realized that he should race too, because a finish for him would mean a 2nd in the National Points Championship.

Next was figuring out a person who could make a commitment to get on board and trailer both of our race cars to Texas. When you need someone to do that, you must call Adam Jaspers. Adam was on board, in less than five minutes. That's all it took. Who does that? Adam Jaspers does.

I had never driven on the counter-clockwise 1.7-mile technical circuit, but I had to get that out of my head. I had to ignore that my competitor had as many laps as I probably have at HPR. My mission, in short, was to come up to speed in 48 hours and win the points race.

DAY 1: Friday was an all-day practice, and for me Saturday was as well. I say that because Saturday's late-day race wasn't a points race, so in my mind it was just more practice to set our strategy in motion.

At the end of the day on Friday, I was 2.5 seconds from where I needed to be in order to be competitive. Day 2 is always better, and after a restless night's sleep I was up at 4:00 a.m. and champing at the bit to get out on track. Saturday went well and now I was within just one second of where I needed to be in order to compete.

DAY 2: First points race was scheduled for late morning. I wouldn't be honest if I said I woke up feeling the killer instinct. Despite my quick progress, my competitor was faster than me in every practice and in the first non-points race Saturday. It was very humbling, yet I was exactly where I had hoped to be. I was gridded on the front row of the points race I needed to win. He was P1, I was P2. Does it get any more intense than this? Everything I needed so far had lined up perfectly.

It was time to flip the switch and forget about my lack of experience at this track. It was time to forget about everything and just RACE. The first warmup lap found me needing to keep one hand on my chest to keep my heart from pounding its way out! I scrubbed the tires with lots of accelerating and braking to desperately drive heat into my tires. I'm thinking this is it. It's time to battle. In one last corner the new Cayenne pace car will pull off the track, signaling the impending start. My left foot is hard on the brakes and my right is hard on the throttle. I'm waiting patiently and then, GREEN FLAG! I lift my left foot off the brake and we race into the first high speed left turn. I'm on the right and he's on the inside. We are moving so fast, yet in this turn everything felt like slow motion to my eyes. I see my competitor pushing hard, too hard, and he tracks out too far, leaving me a shot of making a pass on the first turn. I dive in on the inside and I take the lead by a nose! It's a drag race down the straight into the rattlesnake turn and I make it in first. I know that these next turns are so tight that my competitor won't be able to pass.

I can't believe it! I'm in the lead and Adam radios in; "Joe, nice move. Drive smart, it's early!" Well, that move, it turns out, was the whole race. It affected my competitor just enough to throw him off his game. He went off the track at the next high speed turn and I led the entire race and took victory!

The adrenaline and emotion of taking the checkered flag at that race was like no other. Although it's currently not official, the points I earned for winning should be enough to move me to first. To make it even better, Andre also won his class and should end up 2nd in the Points Championship.

Adam, Andre, and I had the time of our lives that weekend. We were all elated by completing the mission impossible. I couldn't have done it without them! 🙌

October's autocross wraps up season nicely

By David Schmidt

The Cones are a Fallin' Hairy Autocross held Oct. 25th at Front Range Airport packed in 72 drivers, all of whom enjoyed perfect fall weather and a wonderful fast-moving course designed by Kinch Reindl from SCCA.

Not surprisingly, the top three drivers were all SCCA-sanctioned amateur lead-foots, and none of them were driving Porsches. First place went to a very intimidating 2014 Nissan GTR owned and driven by Jess Driggers (it was trailered to the event and made quite an impression). Second and third place both were claimed by Honda S2000s (with Hsun Chen and Kinch Reindl behind the wheels, respectively). Porsche was finally represented with a fourth place finish by Doug Bartlett, resident RMR autocross expert, in his '07 Cayman S. When he wasn't driving, Doug was busy handling the tempermental timing system.

Kudos to Chris Sulley and his team of diligent volunteers for putting together a spectacular autocross and the last driving event of the season in Colorado!



Photo by Steve Nassimbene

Above: Jess Driggers hammered his not-so-naturally aspirated and wonderfully tuned 2014 Nissan GTR to a 1st place finish at the autocross;



Photo by John Donahue

Left: Rob Heath pushing his '68 912 to the limit on the nicely out-stretched course set up on one of the gigantic unused airplane parking lots at Front Range Airport;

Bottom: Joel Donahue discovered while driving his dad's '03 911 that some of the cones positioned around the autocross are more aggressive than others.



Photo by John Donahue



Photo by Joel Donahue

(Downward, from left): Kathy Fricke maneuvers her '77 911 race car through the slalom near the end of the course;

While Porsches made up the vast majority of participants, a wide variety of sports cars came to play, including Audis, Subarus, Minis, BMWs, as well as a Noble, a Mustang, a Corvette and even a VW Beetle;

Dr. Robin Alchin helps Doug Bartlett in the timing trailer at the autocross;

Over 30 Porsches showed up for one last fling;

Chris Sulley, Event Chair, uses his comedic flair and an obnoxious green wig to keep the attendees' attention during the drivers meeting;

Mark Flatow's 2011 Boxster Spyder seems perfectly at home on the twisty autocross.



Photo by Steve Nassimbene



Photo by David Schmidt



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By Angela Hill, Event Chair
Georgetown Lake – Saturday, January 17th

Come out and join in the fun at the Eiskhana, the slickest event of the year. It is a great way to enjoy the unique experience of driving on ice. This is a cool opportunity to test your car, your tires, and your skills.

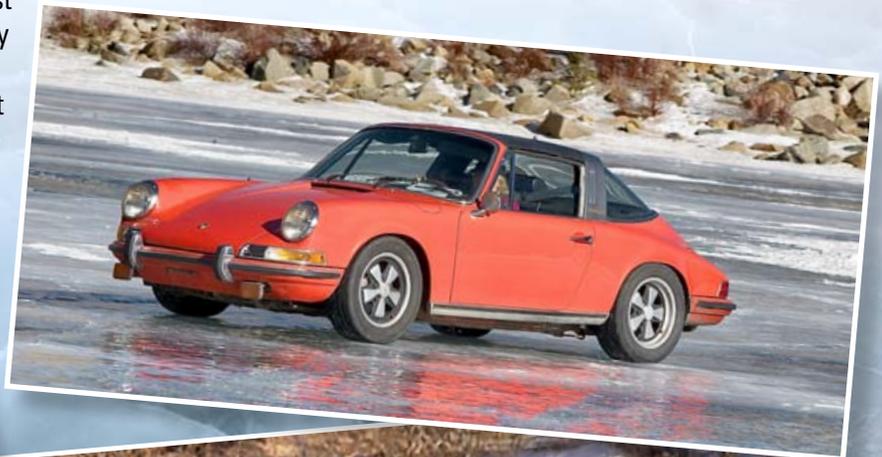
There will be an autocross with timed runs and a skid pad. Porsches are desired, but not required, so feel free to bring your winter driver with snow tires or studded tires. Pre-tech will not be required and no top-tech on site; but we highly recommend de-cluttering your car before you drive. Since speeds and g-forces are low, we will not be wearing helmets. Restroom facilities will be available at the lake. There is no pre-registration; just show up at the north side of Georgetown Lake and register; \$25 per driver. Please bring cash or check.

It may be very cold out on the ice, so dress warmly. There will be a warming trailer with hot cocoa and breakfast items. Bring your family and friends to this fun low-key event!

There will be some great prizes for fastest times provided by our sponsor. We also need some volunteers so please contact me if you would like to help with this event. Please email aahill9@gmail.com with any questions.



Photos from last year's Eiskhana by Max Gerson



STREET-LEGAL RACE CAR

Story and photos by John Sellinger

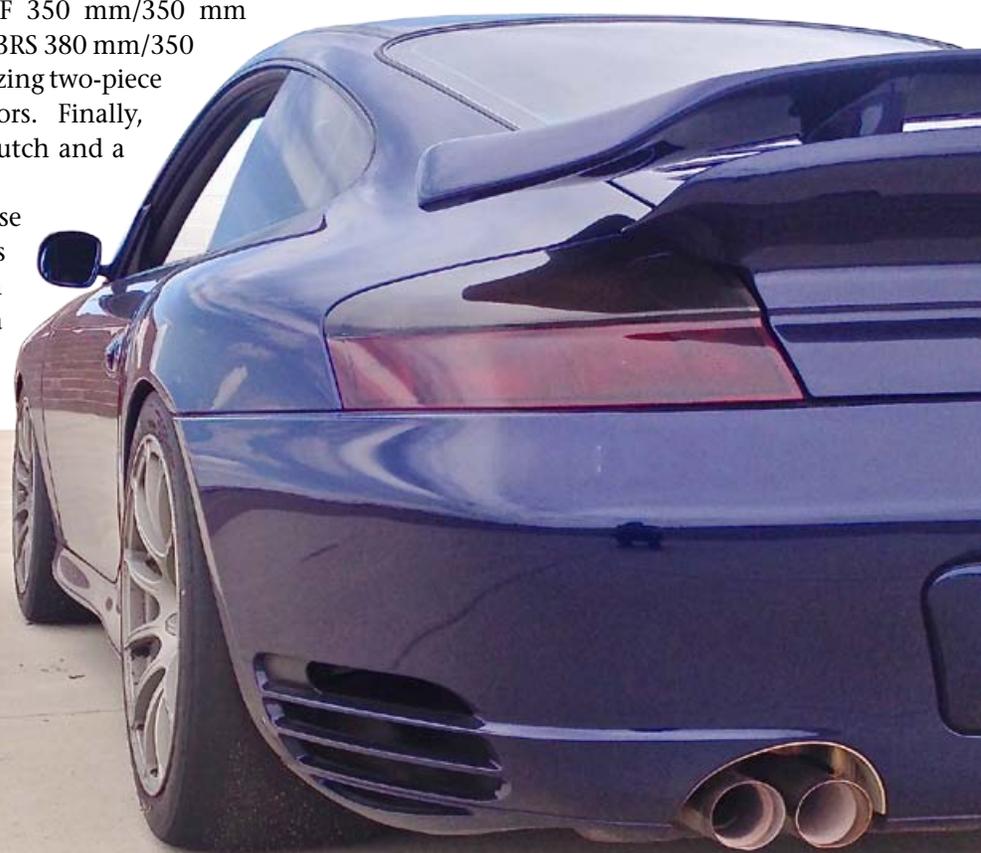
In 2010, I decided to look for a Porsche, as I've always wanted to scratch that itch. After searching and looking at several cars over a few months, I came across a 2002 RUF Rturbo for sale in New Jersey. After speaking with the owner for a couple of hours, I knew this was the one.

This car was a one-owner Sunday-driven vehicle that was babied by its owner, who, in 2006, had crated the car up and shipped it to RUF for the compete Rturbo conversion. This included the RUF 550 engine conversion, RUF suspension/wheels/brakes, and all the RUF aerodynamic and interior Rturbo upgrades. Everything available in the RUF catalogue was used in the conversion, including full documentation from RUF and the coveted RUF hood badge. The result was a fully sorted street car with a verified top speed of 208 mph. The upgrades from RUF totaled over \$60K in receipts, and the deal was just too good to pass up. I flew out the next day, drove the car, signed the check on the spot, and shipped the car back to Denver.

After I brought the car back to Denver, I enjoyed it for a few months and took it to the track for the first time in the spring of 2011. I was hooked and instantly realized that this is what these cars are made for. Driving it on public roads suddenly became very boring. I ended up entering numerous DEs in 2011 and embarked on making the car more track-oriented. I tracked the car with numerous upgrades for the next two years, entering just about every DE and doing numerous lapping days. I was able to get lap times down to 2:01s at HPR when I reached a plateau. It was at that point in the fall of 2013 that I met the local Porsche guru/racer/mechanic, Mr. Chris Cervelli. For those that don't know Chris, he is responsible for setting up the fastest Porsches in the region at his shop, Cervelli Technical Service. I approached him with the request of taking the car to the next level, and he was happy to take on the challenge.

Over the next 6 months, Chris and I made a total transformation of the car, including an upgrade of the suspension with GT3 Cup/RSR monoball components and utilizing JRZ remote canister two-way adjustable race shocks with 1400/1500-lb race springs. These spring rates are essentially the same as used on 997 Cup cars and are a far cry from the stock 270/550-lb springs on the RUF coil-over suspension. These changes made the car handle as if on rails and gave it the ability to corner in excess of 1.3 g. An additional change was a conversion of the car to rear-wheel drive utilizing a Guard 40/60 billet limited-slip differential, which ensures that power gets efficiently to the ground. The RUF K24 turbos were swapped out for custom-built and ported K16/997GT2RS turbos to increase the useable power. Custom ECU (engine control unit) programming was employed to make the 600 hp power band useable on track. The brake system was also upgraded from the RUF 350 mm/350 mm brakes to the full 997GT3RS 380 mm/350 mm braking system utilizing two-piece lightweight floating rotors. Finally, Chris installed a new clutch and a lightweight flywheel.

In addition to these upgrades, about 300 lbs has been removed from the car compared to a stock 996 Turbo. This





was accomplished by installation of lightweight race seats, removal of the front-wheel-drive system, sunroof removal, rear seat removal, subwoofer removal, lighter wheels and brakes, and other weight-saving tricks.

The last part of the equation was having Chris do all the final tuning and setup of the car on track. The result of Chris's magic is a fully street-legal car that routinely runs 1:56 lap times at HPR. The best time in 2014 was a 1:55.17 on R-compound street-legal tires. The plan for 2015 is to run the RUF in various time trials throughout the season. Upgrades planned for the off-season are improved aero to get more downforce, a freer flowing exhaust, and further reduction of about 50 lb of weight. Chris Cervelli feels that we can get this car to comfortably run into 1:53s with further tuning.

Overall, I've been extremely happy with the performance and durability of the car. This is a car that is built to be a no-holds-barred track toy yet is drivable on the street with a few clicks of the shock adjusters. It is extremely satisfying to see how far a street-legal platform can be pushed, and I look forward to many more track miles ahead. 🏆





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The '88/'89 Carrera Club Sport

Story and photos by Craig Crease



In the late eighties, the U.S. sports car crowd was demanding more luxury from manufacturers. In response, more creature comforts were added as well as power accessories that increased the weight of the cars. It was not uncommon for the purchaser to buy the car “loaded” with every option available.

There were, however, a select few that did not want their sports car to be loaded. They did not want these accessories to take away from the driving experience, and it was for these people that the Porsche 911 Carrera Club Sport was developed. The Club Sport is a reduced-weight version of the standard Carrera that was purpose-built by Porsche with the goal of creating a lighter, more responsive model with higher than normal horsepower, a firmer suspension, and the deletion of luxury options. With the Club Sport, the nimbleness of the lightweight early 911 was recovered.

A total of 340 Club Sports was manufactured, but only 28 were imported to the U.S.—21 in 1988 and seven in

1989. Of the 28, at least three have been exported back to Europe, maybe more. The true number of Club Sports left in the U.S. is not currently known, but the Club Sport is a rare find.

Unlike many “special edition” Porsches, the U.S. Club Sport came with its own separate Vehicle Identification Number (VIN) range similar to that of the well known '73 911RS. The most common color for the U.S. Club Sport is Grand Prix White. Other documented colors include Dark Blue, Black, Silver, Diamond Blue, Yellow, Gulf Blue, Irish Green and the only Guards Red, featured in this article. All cars except for the Gulf Blue Club Sport can be identified by the Club Sport “Swoosh” on the top of the driver’s side front fender. While a few buyers added back the deleted weight with options, most did not. Only one car was imported with A/C and one with an S/R. All had sport seats, with the majority being imported with black leatherette with “Porsche” cloth.

In April of 1987, Porsche printed the “**911 Carrera Club Sport Information Technik.**” This 13-page document listed all of the changes that were made to a Carrera to make it a Club Sport. In this document, Porsche listed 45 omissions or changes to the regular Carrera. The following are the most well known changes: no automatic heating, rear seat delete, reduced insulation, script delete, A/C delete, sport seats—non leather, manual windows, fog lamp delete, radio delete, Bilstein sport shocks, harder engine mounts, hollow valves, an altered DME with an increased max RPM of 6840, crankcase and cylinder heads marked from the factory with “SP,” and a simplified wiring harness. While rumors can be found on the internet that these special “SP” motors were balanced and blueprinted by Porsche, producing superior power, no proof exists of this and those involved in the building of these cars cannot be located for verification.

So, what did these changes do to the Carrera? The reduction of many of the comfort items allowed the Club Sport to weigh in at 2552 lbs. The decreased weight combined with the other modifications makes for a 911 that behaves much more like an early RS ... light, quick, and a car that is much more engaging than a regular Carrera.

While the Club Sport was not a hit by all in the auto press, many found it to be exactly what Porsche should be offering instead of the heavily optioned cars. Here’s what some in the press said:

Road & Track , May 1988 – Porsche Club Sport Road Test: “This is not a chassis and engine with 1000lbs of geegaws added to it to slow it down. It is a sports car.

Sure, the Club Sport is too loud and resonant to please most people, but it conveys the sense of immediacy and hustle the car is all about.”

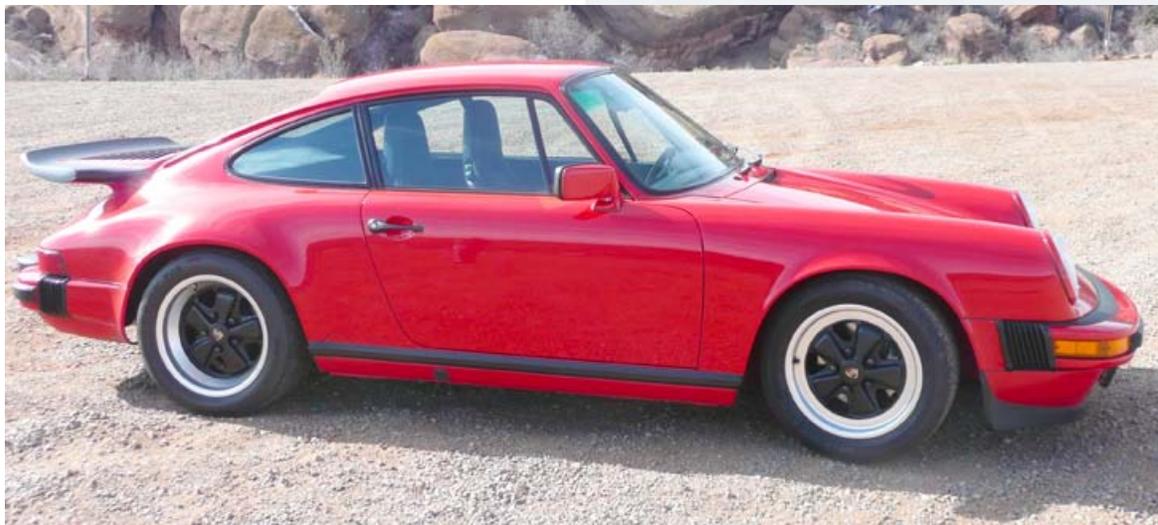
Excellence, 1988 Carrera Club Sport: Less is More: “Acceleration from 100 to 150 mph proved so relentless



that we nervously checked the gear lever during our pass to make sure the car was really in fifth gear. The pull of the 3.2-liter engine is so strong that the Club Sport lunges to its top speed with uncanny ferocity.”

Owners of the 28 US Club Sports have raced their cars in PCA/POC events from Sebring to Laguna Seca, winning many titles. As the middle-year '74-'89 cars are coming into their own since long hoods are beyond the reach of many, the Club Sport is becoming very sought-after. The latest Market Update of the '74-'89 cars in Excellence magazine stated, “[Because of] their rarity, Club Sport models may be the best long term investment. Although they will likely only be found in collector auctions these days, they are desirable enough that buying one—even at a premium—can yield a considerable return if it were sold a decade or more later.”

Club Sport #5068 pictured in this article has changed hands four times since 1988. The car was bought by the original owner from Beck-Hendrick Porsche in Charlotte. The second owner traded it in to Prestige Imports in Denver, where the third owner bought it. In 2001, the current owner became the fourth. Those who attended the 2009 PCA Parade in Keystone, CO may remember seeing it in the Historic Display. Serial number #5068 now sits with only 27k miles on the odometer and is 99% original. 🏠



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HELL ELEANOR

Story and photos by Josh Wyte



COULD'VE HAD A V8

Have you seen the Nicholas Cage movie "Gone in 60 seconds"? Remember the car that's his nemesis, always breaking down at the worst moments? He called it Eleanor. Let me tell you the story about my Eleanor, an '89 Porsche 944 Turbo.

I'd just sold a 2002 BMW M3, a fantastic-performing car that was both my daily driver and my track car. It was perfect, totally reliable and totally unflappable as a dual-use car. However, I decided it'd be best to get a dedicated track car with all the requisite safety equipment as well as a separate daily driver. That way I could have a safe, cheap track car and still be able to get to work and ferry around the family if something went wrong with the track car. Great idea, right? Well, the road to hell is paved with good intentions, as they say.

I'd previously driven Eleanor three years before I bought her. She was in Castle Rock, and her owner wanted to sell her. She came equipped with all the goodies, plus an S2 transmission and a really nice set of Fikse wheels. Unfortunately, because of an upcoming tax liability ironically the same price as the car, I had to pass. Fast-forward three years and I was looking again and who popped up but Eleanor, then in Michigan, however minus the Fikse wheels and the spare 951S transmission. The new owner was a Rennlist member, owned several other Porsches, lived in a very swank estate, and seemed trustworthy. I got the car checked out by a local Porsche shop and they proclaimed all was well. Here's where I made a colossal error: I bought the car sight unseen, figuring that I'd driven/seen the car before, the owner was a Rennlist member, and the car got a clean bill of health. I'll never do that again and neither should you! However strapped you are for time, go out and look/drive/feel the car in person yourself! It'll save a lot of heartache for sure.

So I got Eleanor trucked out to me and proudly delivered her to Chris Cervelli to start the track prep. This was where Eleanor started to show her true colors, as everything the shop in Michigan had said was fine actually wasn't. I gave Chris



a large sum to try to get the car back up to snuff, and then I took her to Hanksville Hotrods to have the safety equipment installed.

Eleanor turned out to be quite fickle as she drank eight, yes EIGHT, quarts of oil on her first track day with me. The news was dire: leak-downs were 10%, 10%, 30% and 20%, and I was devastated. With all the safety equipment welded into the car I felt I was married to the chassis, but the plan of a cheap, disposable track car clearly was gone. What to do? Any used motor would be quite old and an unknown commodity, while a rebuilt motor was extravagantly expensive and the engine builders were silent on their end of the phone when they found out how the car would be used.

I decide to take radical action and ship Eleanor to Texas for a heart transplant. Yes, that was Ferry Porsche you heard rolling in his grave as Eleanor received a thumping piece of Americana in the form of an all-aluminum Chevy small block courtesy of a 2002 Camaro. All the parts you need to do the swap are commercially available; you reuse the Porsche transaxle, and the V8 weighs a bit less than the Porsche motor so the handling balance remains the same. I recouped half the cost of the swap selling off parts I no longer needed, making the cost much less than rebuilding the factory motor.

I campaigned Eleanor with her new 450 hp heart for three seasons. However, she was up to her dastardly tricks, proudly catching herself on fire in my driveway once. That resulted in a brand new engine wiring harness and a rebuild of the fuel lines. The good news was that engine wiring harnesses are readily available and reasonably priced. Every off season I turned my attention to another part of Eleanor, rebuilding and upgrading the suspension to Bilstein Escort Cup, then changing the brakes to Big Reds. At the end of my third season, my junkyard motor was showing some wear,

smoking on deceleration a bit.

I made the decision to get a rebuilt motor installed in the off season, and Eleanor was fickle once again. The rebuilt motor didn't smoke, but it was under-performing compared to the old junkyard motor. The engine builder was marvelous, taking the motor back with no questions asked and upgrading me to a 383 cubic inch LSx with aftermarket heads. While I wasn't happy with losing most of my track season, I was happy with their customer service, and Eleanor seemed pleased with her newfound power.

Oh and what power it is! She's making over 500 hp now, with over 500 foot-pounds of torque. I only got the chance to get Eleanor on track one day with the new motor, so I was being careful in shaking out her cobwebs. Even with that, she easily hit warp speed on the back straight of High Plains, making me wonder if I'll have to shift into fifth gear there at 140+ mph when I really start to push her.

This off season will be spent evolving Eleanor some more, with an ABS pump and brain from a Boxster to replace the archaic system in the car. Always up to her old tricks, Eleanor surprised me with having no warning light bulbs in her instrument cluster. When I replaced them I found her happily displaying an "Antilock" light. I had the Boxster ABS installed and wired into the car, and now I need to troubleshoot why it's not working. I have a good suspicion where the problem lies, and I just hope Eleanor doesn't have any more cards up her sleeve for me.

It's been an exercise in patience, and it's taken far more time and money than I ever expected to sort out the car, which continues to evolve as time goes on. Eleanor has been a very fickle mistress, but after five years of ownership I have something uniquely mine that has GT3-surpassing performance but with a basso profundo sound track. 🏠



On track for 2015

By Cecil Morris and Chris Lennon, Chief Driving Instructors for RMR and AMR, respectively

As we head into the new year, it's time to look at what we have planned for our High Performance Driver Education program. 2014 was a great year, with a wide variety of events and terrific turnout all year long. Our plan is to build on this in 2015.

The Boards of Alpine Mountain Region and Rocky Mountain Region met recently to finalize the plans for the 2015 calendar, and we have some exciting things to share with you.

We will have a record 11 events at six different tracks! We don't think any other regions in the country offer a variety like this. Most are lucky to have two tracks to visit in the space of a year.

The DE calendar for 2015 offers opportunities for both experienced drivers and beginners. For those who have not driven much on a track, La Junta is a delight, both the track itself and the town. For novice as well as experienced women drivers, RMR's Ladies' Day DE is just for you! Of course, Instructors from AMR and RMR will be at all our DEs to work with novice and beginning drivers at HPR, Pueblo, PPIR and Aspen, as well as La Junta and the State Patrol Track.

The season kicks off on April 11-12, at Pikes Peak International Raceway. This AMR event runs on a 1.3-mile course that utilizes a portion of the 1-mile oval, coupled with a challenging infield road course. The facilities at PPIR are terrific—with full garages, nice restroom facilities, and a control tower that includes beautiful climate-controlled banquet and meeting rooms. The entire circuit can also be viewed from atop the control tower, which is fairly unique. This is a good course to begin with, as beginners find it less intimidating to learn on, and all attendees always report having a great time.

Two weeks later, on April 25-26, RMR will host its first of six HPDE weekends at High Plains Raceway, east of Byers, CO. HPR is a fantastic circuit, with a challenging and fun layout, featuring many different types of turns, nice elevation changes, and lots of opportunities to push yourself and your Porsche to the limits.

May 9-10 takes us to La Junta Raceway. This is the best learning track we visit. Its 1.3-mile, 7-turn layout is very high-speed and loads of fun, and is quick to learn, but like all tracks, difficult to master. It has no elevation change, as it is laid out on the taxiways and runways of a WWII training base. There are many parallels between its

development and that of Sebring. As we all spend a couple of nights down in La Junta, this also tends to be one of the more enjoyable social DEs, as we get to spend lots of fun time not only on track, but enjoying meals and the entire weekend together.

We wrap up May, over the weekend of the 30th and 31st, at Pueblo Motorsports Park. This track is similar to HPR in length, but with fewer turns (only ten). It has fun elevation changes, and many say it has the best flow of any track in Colorado.

The following weekend takes us to the Colorado Highway Patrol Track for Ladies' Day for a single-day event, on June 6th. If you are a lady, and want an introduction to high performance driving in a fun environment, this is the event for you.

Two weeks later, we return to HPR on June 20-21 to enjoy the early summer weather. You get another chance to enjoy HPR about a month later, on July 18-19.

In August, over the weekend of the 15th-16th, RMR hosts the Club Racers, where we get an amazing variety of cars from far and wide. This weekend also includes a Super DE, for advanced solo drivers who do not require instruction.

September takes us back to HPR on the 19th-20th, to enjoy cooler temperatures at this favorite track.

The following week, we go to a track we haven't been able to enjoy in quite some time. September 24-27 takes us to Aspen Motorsports Park for AMR's Snowmass DE. This track is a

private facility, so we are very lucky to be able to return here. It's a 1.1-mile layout, with eight corners, that is more fun than you can imagine. Unlike the other tracks in our state, which tend to be in the flat lands, this one is surrounded by mountains, making it a beautiful setting. This event will be an all-inclusive one, with deluxe accommodations, fabulous dining, and activities for spouses in this gorgeous part of the country. Attendance will be very limited, so you'll want to sign up for this one early, or risk missing out on the most unique DE of the year.

October sees us returning to La Junta Raceway on the 3rd and 4th. Two weeks after that, we wrap up the season at HPR on the 17th and 18th.

Putting together a schedule like this takes a lot of work by a huge number of people. We hope you enjoy what we have put together, so please support all of these great events. 🏠

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Klever konzepts

Hydraulic to Mechanical Brake Light Switch Upgrade

By Craig D'Andrea

Realizing that today's tailgating commuter is apparently more interested in staying current with their FaceBook feed via their cellphone than monitoring the traffic ahead, I decided to update my 1978 911 SC's somewhat lazy hydraulic brake light system and convert it into something a bit more proactive.

The hydraulically actuated brake light system that came stock on my '78 SC tends to have a slight delay, especially when slowing gently in morning traffic, because the system needs to build hydraulic pressure to activate the brake lights. So, I

did a little web research and found a modern mechanical brake light switch on Ebay that would fit my needs. (Beck/Arnley 201-1450 Brake Light Switch).

I then proceeded to poach parts from my garage to fabricate a

proper mount for the adjustable brake light switch. The idea would be to use the stock master cylinder linkage arm to trigger the brake light switch, and to wire into the hydraulic system, leaving it as a redundant system. Here's how it was done:

First, I found a piece of scrap aluminum that would be bolted to the master cylinder base, and would hold the brake light switch. That included drilling and tapping both the aluminum and the master cylinder (something I know most Porsche owners will not want to do).

Next, I soldered up some wires with a female plug on one end, and blades on the other. I would simply insert the blade ends into the stock hydraulic brake actuator plug, leaving that as a redundant system.

Finally, I adjusted the switch position so that it would actuate the brake lights as soon as I move the brake pedal, giving me a quarter to half a second advance brake light as apposed to the older hydraulic system.

Combined with LED brake light bulbs, this system is now quick enough and bright enough to catch the attention of that cellphone-reading tailgaiter!



Not so obvious

By Pedro P. Bonilla (GCR PCA)

Most Porsche owners regularly check tire tread wear, tire pressures, oil level, oil change interval, brake pad and brake rotor wear, brake fluid flush and service schedule intervals. In other words, the obvious stuff.

And that's great, but there are several other wear items that are not so obvious that many times get overlooked by DIY'ers and even by some shops.

The least obvious is the **Front Engine Mount** (in the Boxsters and Caymans) or the **Transmission Mount** in the Carreras.



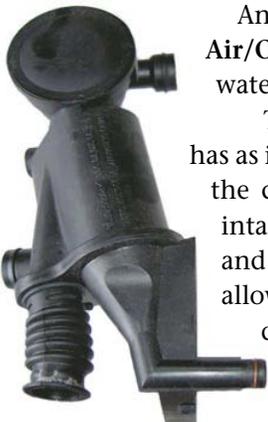
This mount is made of rubber and supports half the weight of the engine/transmission while it damped engine vibrations.

Although the new mounts from 2008 and on are much better than the old ones from 1997, they still crack and wear out and should be replaced regularly. If allowed to wear down, they will affect shifting

and could cause damage to the transmission mounts in the Boxster/Cayman or the Rear Motor Mounts in the Carrera as well as quick deterioration of the Constant Velocity Joints (CVJ) and half-axes.

These mounts can only be properly inspected when removed, so many people tend to forget about them until many times too late.

As a rule of thumb, after 45,000 miles they should be inspected because most likely they have already cracked. Its cost is around \$150.00 plus a couple of hours' labor to replace. There are also remanufactured mounts available at considerable savings, since what wears is just the rubber center, not the structure.



Another one of the wear items is the **Air/Oil Separator** found in all of the water cooled boxer engines.

This particular piece of equipment has as its function to distill out any oil from the crankcase. Using vacuum from the intake, crankcase gasses are pulled up and through a diaphragm which doesn't allow droplets of oil to go through. Any drops are redirected back to the main

oil supply while the "dirty air" that makes it through the diaphragm is mixed with the intake air and gasoline to be burnt up in the combustion cycle.

Generally, when this piece deteriorates, a big, no, a HUMONGOUS cloud of white smoke is produced at startup. In some cases a loud screeching (almost metallic) noise or whistle is produced by a tear in the diaphragm.

When any of these symptoms appear, quickly replace the air/oil separator. Failure to do so may cause the engine to hydrolock from liquid oil in the cylinders which could get very expensive.

The life of this piece varies from a low of 40,000 miles to well over 100,000 miles. It is not terribly expensive to replace. Somewhere around \$100.00 for the part and a few hours' labor to install.



Although this next piece of equipment can last a bit longer than the two above, contrary to them, if and when it fails it will leave you stranded. I'm referring to the **Water Pump**.

Water pumps generally last well over 100,000 miles but I have seen them fail at just about any mileage.

People who constantly open the coolant reservoir, generally have the highest failure rates. Opening the coolant cap, especially when hot, allows air into the closed-loop cooling system. When air circulates through the system and passes through the water pump it will cavitate and may break one or more of its impeller vanes.

When this happens it is no longer balanced and starts to deteriorate its seal and bearing. When it fails, all coolant will be lost, rendering the car undrivable.

The water pump is more expensive than the previous wear items, costing around \$300.00 for the part, three to four hours labor plus materials, such as gaskets, coolant concentrate, distilled water, etc.



Finally, **Suspension Components** are also wear items which should be routinely inspected, especially if the car is AX'd or tracked.

continues, next page

Not so obvious

continued...



Pieces such as lower control arms, trailing arms, wishbones, connecting rods, and swaybar droplinks have ball joints that will wear with mileage.

The first to go are usually the droplinks which can cause quite a rattle when driving over pavers or irregular pavement.

Most of these parts are difficult to diagnose because they cannot be inspected with the car loading the suspension, and even with the suspension unloaded it may still be difficult to obtain movement when the part is just slightly worn.



Shocks and struts tend to last a long time, and when they fail the usual telltale sign is an oily seepage on the strut or shock.

The springs, on the other hand, tend to settle a bit initially and then very slowly but continuously with time.

If your car is approaching or has passed the 100,000 mile mark I urge you to inspect these not-so-obvious pieces and have them replaced when necessary.

You will enjoy your Porsche much more if you do.

Many of these parts can be replaced as a DIY project. To learn more about wear items and parts in general, and for detailed DIY Instructions on these and other projects, please visit my website at: www.PedrosGarage.com. 🛠



Driving Instructor Training Program for 2015

By Cecil Morris, RMR Lead Chief Driving Instructor

The heart of our Driver Education (DE) program is our instructor corps. Each year, RMR and AMR conduct a joint Instructor Training Program for new instructor candidates.

The requirements for Driving Instructor candidates are on the RMR website under the tab "Rules/Info/Forms." These requirements include that the candidates have a minimum of three consecutive years of active participation in RMR/AMR DE events, at least three events per year, or equivalent; strong driving skills; the ability to communicate accurately and well with a diverse group of students; and intention to participate actively in RMR/AMR DE events in the future.

The deadline for applications for the Instructor Training Program is Jan. 1, 2015. The application is also on the RMR website under the tab "Rules/Info/Forms."

The Instructor Training Program has three parts. First is the selection of instructor candidates. This is done jointly by the Chief Driving Instructor Committees of RMR and AMR, usually by the end of January. The next part is a one-day classroom training, usually in March. The third part is in-car testing, during which instructor candidates are paired with mentor instructors to do role-playing exercises and then a final evaluation. These "check rides" are done in the first one or two DEs of the season.

If you have any questions about the Instructor Training Program, please contact me directly via email at CecilMorrisCDI@outlook.com or send an email to Chris Lennon, the Lead Chief Driving Instructor for AMR, at cjlennon@comcast.net.



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In the zone

Liz Shaw, PCA Zone 9 Representative

As promised, Carrera Region's OktoberFiesta was held in Deming and Las Cruces, NM, in late October. They always put on a great weekend full of events, and this year they did not disappoint. Most of us arrived in Las Cruces by Friday evening, and after getting our packets, we enjoyed adult drinks with PCA members from Carrera, Roadrunner, and Southern Arizona Regions. On Saturday morning, several people went on a very interesting drive-out, led by Andy Medley. Unfortunately, I was not able to go on the tour because of some work that I had to do in the hotel, but I heard very positive feedback from everyone. Andy is the consummate tour leader, and if you ever want to participate in a fabulous multi-day rally, check out the Dustball Rally, which is organized by Andy.

People who didn't go on the tour got their day started at the Arroyo Seco Motorplex, which is about 35 miles north of Las Cruces. The weather was perfect, and the drivers had more than their fill of practice laps around the track. They were joined for lunch by the people who had gone on the driving tour, and the rest of the day was casual but fun.

That night, all of us enjoyed a delicious buffet at Hotel Encanto (our host hotel), and a special treat that night was a performance by a local folk dancing group. After dinner, Carrera Region President Dan Thomas handed out door prizes to several lucky people.

On Sunday, we had an autocross at the track, and the highlight of the day was the delicious barbecue. Many of us remembered the barbecue from last year, and we were



Some of the many participants lined up at OktoberFiesta held in Las Cruces, NM.

very pleased that the same company was there this year. After the autocross results were announced, everyone hit the road to get back home, and it was nice to reflect on another successful OktoberFiesta.

There's not much left on the event calendars for the Zone 9 Regions, but still to come are the last autocross of the season for Roadrunner and some socials in November for a few of the Regions, and then everyone will have some sort of holiday party in December. I'm planning to attend the parties for Alpine Mountain, Intermountain, Llano Estacado, and Carrera Regions. I just hope that the weather is more cooperative this year than it was last year and I don't have to cancel plans because of ice and snow. It's too bad that I won't be able to attend the parties for Roadrunner, Rocky Mountain, or West Texas Regions, but the scheduling just won't work.

Hope to see many of you for the last days of 2014!

RMR merchandise at the PCA web store!

Your beloved Rocky Mountain Region Porsche Club of America has its own merchandise store! There are many items elegantly branded with the RMR-PCA logo and of top quality and modern design. Simply go to www.pcawebstore.com/ROCKY MOUNTAIN and shop to your heart's content. Show off your RMR membership with pride!

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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@rmrscheclub.com.

porsches

2004 Cayenne S – 50K miles, titanium over black leather, air suspension with PASM, navigation, heated seats and steering wheel, Bose, two sets of wheels 19" and 18" (including new snows), Xenons, comfort seats with memory, tow system and Evolution ECU reflash. Great condition with recent preventive coolant cross-over pipe mod. Have owned since car was 6-months-old. Only selling because new Macan on order. \$26,500. Contact Rick at 720-472-9032 or rseiferth01@msn.com. [Dec]

2001 911 Carrera 2 Cabriolet – Lapis Blue/Black. Full leather, with hardtop, O.Z. Aliegerita HLT Anthracite rims, Michelin Pilot Sports A/S plus; clean title, garaged, non-smoking, after market sound, new (not rebuilt) crate engine with X51 factory upgrade; installed 12-2013 @ 65,950 miles by Poudre Sports Car Ft. Collins; Extras: tires, cover, misc. maintenance items. 66,740 current miles. \$29,500. Dick Hedges, Longmont. hedgesrl@msn.com. [Nov]

wheels/tires

Cayenne Wheels & tires - Four Cayenne turbo wheels, purchased new from Porsche, used only two winters, like new, except one wheel is scratched slightly. Dunlop winter tires mounted, might be good for one more winter. \$500 Obo. Brendlearch@gmail.com, photos available. Michael Brendle [Nov]

miscellaneous

996 euro GT3 seats – I used these Graphite Grey leather seats in my 2001 986 S. Asking \$2800.00. Seats are OEM. Price includes mounting bracket/slider for passenger seat only (I had the driver's seat bolted

directly to the floor to increase headroom). Fire extinguisher is not included in above price, but can be purchased with the seats, or separately, for \$80.00. Contact denny@insightretina.com, or cell at 303-817-2105. [Dec]

991 Heads – Two, brand new, never seen fire, 991 Porsche Carrera heads. Off new 3.8 engine because hopped up, extruded honed heads were used in place of these. Really don't know a price to put on them but will talk, negotiate price, or trade for newer model woman. Two cams with nicely profiled lobes included. Chuck 303 333-8685. [Nov]

Home for sale – Antelope Hills. Extra large 4 1/2 car garage, 220V, lots of storage. Grand 4872 sf two-story, master suite, formal dining, main floor study with patio door to deck, huge family room, 1 acre lot backs to open space. Original Meridian model home, tons of upgrades. Just 35 minutes to High Plains Raceway. \$435,000. Photos and virtual tour at www.680greengables.com. Call Gerry at RE/MAXSE 303-506-7641. [Nov]

3R Auto/Racing needs an experienced Porsche Technician! - 3R has an immediate opening for an experienced Porsche Tech. In addition to having Porsche training and service experience, the following is also required; Travel within Colorado and nationally, Willingness to get your CDL, Excellent problem solving skills, Composed under pressure, Motorsports experience is a plus, but we are willing to train if person has right Porsche experience. If interested, contact Aaron Coalwell at (303) 781-0774 or aaron.coalwell@3rauto.com. [Nov]



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Patrick Dempsey Contests World Endurance Championship with Porsche

The successful partnership with the US race driver and actor continues in 2015

Atlanta. Patrick Dempsey will tackle the 2015 motorsport season at the wheel of a Porsche 911 RSR in the Sports Car World Endurance Championship WEC, including the world famous Le Mans 24-hour race. The American actor and race driver, who thrills fans all over the world in his role as “McDreamy” in the medical drama “Grey’s Anatomy”, has been following his passion for racing since 2013 as a member of the Porsche motorsport family. With the expanded race program, the successful alliance between Porsche and Patrick Dempsey will continue.

“I’m already looking forward to 2015, and I’m proud to be able to contest the entire WEC as well as Le Mans with a Porsche,” said Patrick Dempsey at the launch of the program on Wednesday at the Los Angeles Motor Show. “Porsche’s experience in long distance racing is invaluable. Porsche was winning sports car races before I was even born. As a childhood fan of Porsche, I grew up with their successes at Le Mans, Daytona, and the Targa Florio. There are moments when I simply cannot believe that I am now a member of this great team.”

Patrick Dempsey will compete in the races of the Sports Car World Endurance Championship WEC with the Porsche customer team Dempsey Proton Racing in the GTE-Am class. One of his teammates will be the experienced Porsche works driver Patrick Long (USA), whom he also trains with away from the race tracks. Both men are residents of California. In addition to the WEC races, guest appearances in Porsche’s brand trophy series such as the Porsche Mobil 1 Supercup as support to the Formula One races are also planned.

During his first season with Porsche, Patrick Dempsey scored fourth place in the GTE-Am class at the Le Mans 24 Hours in 2013 with the Porsche 911 GT3 RSR. In addition, he moved up two podium placings in the American Le Mans Series, taking home second from Laguna Seca and third from Austin. The highlights of the 2014 season included fifth place at Le Mans in a Porsche 911 RSR as



well as a podium spot at the new Tudor United SportsCar Championship round at the Virginia International Raceway, where he finished third driving a Porsche 911 GT America.

“We look forward to an exciting 2015 season with Patrick Dempsey and to the continuation of our successful partnership,” said Bernhard Maier, Porsche AG Board Member for Sales and Marketing, at the Los Angeles Motor Show. “Before he drove his first race with Porsche the world knew him primarily as an actor. Over the last two years we’ve come to know him as a passionate race driver who embodies the professionalism and amiability that makes the Porsche motorsport family what it is. Now we are full of anticipation for more successes together.”

“Customer sport enjoys a high priority at Porsche,” affirms Porsche Head of Motorsport Dr. Frank-Steffen Walliser. “For this reason we’re pleased to support Patrick Dempsey and the Dempsey Proton Racing team by providing one of our most successful and experienced works drivers. Patrick Long and Patrick Dempsey have already contested several races together and they complement each other perfectly.”



My year-end retrospective

Yeah, well, yet another year is about to go bye-bye. I know it's inevitable. But that doesn't mean I enjoy it.

Maybe there's a way to come to grips with growing older ... if I dust off the way-back machine and revisit those times of yore, which have helped shape who and what I am today.

I survived ownership of my first car, just barely. It was a 1961 Ford Falcon, just a complete piece of junk, given to me by another family member, shortly after I got my driver's license. For free. I should have known. I ended up giving it away to someone else. Three-speed column auto. Vinyl upholstery that, on a hot day, you had to peel yourself from. All because, chances are, the car was probably overheating, which it did regularly, and was why a Clorox bottle of water had been banging around in the trunk.

Handling? What handling? The thing just tipped over, as soon as you thought about rounding a corner. All you could do was saw at the wheel, because there was no steering feel whatsoever.

I survived ownership of my second car, a '64 Triumph TR-4. There was the night I was driving back to college on I-80 after Thanksgiving with a friend, and it was snowing lightly in the mountains of western Pennsylvania. We had just filled up on gas, and I remember shifting into third when, whoa, the thing started sliding straight toward the center guardrail.

I remember instinctively turning the wheel to the right ... and nothing happened. Then I looked to the left, and saw a wall of oncoming traffic. We continued to skid, into the left lane ... and suddenly the car gripped the pavement and spun around ... and we had enough momentum to motor off.

Neither of us said a word for 20 minutes. Then it was, "Do you know what just happened?" "Yeah, we should be dead."

I survived my third car, a '68 VW Beetle. Ah, that swing-axle suspension. Diabolical. Fortunately, I was saved when the car was bashed in the middle of the night by a hit-and-run, while innocently parallel parked.

I had it fixed and promptly sold it, to one of my sisters, which is something I'm not proud of.

And I didn't tell her about how, after a rain shower, water would collect under the sunroof, so that, when you first stopped short, it would pour out and drench you.

My first Porsche, a 914. On the Taconic Parkway, heading up to Lime Rock from New York, in hard rain, flat out, in that white-knuckle kind of groove you get, where you go over a rise and the brain rages "Where does the road go? Where does the road go?" All the while passing other

vehicles, which appear like mirages, out of nowhere, in the spray.

I knew full well that the races would be canceled. It was pre-marriage, I think. We survived that day. The marriage didn't.

My year in Lausanne, Switzerland, in my Euro 924, at speed on the Autoroute twice a day, morning and night. There's something about hopping into a Porsche, no matter how crazy the work environment, and tearing home at speeds that would lock you up, in the States. Talk about an emotional unwinding mechanism.

Then there was the time I took a group of people, including my boss and his wife, for a pleasant drive to lunch in the Swiss mountains. We were returning, and I really wasn't pushing hard, I swear, and she lost it around a hairpin corner. Somehow, my career survived.

Heading to a motel the night before a job interview in suburban New York, in my Carrera Targa. I was on the Interstate in somewhere, New Jersey, when the "check engine" light came on, and I realized the temperature gauge was pegged.

I turned off the ignition, coasted off an exit ramp and parked it, to be flat-bedded back to my local dealer. Turns out it was a sheared bolt, and a new one had to be sent from Germany. I avoided grenading the engine by a hair. Woke up real early the next day, and drove another car to the interview. Surprise, I didn't get the job. But I survived.

The climb in my Boxster S, up and over Vail Pass and then up to the Eisenhower Tunnel, in an inch or two of rapidly freezing snow and slush, on summer performance tires.

The most memorable moment? Realizing that I was screaming at myself "Where's the tunnel? Where's the tunnel? Where's the ... tunnel?" I survived.

Driving a 911 Cup car at High Plains Raceway. I mean, I wasn't even familiar with the full track. I'd never used a sequential gearbox in a car. I'd never driven anything remotely as purposeful as this machine. They asked me whether I had a driving suit. Are you kidding me? I borrowed someone's. And a helmet.

Took me three tries, just to get out of the pits. I'm very proud to say I didn't twist it into a pretzel.

So what does it all mean? It means I'm still here, somehow. And I remember. And I can write about it. Although my sweaty palms keep slipping off my keyboard. You hang around long enough, and it will happen to you, too.

Happy Holidays and Happy New Year. May we all keep on keeping on.

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

"What Porsche-related gift are you hoping for this Christmas?"



Al Woodward

"Dear Santa, I would like a Concours-level paint job for my 40-year-old 911 (717,000 miles), in the original color, Salmon, with rust remediation, please."



Luann Dodge

"I would love to wake up to a new Macan under the tree to tool around the mountains in. Then next year Santa can bring me the GT3!"



Rob Heath

"Some parts for the 912 as stocking stuffers: fuel sender rubber gasket, trunk lid shock, new fuel jet pumps for the carbs, new K&N air filters for the carbs, brake bleeder, and a battery tender."



Dave Meyer

"I'd love to wake up on Christmas morning to a magically replaced windshield on my 993. And maybe an RS splitter, spoiler, and turbo fog lamps/brake ducts, that actually match the paint-to-sample color of the car."



Donna Helberg

"Wheels and seats redone for my 912E, plus a five-car garage with at least two lifts and a new Macan for winter driving already parked in it ... if you're going to dream, dream BIG!"

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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. 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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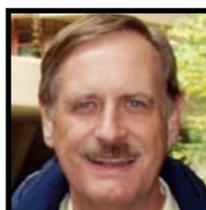
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What we do

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 *HighGear* and the RMR Web site for details. If you have any ideas for a program, talk to the Committee Chair or a Board member!

Tech Session

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

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

Concours d'Elegance

A concours is essentially a car show, in which

contestants endeavor to present their cars in as close to "perfect" condition as possible. A number of judged categories usually exist, typically differentiating between types of cars (e.g. 356, Boxster) and level of preparation ("daily driver" or "full preparation" or somewhere in between). Cars sometimes may be entered as "display only," for owners who wish to participate but not compete.

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

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911S Targa	1974 - \$12,725 1975 - \$12,475	914 2.0	1974 - \$6,050 1975 - \$6,995
Carrera coupe	1974 - \$13,825 1975 - \$13,475	914 1.8	1974 - \$5,400 1975 - \$6,300



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