

# Exotic Sports Car Show

Sunday, June 10  
Don't miss it! • page 5



# High Gear

*Paul R. Heinmiller Award winner 2011*

[rmr.pca.org](http://rmr.pca.org)

Volume 54 • Edition 6 • June 2012

## 2013 911 Carrera S Cabriolet

*The 991 Cabrio is here!* • see page 13



**Largest Gathering  
of Porsches!**  
**Membership social Thurs-  
day, June 7 • see page 2**

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### thoughts from the prez Rick Gonçalves, President



Well, I just finished reading a Fox News article on the Porsche 918 Spyder Hybrid. Wow, what a car! Seven hundred and seventy (770)

horsepower with a mileage rating of 78 MPG? That's nothing short of incredible! But then, Porsche's cars have always been quietly at the forefront of technology, and it really brings to mind what an amazing car a Porsche really is! Being an engineer, maybe it's because of the incredible engineering that has always gone into Porsche that has given it the mystique that I have always held for it. But you don't have to be an engineer to like to go really fast with fantastic control and response.

This interest in Porsches actually began with my first car, a '61 VW bug. It was when one of my mom and dad's best friends showed me the dune buggy he built utilizing an old Porsche 356 engine that he bolted right in, that I began to understand the connection between VW and Porsche. So, I sort of had a poor man's Porsche—sort of!

This interest in Porsche grew into a fascination while I was in college. I remember many nights sitting in my dormitory's resident advisor's room (Randy Hoch, one of RMR's recent past presidents), discussing Porsches. One evening, I even drove down to Bob Hagestad Porsche—now Prestige Imports—and somehow talked the salesman into letting me test drive a new 911S! It must have been a slow night, because I'm sure I didn't look like I had the means to buy a \$6,000 car! He went with me, of course, and obviously got bored with my cautious driving, because out along Sixth Avenue, he finally said, "OK, pull over! Let me show you what this thing can really do!" And he did! Show me, that is. Then, I was really hooked!

Except that, for the next 26 years, because of family, money and practi-

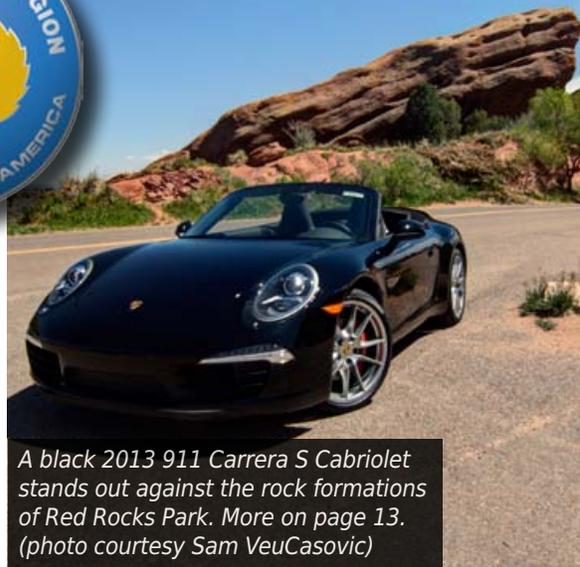
cality, I had to let the desire to own a Porsche simmer. I did remain true to German cars, however, with Audis that I drove.

Finally, the simmer came to a boil about 18 years ago, and I was able to purchase the first one of those wonderful machines. Now, I could truly enjoy the Porsche magic! I didn't have to just be content with discussing facts such as that Porsche won the first race it ever entered, or that Ferdinand Porsche developed the very first hybrid car 111 years ago. Now, I could experience that prestigious engineering magic!

What was even better, which I found out after joining RMR, was that Porsche people are not a bunch of stuck-ups, loaded with money, dressed with tuxes and frequenting the casinos at Monte Carlo. True, some of the new cars are a bit pricey—like the 918 Spyder Hybrid, at a mere \$845,000—but many "ordinary people" can pick up a very-low-mileage Porsches for under \$50,000 that is more reliable than a new car of a different marque and the same price. And the Porsche people whom I have come to know are such a great group of just ordinary, down-to-earth folks who happen to love a very incredible car. I absolutely love my Porsche—an '08 Carrera 4S—which I drive virtually every day. I just took it in for its 84,000-mile service! No garage queen, that's for sure. And every day that I drive it, I wonder, how could Porsche improve on this? I remember asking Don Adis, when I was contemplating going from my 993 to my '02 996, in light of a lot of air-cooled lovers' disparaging remarks about the new "water pumpers": "Is the 996 really a better car?" He responded with a smile, "Would Porsche ever build a car that wasn't better than its previous model?"

I didn't answer. I did buy the 996. But, I still wonder, how can they possibly top the 918 Spyder Hybrid?

They will.



A black 2013 911 Carrera S Cabriolet stands out against the rock formations of Red Rocks Park. More on page 13. (photo courtesy Sam VeuCasovic)

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*Questions about your Porsche? These members are specialists with expert knowledge of specific Porsche models. Contact them for information regarding the maintenance and modification of your Porsche.*

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970.214.7279 doug.bartlett@comcast.net

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970.229.0990 info@poudresportscar.com

# June the Largest Membership Gathering Social of Porsches

The "Largest Gathering of Porsches" in Denver is being held this year on **Thursday, June 7th**, at **Club Auto Colorado** (11100 W. 8th Ave., Lakewood, CO 80215) from **6 to 10 p.m.**

In the past we've had close to 200 Porsches show up for this annual event. This year, Program Chairman Erik Behrendsen is hoping to eclipse **250 cars and 300 participants**. Beer, wine and soft drinks will be complimentary; food will be available for purchase. **This is a must-attend event for the Porsche owner!**

## board of directors

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# runoff area

Jeremy Rosenberger, Editor



To say that writing this, my last edition of the "Runoff Area," is a bittersweet experience would be cliché. It would also be the truth.

Stepping into the editor role, beginning with the July issue, will be David Schmidt—a name many of you do not know, just as I was unknown to most of you when I took on the job some 30 months ago. But while I have merely dabbled in publishing, David lives and breathes it, as a professional author and illustrator. I have no doubt that David's talents will help to cement *High Gear's* position as one of the best newsletters in the PCA.

But that's not all! Assisting the editor will be Bill Terry, who should be no stranger to readers of *High Gear*. Bill and his wife Julie Devine have contributed at least two major articles to this magazine in recent years. If memory serves correctly, Bill would have recently attended the Porsche Sport Driving School, so hopefully at least one more feature contribution will be forthcoming...

So please take care of our new editorial staff! The best way to do that is by continuing to supply them with a steady stream of fresh material, especially as they're just starting out!

Before I sign off, I want to make some final acknowledgments. First, there are the regular contributors. The most enduring of these, who have been writing for *High Gear* long before it was *High Gear*, are historian Amy Legg-Rogers and resident humorist/sage Dick Badler. Zone 9 Rep Sean Cridland has

also been at it a while, having served in that capacity for nearly four years. There have also been two Presidents (Rex Heck and Rick Gonçalves) and one Membership Chair (Nancy Warren) who have graciously abided my insistence that they author a monthly column.

Then there are the behind-the-scenes folks: acting Advertising Coordinator Roger Buswell (who has been in it with me almost since the beginning) and proofreaders Susan Bucknam and Camilla Rosenberger (my wife, who has endured numerous late-night editing sessions on the eve of publication!). The RMR Board of Directors also deserves recognition for partially subsidizing printing costs, allowing us to maintain high production values. And if it weren't for my good friend Andy Forberg, who approached me with the editorial opportunity in the first place, I might not be writing this today.

Deserving of honorable mention are the good folks at Columbine Copy & Print, particularly Ben Henry: I don't think I ever gave him an estimated press date that I was able to stick to. Thanks, Columbine, for making *High Gear* look so good every month!

Of course, there are also the advertisers, without whom *High Gear* simply would not be possible. Many of our advertisers have been supporting the club for years, if not decades. So please show them some love!

And finally, there is *you*. Your participation in RMR and its events, and your contributions to the magazine are what make *High Gear* the award-winning publication that it is. It's been an honor to participate in the club in this unique way, and I thank you for the privilege. ♦

# upcoming events

## June

- Mon 6/4 **Board Meeting**  
5:30pm dinner, 6:30 meeting at RG and Associates *new location!*  
4875 Ward Road, Suite 100  
Wheat Ridge • 303.293.8107  
*meetings open to members*
- Thu 6/7 **Membership Social**
- Sat 6/9 **Ladies' Day**  
*see page 5*
- Sat 6/9 **Porsche Breakfast Club**  
8:00am breakfast at Village Inn  
4100 E. Mexico, Denver  
**Erik Behrendsen**, organizer
- Sun 6/10 **Concours d'Elegance**  
*see page 5*
- Sat 6/16 **Rock 'n' Roll DE**  
-Sun 6/17 at High Plains Raceway  
**Roger Buswell**, event chair  
*see page 6*
- Sat 6/23 **AMR Cayenne Tour**  
*see page 18*
- Sun 6/24 **Steamboat Springs Tour**
- Sat 6/30 **Summer Rally**  
Volunteers needed!  
**Jeremy Rosenberger** and **Jim Widrig**, event chairs  
(contact info opposite page)  
*see page 7*

## July

- Mon 7/2 **Board Meeting**
- Thu 7/5 **Membership Social**  
at Stevinson Imports
- Sun 7/8 **Porsche Parade**  
-Sat 7/14 in Salt Lake City, UT  
*registration closes June 22!*  
*see page 24*
- Sat 7/14 **Porsche Breakfast Club**
- Sat 7/14 **Post-Parade "Hot Track" DE**  
-Sun 7/15 *see page 18*
- Fri 7/20 **Underwarness 5K Run and Zoo Walk**  
*see page 12*
- Sun 7/22 **Stanley Hotel Breakfast Tour**  
*André Nieuwenhuizen*, event chair: *anieuwenhuizen*  
*knightpiesold.com*

# get involved

## Contribute to Your Newsletter!

*High Gear* needs your articles and photos! Become a part of the award-winning team by submitting your content and ideas to the Newsletter Editor by the 10th of the month:

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

## Join RMR/PCA

Not a member yet? Join RMR/PCA by visiting [www.pca.org](http://www.pca.org) and clicking the *Join PCA* link.

## Advertise in High Gear

Please see page 27 for display advertising rates and other 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 *High Gear* 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.

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

[rmr.pca.org](http://rmr.pca.org)



Spring has sprung, and we are now ready to shift up to summer!

The driving season is now upon us. There are many new and exciting events this

month in both RMR and AMR.

May's events were well attended. Many members attended both the membership social at Apex Autobody and the Detail Clinic at Adam's Polishes. The Autocross School and the Autocross were both sold out!

The weekend of June 2nd and 3rd is the 24 Hours of LeMons at High Plains Raceway. If you are not busy, then drive on out to HPR and watch these "clunker" race cars! (This is not a PCA event, but many PCA members participate, and it is a fun time.)

The annual "Largest Gathering of Porsches" will take place on Thursday, June 7th at Club Auto in Lakewood (see page 2). Come on out to "ooh" and "aah" over all the wonderful cars.

"Kick off your Heels and Drive it like you Stole it!" Ladies' Day is June 9th at the Colorado State Patrol Track in Golden. Gals, here is your chance to have the track all to yourselves for the day. Come on out to the track and have a day of driving fun for only \$75!

Sunday, June 10th is the 29th Annual Exotic Sports Car Show and Concours d'Elegance, benefiting Cerebral Palsy of Colorado (see opposite page.) Let's try to beat last year's total of over one hundred Porsches! Even if you are not entering your Porsche in the Concours, why not come out and look at all the beautiful cars that will be there? Again this year we will have an RMR membership tent. So plan on being at the Concours and meeting new members or visiting with current members.

We will be "Rockin' and Rollin'" again at High Plains Raceway on June 16th and 17th. The Sunday afternoon session will be timed runs. The designated charity will be Veteran's Passport to Hope, a special fundraising event to be held on October 4th to support the Wounded Warriors Project.

There will be several tours and a rally this month. The AMR Cayenne Tour will be on Saturday, June 23rd (page 18)

## Let's give our new members a big Rocky Mountain Hi!

### Robert Anderson

Boulder, CO  
1996 993, red

### Chris Arnold

Denver, CO  
1998 Boxster, blue

### Carl Boecher

Morrison, CO  
2007 997 Carrera 4S, silver

### Richard Bradsby

Houston, CO  
2004 911, silver

### Rick & Tracy Brennan

Boulder, CO  
2000 Boxster S, black

### Kelli Cammack

Lakewood, CO  
2007 Cayman, blue

### Mike & Linda Cook

Highlands Ranch, CO  
2008 Boxster, brown

### Keith Edwards

Denver, CO  
2009 Carrera 4S, gray

### Kevin Fanciulli

Denver, CO  
2003 911 Turbo, blue

### Britt Fullmer

Evergreen, CO  
1999 Carrera 4, black

### Scott Hannum

Littleton, CO  
1990 944 S2, blue

### Gary Haubrich

Loveland, CO  
2001 Boxster S, gray

### Brad & Nicole Hurley

Highlands Ranch, CO  
1999 Boxster, black

### Chris Johnson

Fort Collins, CO  
2001 Boxster S, blue

### Pat Moscarelli & Joseph O'Rourke

Aurora, CO  
2012 Carrera, black

### Dave & Michelle Sullivan

Longmont, CO  
2002 Carrera, silver

### Leo Tokar

Englewood, CO  
2009 911, black

and the Porsche Breakfast Club will be leading a tour to Steamboat Springs on Sunday, June 24th. You can rally on Saturday, the 30th of June (page 7), but if rallying is not your thing, you can still get involved by working a checkpoint or volunteering for other duties.

Don't forget the Porsche Parade will be in Salt Lake City July 8th through July 14th. Guaranteed to be lots of fun!

If your membership expires this month, please remember to renew, which you can do online at [www.pca.org](http://www.pca.org). Please keep your information up to date—you do not want to miss any of the club's events.

Just remember that it is more fun with you there!

## New to RMR? Or not a member yet?

Find out what we're all about!

*Page 27 describes the various types of activities our club members regularly enjoy.*

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



## Ladies' Day • June 9

Colorado State Patrol Track • Golden, CO

### Kick off Your Heels and "Drive it like You Stole it!"

RMR-PCA, together with **Woodward Wealth Management**, would like to invite the ladies of the Region to enjoy a day of their own at the race track. RMR is once again hosting our Ladies' Day Driver Education event out at the Colorado Highway Patrol track in Golden, CO on Saturday, June 9. For those new to the idea of driving on a track, this is the perfect opportunity to get some one-on-one instruction. For the seasoned drivers, don't worry—you will get a run group that allows you to summon up your inner speed queen!

On-line registration at [pcarockymtn.motorsportreg.com](http://pcarockymtn.motorsportreg.com) is open through Monday, June 4th at 11:59 PM. Pre-tech

inspection sessions will be held on **May 30th** at Eurosport Limited, Poudre Sports Car, CarQuip and Stevinson Imports. Please try to get your car safety checked in advance of the event, as problems found at the track may not be easily corrected.

For those of you unfamiliar with the CSP track, there are no concessions available, so **bring some snacks and a lunch**. The club will have some beverages on site. There will be a tent, tables and chairs, but bring a chair or two for your staging area.

Please remember to wear long pants, a long-sleeved shirt (both cotton) and appropriate driving shoes (sneakers are a good choice) while driving on the track. Bring a helmet if you have one. Helmets should be Snell-approved SA2005/M2005 or newer. Otherwise, the club has a few from which to choose.

Best of all, the cost is **only \$75 per driver!**

Feel free to bring a friend, as all marques are welcome (but convertibles must have rollover protection, and SUV's must be Porsches).

Beer:30 location will be announced at the track. Please join us for the "after party"!

Contact the event chairs with any questions: **Jill Janeski** at [jsj986@gmail.com](mailto:jsj986@gmail.com) or **Nancy Warren** at [nanru@hotmail.com](mailto:nanru@hotmail.com).

Special thanks to our title and associate sponsors: **Woodward Wealth Management, DART Auto, The Candlelight Tavern and Delish Demure!**

## 29th annual exotic car show and concours d'elegance benefiting CP Colorado



sunday  
june 10  
9a-3p

Jeremy Rosenberger

Join us for the 29th CP Colorado Exotic Car Show and Concours d'Elegance on **Sunday, June 10th** from 9:00 AM to 3:00 PM.

Last year, **106 Porsches were displayed**, answering a challenge by RMR past president Rex Heck. Can we bring an even bigger showing this year?

The CP Colorado Concours **benefits Cerebral Palsy of Colorado**—the source for programs that provide scholarships to special needs (not just those with Cerebral Palsy) and "at risk" children for early education, special education and mental health services. They also provide speech, language and occupational therapies, and adaptive equipment to those who would otherwise not receive them.

Join thousands of people to see 450 cars including the **Featured Marque**, the Cars of the Colorado Grand and their Colorado State Patrol Police Escort; and the **Founders' Favorites**, cars from the organizing car clubs that would qualify to enter The Colorado Grand (sports and racing cars manufactured before 1961).

Please visit the Web site at [www.cpcoco.org/concours](http://www.cpcoco.org/concours) to register your car for display or judging, to volunteer, or to learn about the wonderful things Cerebral Palsy of Colorado does for the children in their care.

**Day of Event Registration Fee** (display only): \$50.00 per car

For more information, contact **Jerry Medina**, [jmedina356@comcast.net](mailto:jmedina356@comcast.net).

**Volunteers are needed** for the show! We need help assisting with site layout, greeting and guiding vendors and sponsors, staging cars, directing traffic, timing and running judging results, scoring, trash pickup, and judging cars. Volunteer shifts are available throughout the day on Sunday (site layout occurs on Saturday); most shifts are 2-3 hours, which leaves plenty of time to enjoy the show (and volunteering also earns you a couple of tickets for your family or friends!).

To learn more about volunteer opportunities, or to sign up, contact **Terri Armstrong**, Special Events Manager, at [tarmstrong@cpcoco.org](mailto:tarmstrong@cpcoco.org) or 303.220.5520.

# Third Annual Rock & Roll June DE June 16-17



Most of us have dates, times, and events that stay in our minds more clearly than others. The Mt. St. Helens eruption, kids being born and the Bronco's first Super Bowl win are events that many of us still remember. Music does the same thing—especially Rock 'n' Roll. Do you remember the first time you heard a Beatles song or the Allman Brothers Band live?

Cars—Porsches in particular—have the same emotional impact, and so do speed events: Le Mans, Sebring, the Daytona 24 Hours and your first Driver Ed event!

Soooo...

What do the following events have in common and do you remember where you were at the time?

- 1967 24 Hours of Le Mans
- The first Monterey Pop Festival
- The premier of the movie "The Blues Brothers"
- The Moody Blues and Kinks make their US stage debut
- 1985 24 Hours of Le Mans

They all occurred on June 16th or 17th! And it so happens that another significant event will be forever etched in the minds of local RMR-PCA driving enthusiasts—and Rock 'N' Rollers:

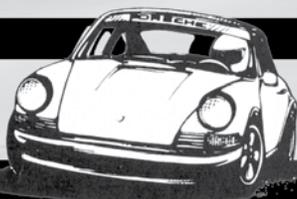
## The Third Annual RMR-PCA ROCK 'N' ROLL DE EVENT!

**June 16th and 17th, 2012 at High Plains Raceway**

Details and registration are at [pcarockymtn.motorsportreg.com](http://pcarockymtn.motorsportreg.com). **Registration closes on June 11th, so don't wait!**

Here is some more news about the Rock 'N' Roll:

- 3R Racing is going to return again this year to provide a Lunch 'N' Learn about car set-up and high performance tricks (Saturday only).
- On-Site Tires will again attend in support of the event.
- Our patron gift for paying drivers will be a dark blue floppy hat with the little Rock 'n' Roll guy logo (that cool dude at the top of the page) along with commemorative text in red.
- Erik Behrendsen and the Porsche Breakfast Club have graciously agreed to be our hosts again for Beer:30—Thanks, Erik and the PBC crew!
- Max Gerson, who did such a wonderful job shooting the RMR social at Apex Autobody (see page 22), will be our photographer for the event. Thanks, Max!



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# summer rally • saturday june 30

What could be more relaxing than touring the idyllic countryside, carefully following simple and lucid route instructions as you meander peacefully from checkpoint to checkpoint? Let those speed junkies have their driver education and autocrosses...it just doesn't get any better than this. Get your special Porsche out of the garage and drive the roads of beautiful Colorado with your Rocky Mountain Region friends!

Join us for The Tour and Rally of 2012. All you have to do is start up your Porsche, find a willing navigator, and meet us at Johnson's Corner to begin the fun. This will be a true Time/Speed/Distance event with beautiful Porsche-friendly roads and all of your RMR and AMR friends.

Following the route instructions will be a great way to spend a relaxing summer day on the roads and venture to places you may not have traveled before. There will be checkpoints along the route to assess your navigational skills, and food, drink and conversation when you arrive at the final

rally destination. No worries about worn tires, brakes or agricultural experiences off track—just recognition for following instructions more precisely than the other person.

The Tour and Rally starts at Johnson's Corner at I-25 and Exit 254, just a short drive north of Denver. The registration room will open at 8:30 am, and there will be complimentary coffee along with a place to meet, discuss strategy and perform final preparations. You can also come early and get a full breakfast or a famous cinnamon roll on your own in the main restaurant.

#### Main Schedule

Event Registration begins at 9:00 am.

Drivers' Meeting at 9:30 am—SHARP!

First Car off at 10:01 am.

Late lunch in Old Town Ft. Collins around 3 pm.

Entry fee is **\$50 per car** (remember, each car needs a driver and navigator) and **includes a late lunch in Old Town!**

To register use [pcarockymtn.motorsportreg.com](http://pcarockymtn.motorsportreg.com). If you are registering as a "walk-

up," registration forms will be available; however, please have the following readily available: PCA membership number, drivers license number and payment. **Pre-registration is not required but is encouraged as we will need to finalize the count for lunch by no later than June 28.**

You can drive whatever fits your mood and the weather, but Porsches are encouraged.

Rally General Rules are available on the RMR Web site, [rmr.pca.org](http://rmr.pca.org). If you do not have access, put a note with your registration and preferred method for receiving a copy. It is best to read and understand the rules before the day of the event.

Event Chairpersons are **Jim Widrig** (1stvicepresident@rmporscheclub.com, 303.655.7495) and **Jeremy Rosenberger** (jlr4@cornell.edu, 303.665.8754). Registrar is **Kristie Widrig**, [widrigkl@aol.com](mailto:widrigkl@aol.com), 303.655.7495. Give any of us a call if you have questions or would like to volunteer to help out!

**Don't miss this once-a-year event!**

# weekend of autocross wrap-up

Chris Sulley, Event Co-Chair

Cold and wet was the order of the day for the Autocross School. However, the weather did not deter 57 hardy souls plus 15 instructor volunteers from participating in the day's festivities. You don't hear this much in the world of motorsports, but the rain was beneficial to several of the teaching elements. The skid pad and figure-eight exercise is always exciting, but nothing like a little rain to make the surface a little bit slicker and much easier for students to get a good feel of how to use the accelerator to control the direction of the car.

The first grouping is always a little quiet while everyone begins to learn the limits of their cars' adhesion and to trust the instructors. As the day progressed, tires were squealing and cones were flying as students picked up speed through the mini-autocross layout and the slalom. Of course, there were a few groans at beer:thirty when it was brought to everyone's attention that

those knocked-down cones would be worth two-second penalties on Sunday!

In contrast to Saturday, Sunday offered perfect weather for an autocross. We had 62 drivers take times during the event. This is tough to type and probably harder to read, but the fast time of the day went to Salil Shukla, driving a *Nissan*... uuugh. It must have had something to do with the solar eclipse. If it is any consolation, the 13 next-fastest cars were Porsches! Quick Porsche of the day was Tad Kaminski driving a Speed Yellow Boxster. Top lady driver was Sarah Henderson in a white GT3.



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As is customary, everyone received an ice-cold twelve-ounce trophy for their participation and exuberance. Thank you to Bill Allen and Frank King for their volunteer time during the two-day event—as well as a big thank-you to our instructor volunteers!



**Above left and above:** A sold-out Autocross School attracted old (911T) and new (Panamera) alike; Chris Sulley leads a rather wet drivers' meeting. **Opposite:** A very soggy tarmac provided additional learning opportunities for those who braved the weather.

Pos	Num	Driver	Car	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
1	1225	Salil Shukla	Nissan 370Z	1:00.60 +1	0:55.93 +1	0:55.53	0:57.69 +1	<b>0:54.19</b>	0:54.12 +2
2	167	Tad Kaminski	2000 Porsche Boxster	0:56.34	0:56.16	0:55.69	0:55.13	<b>0:54.79</b>	0:55.06
3	22	Alan Fritze	1970 Porsche 911 S	0:56.09	0:56.03 +1	0:55.47	<b>0:54.93</b>	0:54.68 +1	0:55.94
4	19	Hap Henderson	2007 Porsche GT3	0:59.06	<i>DQ</i>	0:56.16	0:55.28	<b>0:54.94</b>	0:55.18
5	86	Kris Lee	1986 Porsche 911 Targa	0:57.19 +1	0:56.25	0:56.29 +1	0:55.88	0:55.66	<b>0:55.22</b>
6	33	Walt Fricke	1977 Porsche 911 SC	0:58.91 +1	0:57.28	0:58.07	0:56.29	<b>0:55.29</b>	0:55.43
7	19x	Sarah Henderson	2007 Porsche GT3	0:59.00	0:58.40	0:57.78	0:56.84 +1	0:56.47	<b>0:55.96</b>
8	535	Jonathan Barr	2000 Porsche Boxster S	1:02.19	0:59.81	0:58.59	0:58.19	<b>0:56.44</b>	0:57.28 +1
9	62	Chris Sulley	1986 Porsche 911	1:00.25	0:59.56	0:58.09	0:58.85	<b>0:56.75</b>	0:57.37
9	594	David Scott	1972 Porsche 914	0:57.37	0:57.84	<b>0:56.75</b>	0:59.97 +1	0:55.53 +1	0:56.50 +3
11	509	Sergiu Surdulescu	2000 Porsche Boxster 3.6	0:59.53	0:58.90	0:58.71	0:59.56	0:58.66	<b>0:57.93</b>
12	734	Mike Gensler	Porsche 914	0:59.16	0:58.63	0:58.25	0:59.12 +1	<b>0:57.94</b>	0:58.09
13	481	Chuck Ramsey	2006 Porsche 911 C4S	1:04.75	1:02.10	0:59.34	0:58.62	<b>0:58.44</b>	0:59.03 +1
14	807	Nicholas Bugosh	2002 Porsche 996 911 C2	1:01.87 +1	1:00.85	1:00.25	0:59.72	<b>0:58.53</b>	0:59.06
15	1011	Katie Compton	2011 BMW 1M Coupe	1:06.31	1:02.44	0:59.35 +1	0:59.41	<b>0:58.78</b>	0:58.18 +1
16	987	Jeremy Rosenberger	2005 Porsche Boxster	0:59.84	<b>0:58.91</b>	0:59.10	<i>DQ</i>	0:59.38	0:58.97
17	506	Eric Starzynski	2012 Porsche Cayman S	1:06.62	1:00.97	1:01.16	1:00.00	0:59.62	<b>0:59.03</b>
17	308x	Trey Wallace	2000 Porsche Boxster	<i>DQ</i>	<i>DQ</i>	<i>DQ</i>	1:03.09	1:01.81	<b>0:59.03</b>
19	33x	Kathy Fricke	1977 Porsche 911 SC	1:01.53	1:00.60	1:12.23 +1	0:59.81	1:15.44	<b>0:59.31</b>
20	97	David Chase	1976 Porsche 911S Targa	1:02.91	1:01.75	1:00.56	0:59.41	1:00.50	<b>0:59.37</b>
21	737	Scott Rogers	1981 Porsche 911 Targa	1:03.03 +1	1:00.25	1:00.62	1:01.97	1:00.15	<b>0:59.44</b>
22	1005x	Barbara McCleneghan	2003 BMW Z4 Roadster	1:03.88	1:01.41	1:00.84	<b>0:59.57</b>	1:00.50	1:00.59
23	512	Brian David	2002 Porsche Boxster S	1:14.91	1:04.72	1:00.32	1:00.38	1:00.29	<b>0:59.59</b>
24	1004	Peter Halpern	2011 Volkswagen GTI	1:01.80	0:59.88	1:00.10 +1	<b>0:59.60</b>	<i>DQ</i>	1:00.16
25	413	EJ Bennett	2009 Porsche Boxster	1:04.66	1:02.19	1:01.94	1:01.00	1:01.50	<b>0:59.72</b>
26	6	Joe Warren	1998 Porsche Boxster	1:04.75	1:02.66	<b>1:00.15</b>	1:00.28	1:01.28	1:00.63
27	308	Peggy Jenkins	2000 Porsche Boxster	1:05.60	1:01.91	1:01.84	<i>DQ</i>	1:00.53	<b>1:00.22</b>
28	282	Margaret Henderson	2011 Mini Clubman JCW	1:08.50	1:04.37	1:04.00	1:01.88	1:02.59	<b>1:00.41</b>
29	1006	Michael Henk	2007 Honda Civic Si Sedan	1:05.65	1:02.94	1:02.18	<b>1:00.44</b>	1:01.97	0:59.81 +2
30	174x	Adam Jaspers	1974 Porsche 914	1:03.72 +1	1:10.81	1:06.57 +1	1:01.16	1:01.69	<b>1:00.46</b>
31	661	John Mackin	2003 Porsche 911 C4 Cab	1:03.28	1:01.50	1:01.69	1:00.74	<b>1:00.59</b>	1:00.93
32	968	George Peabody	1992 Porsche 968	1:07.50	1:04.13	1:02.75	1:02.68	1:02.02	<b>1:00.72</b>
33	1002	Nathaniel Glennon	2003 Audi A6 2.7T	1:04.07	1:03.09	1:03.28	1:02.00	1:05.07 +1	<b>1:01.12</b>
34	1003	Michael Groe	2011 Ford Mustang GT CS	1:13.13	1:05.47	<i>DQ</i>	1:03.77	<b>1:01.44</b>	1:01.84
35	747	Gary Dodge	1980 Porsche 911SC	1:04.28	1:03.09	1:03.59	1:03.03	<b>1:01.88</b>	1:02.25
36	369	Gary Atkinson	2001 Porsche Boxster S	1:07.25	1:04.85	1:03.91	1:02.28	1:02.38	<b>1:02.06</b>
37	1009	Spencer Ramsey	2007 BMW Z4	1:08.50	1:03.37	1:03.34	<b>1:02.13</b>	1:03.56	1:01.94 +5
38	219	Tim Bevan	1997 BMW E36 Sedan	1:08.69	1:03.78	1:04.50 +1	1:03.66	1:02.97	<b>1:02.16</b>
39	1075	Jonathan Ziegler	Chevrolet Camaro	1:06.16	1:06.50	1:03.60	1:03.03	<b>1:02.19</b>	1:03.09
39	175x	Angela Hill	1969 Porsche 911	1:05.65 +4	1:04.43	1:03.85	1:03.97	1:02.31	<b>1:02.19</b>
41	1099	Robert Van Buskirk	2005 Audi S4	1:14.87	1:04.38	1:04.38	1:04.96	1:02.53	<b>1:02.44</b>
42	466	Dave Meyer	1988 Porsche 911	1:08.38	1:06.38	1:04.81	<i>DQ</i>	<b>1:03.00</b>	1:03.06
43	500	Dale Thero	Porsche 912	1:05.59	1:04.37	1:03.16	1:03.52	<i>DQ</i>	<b>1:03.10</b>
44	1100	Mike Henderson	Honda Civic Coupe	1:08.85	1:06.53	1:04.71	1:04.47	1:04.16	<b>1:03.22</b>
45	912	Rob Heath	1968 Porsche 912	<i>DQ</i>	1:06.19	1:06.66 +1	1:05.28	<i>DQ</i>	<b>1:03.66</b>
46	504	Hank Padilla	2002 Porsche Boxster	1:10.65	<i>DQ</i>	1:05.34	<b>1:03.68</b>	1:04.31	1:02.72 +1
47	1001x	Matthew Childers	1999 Ford Mustang Cobra	1:08.34	1:06.06	1:04.00	1:03.63 +1	<b>1:03.94</b>	<i>DQ</i>
48	502	Roy Million	1985 Porsche 911	1:08.19	<i>DQ</i>	1:07.00	1:08.43	<b>1:03.97</b>	1:05.03
49	120	Frank King	1986 Porsche 944 Turbo	1:07.19	1:05.66	1:05.75	1:05.28	1:05.25	<b>1:04.00</b>
49	888	Jim Hindman	2009 Porsche 911 Carrera S	1:18.97	1:11.03	1:07.47	1:04.97	<b>1:04.00</b>	1:04.09
51	747x	Ryan Dodge	1980 Porsche 911SC	1:07.37 +1	1:05.12	1:03.44 +1	<b>1:04.03</b>	1:03.04 +1	1:03.00 +2
52	1005	Chris Hammock	2003 BMW Z4 Roadster	1:16.06 +1	1:09.94	1:08.37	1:05.47	1:05.00	<b>1:04.09</b>
53	1111	Jayson Childers	2000 Mustang GT	1:07.22	1:07.69	1:05.32	1:06.16	<b>1:04.72</b>	1:05.12
54	466x	Jennifer Matheson	1988 Porsche 911	1:09.06 +1	1:07.41	<b>1:05.16</b>	1:06.62 +1	1:05.29 +1	1:06.56
55	199	Lee Sammons	1965 Porsche 356 C	1:11.34	1:07.94	1:06.47	1:10.28 +1	1:06.75	<b>1:06.00</b>
56	1099x	Dawn Van Buskirk	2005 Audi S4	1:11.35	1:08.88	1:09.91 +1	1:08.87	1:08.47	<b>1:06.21</b>
57	1001	Taylor Childers	1999 Ford Mustang Cobra	1:11.31	<b>1:06.72</b>	1:10.27 +2	1:07.50	<i>DQ</i>	1:08.15
58	170	Jason Baldwin	2009 Porsche Cayenne S	1:15.96	1:10.00	1:08.88	1:08.97 +1	1:09.06	<b>1:08.06</b>
59	734x	Wendy Gensler	2001 Porsche Boxster	1:16.28	1:10.53	1:11.10	1:09.28	1:08.72	<b>1:08.68</b>
60	1007	Colin Leek	2001 Honda Civic	1:15.87	1:12.06	<b>1:09.19</b>	1:21.06	1:16.25	1:10.82
61	1010	Marshall Turner	2004 Chevrolet Corvette	1:23.13 +1	1:13.84 +1	<b>1:10.31</b>	<i>DQ</i>	1:14.07	1:14.35 +3
62	175	Nancy Hill	1969 Porsche 911	1:20.35 +1	1:16.32	1:16.66 +1	1:16.19	<b>1:10.78</b>	1:09.69 +1

Alan Ruff



more photos on next page...

**Clockwise from right:** Jennifer Matheson opted to take an instructor for a ride-along; Chuck Ramsey set a very respectable time of 58.44; Eric Starzynski stirs up some chalk dust; Gary Dodge briefly locks up the inside front wheel; Hank Padilla describes "the one that got away"; Kathy Fricke and Adam Jaspers seek shade; George Peabody attacks the cones through the chicane; Alan Fritze thoughtfully removes some traction-inhibiting chalk from the track surface. (all photos courtesy the editor)



# Save the Date: **September 8-9** Sixth Annual **Drive for the Kids**

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The Sixth Annual Drive for the Kids tour, to benefit the Children's Colorado Sports Program for children with physical disabilities, will be held on Saturday, September 8th. The Denver Round Table, together with RMR/PCA and the Rocky Mountain Jaguar Club, will kick off the Drive for the Kids. This year's driving tour is designed with your flexibility in mind. On Saturday, we will start in beautiful Palmer Lake with breakfast, then head towards Salida for a special luncheon location. After lunch, you will have the choice of taking a fun route back to Denver, or to continue your afternoon enjoyment towards the final destination of **El Monte Sagrado Resort in Taos, NM**. Once there, enjoy a gourmet meal prepared by acclaimed **Chef Henry Chaperont**, a silent auction and grand accommodations. On Sunday you are on your own to explore Taos and the surrounding areas, along with recommended optional tours and routes home. The Denver Round Table's goal is to provide a mini-vacation with a full two days of scenic driving, great food, beautiful accommodations, lively conversation with other participants, all while supporting our youth oriented charities.

*Registration is open now!* Complete details, including information about sponsorship opportunities and donations of silent auction items, can be found at **www.denverroundtable.net**, or in an upcoming issue of *High Gear*.



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## Help Support 2012 UNDERWEARNESS' "Drop Your Drawers & Run Wild"

The Charity Committee has selected the **Drop Your Drawers & Run Wild 5K Run and Zoo Walk** for this year's challenge run/walk. You are invited to sign up as individuals and families. Bring your kids and/or your grandkids for great fun and a chance to spend an evening at the Denver Zoo. Final location information will be sent after you register.

The founders of UNDERWEARNESS are young professionals who regularly count their many blessings in life. When it came to their attention that some children

do not have underwear—clean or otherwise—it was decided that this wasn't acceptable. Using each of the founders' talents, the organization was formed to "Help children one pair at a time."

### Brief Description

The 2012 UNDERWEARNESS Drop Your Drawers and Run Wild event will be held on Friday evening, **July 20**, at City Park and the Denver Zoo. This family-friendly event will feature a 5K run/walk and private access to the Denver Zoo for post-race fes-

ivities. For those that don't wish to participate in the 5K, a zoo-only registration is available (see below for additional details). This is the Third Annual Drop Your Drawers event, and we expect this year's event to be even better!

### 5K Registrations

Runners receive free entrance to the post-race event at the Denver Zoo, a T-shirt with race design, chip timing, goodie bag and one drink ticket (soda or beer; must be over 21 and present ID for the latter). Most animal exhibits will be open for viewing during the post-race event at the zoo. Please note that food will be available for sale at the zoo (cash only). The zoo does not allow participants

to bring in outside food and beverages into the zoo premises.

### Zoo-Only Registrations

Zoo-only registrations include private access to the Denver Zoo beginning at 6:30 PM, a T-shirt with race design, goodie bag and one drink ticket (soda or beer).

### 5K Entry Fees

**Ages 13 and Up:** \$35 (until July 17th); \$40 (race day).

**Ages 3 to 12:** \$25 (until July 17th). \$30 (race day).

**Children 2 and Under:** Free.

### Zoo-Only Entry Fees

**Ages 13 and Up:** \$25 (until July 17th); \$30 (race day).

**Ages 3 to 12:** \$20 (until July 17th); \$25 (race day).

**Children 2 and Under:** Free.

### Family Discounts

**Family of 4 Discount:** \$20 Off!

**Family of 5 Discount:** \$25 Off!

For multiple registration discounts, please enter your first registration, then on the "Submit Payment" page, click "Register Someone Else," and proceed to register your next participant(s). The discount will be automatically deducted.

### 5K Race Course

The 5K will take place in Denver's City Park. The course will be fully supported with two aid stations. The course is posted on the UNDERWEARNESS Web site. Race results will be announced in the zoo and posted online following the event.

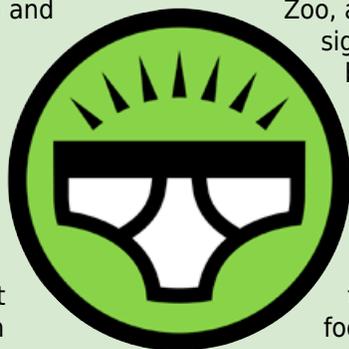
### Event Parking

Free parking is available in the parking lots or garage adjacent to the Denver Zoo.

Since the 5K and the Zoo open at 6:30 PM, meet at the Denver Museum of Nature and Science outdoor parking garage elevators at 5:45 PM to go to the starting point together. Wear your Porsche hats or other gear to help us find each other. If you can't meet at 5:45, watch for others in Porsche gear.

**Register at**

**[www.underwearness.org](http://www.underwearness.org)**



**UNDERWEARNESS**

HELPING CHILDREN ONE PAIR AT A TIME

## Corner worker candidates must get on the "list"

Roger Buswell

RMR-PCA will again host the PCA Club Race at High Plains Raceway on August 11th and 12th. As RMR Flag Chief for the event, one of my duties is to recruit and organize corner workers. This year will represent the inaugural affiliation of RMR-PCA safety workers with Rocky Mountain Sidewinders. RM Sidewinders is a grass-roots inter-club safety workers organization founded a couple years ago by legendary SCCA RM Region Flag Chief, Ed Shuler. The vision and objectives of Sidewinders are to provide training, organization, recruiting and camaraderie to Colorado sports car enthusiasts who want to be involved with track safety. We want to build a big pool of skilled, experienced and reliable corner workers for all track events hosted in the Rocky Mountain region. This is good for RMR but also good for the sports car hobby.

If we don't find a way to look past our particular club and car marque affiliations and to the big picture of road racing, there may come a time when there won't be enough people to run any event. The honor and excitement of being a corner worker needs to be better positioned. The Esprit de Corps and swagger of working corners need to be rekindled.

If you have an interest in being part of this special avocation, please send me your contact information (best phone and e-mail address) at [roger@rogerbuswell.com](mailto:roger@rogerbuswell.com) or call me at 303.660.6199.



**A**s editor of this magazine, I have long held that the content of a PCA Regional newsletter should come primarily from the members. The editor should be *editing* the newsletter, not *writing* it. For example, last summer, *High Gear* was given the opportunity to interview Jeff Zwart as the subject of a magazine article. And while I would have loved to personally interview Jeff, it somehow didn't

seem "right" for me, as editor, to be doing so. And so I arranged for the interview to be conducted by our perennial columnist Dick Badler, who eagerly took on the job. *It's the principle of the thing*, I thought.

This summer, *High Gear* was given the opportunity, courtesy of Prestige Imports (specifically Dean Blackwelder, Porsche Sales Manager) to drive a fresh-off-the-transporter 2013 Carrera S Cabrio—the brand-new 991 model.

*Screw the principles*, I thought. The editor deserves to have some fun every once in a while! And so this time around, I took it upon myself to do the job

that no one else would want to... pass up on either.

Unfortunately, not everything went as originally planned. First, there was the challenge of my own availability; for a number of Saturdays I would be out of town or would have other commitments. Or if I was available, the weather would be uncooperative. (Photographing a car, particularly a convertible, in the rain just isn't much fun.) Then there was the car: Of the handful of vehicles that Prestige had received, one had been damaged during transport. Another had already been sold, leaving just one car available. And Prestige (understandably) wanted to keep that one around as a demo to prospective customers, limiting our time with the car to just over an hour. (Actually, if our loaner vehicle only had a Luxor Beige interior, it may very well have been sold to the customer who drove it

# 2013 911 Carrera S Cabriolet

story **Jeremy Rosenberger**



Mary Margaret Little

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just before we were to pick it up!) Fortunately, however, all of the requisite celestial bodies had aligned themselves appropriately to permit our whirlwind photo session to proceed, and the car was whisked away to Red Rocks Park, where we would rendezvous with fellow photographer Sam VeuCasovic.

Much has already been written about the 991's styling, and there is little need to reiterate much of it here. I will note, however, that a common theme among writers is an appreciation for the line of the front fender which continues seamlessly into the curvature of the headlight lens. Having seen a number of 991's now, I still find my attention being drawn to this artful detail. And while everyone is surely aware by now that the 991 is larger (albeit lighter) than its predecessor, to my eye, the size increase is well disguised by the proportions of the car. In the three-quarter view from the front, the 991 appears almost, dare I say it, Boxster-like in its dimensions.

If I have little to add to the conversation about the 991's styling, I have equally little to contribute regarding



its performance, having spent a total of about 40 minutes behind the wheel. (But what a glorious 40 minutes it was!) But, speaking of that wheel, it connects (as by now also appears to be common knowledge) driver and car by means of electric power-assist, new to the 991 model. I'm happy to help assuage concerns that this new configuration might compromise steering feel: It does not. There was a particularly tight turn in which I thought the steering ratio to require a bit more a bit more steering

input than I might have expected, but this could easily be due to mere unfamiliarity with the car.

While steering feel might be a concern for some, power delivery should not. Producing maxima of 400 hp of power (at 7400 rpm) and 325 lb-ft of torque, the 3.8-liter powerplant of the 991S nearly matches the power of the 3.6-liter 997.1 GT3 and easily out-torques it. Coupled with the seemingly instantaneous shifting of the PDK



**Opposite:** Carrera S in black provides stark contrast to natural formations at Red Rocks. **Above:** 400 hp 3.8L is so powerful that it actually bends light, producing out-of-focus photos. **Right:** Artful blending of fender line into curvature of headlight lens is a trademark 991 detail.

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transmission (and, let's face it, will any of these cars *not* be so equipped?), the result is instantaneous thrust that defies metaphor (besides, all of the good ones have already been used anyway).

I would be derelict in my responsibilities as a journalist (please just let me enjoy my delusion for a little bit longer)

if I did not say something about the 991 cockpit's center console—now a corporate standard across Porsche's entire model line (987C and 997 carryover models notwithstanding). While the design is taking a while to grow on me, I expect that I will become a true believer once I drive a manual-transmission-

equipped 991 (or 981, for that matter). The elevated position of the PDK shift knob suggests an ideal placement for a manual shift lever, and I am looking forward to trying this out (anyone have a 7-speed in stock?). Otherwise, the most notable feature of the center console is its myriad of buttons: The only controls I wasn't able to find were the smoke screen, oil slick, missile launcher and "off" switch for the nav system.

In summary, I must admit my bias toward the Boxster, the car that drew me to Porsche ownership in the first place. I love convertibles, and the Boxster is the benchmark by which all convertible sports cars are measured. I believe that, starting with the 996, Porsche has made a considerable effort to transform the open-air 911 from an afterthought into a perfectly executed roadster to match the standard set by its smaller sibling. The 991 just might be the ultimate realization of that effort.

I'd like to again thank Dean Blackwelder and Prestige Imports for the use of this beautiful car, if only briefly. The experience certainly left me longing for more—such as a trip to the Canary Islands like the "real" automotive journalists got! Anybody have any friends at Porsche's Media Relations?

Dr. Ing. h.c. F. Porsche AG



Jeremy Rosenberger



**Top:** 991 Cabrio's tidy proportions are apparent from overhead as well as from alongside. **Above:** The 991's best angle. **Right:** Center console has more buttons than NASA's Mission Control Center, and directs nearly as much thrust.

Jeremy Rosenberger



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*The cost is \$30 per car, with separate checks for lunch. Sign up on [motorsportreg.com](http://motorsportreg.com) no later than June 10, 2012. We look forward to your attendance at this Cayenne-exclusive event. Who says "truck" drivers can't have fun?*

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## **Post Parade Hot Track DE • July 14-15**

Mark your calendars for the Post Parade Hot Track DE, July 14-15. This DE is perfectly timed right after you return from the Porsche Parade in Salt Lake City. You had a great time looking, talking and maybe a little autocrossing your Porsche. Reward yourself! You avoided speeding tickets all the way out and back, so you should be really ready to get out on the track and do some high-speed driving without the fear of tickets, non-attentive vacationers, trucks, etc. Stay tuned to the RMR Web site for more details as they become available. Your co-chairs for this event are **Dave Buehmann** ([dbporsche@gmail.com](mailto:dbporsche@gmail.com)) and **Dean Johnson** ([dean\\_in\\_cheyenne@hotmail.com](mailto:dean_in_cheyenne@hotmail.com)).

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For complete details, please read our Club Race and Advanced Solo DE event details on RMR's Web site, [rnr.pca.org](http://rnr.pca.org). Click the Club Race logo at the bottom of the home page for vital event information.

Our special guest this year, once again, will be **David Murry**, PCA National Club Racing Coach. Read David Murry's bio at [www.davidmurry.com](http://www.davidmurry.com). David will be doing the "Track Chalk Talk" on Friday, August 10th at 5:00 PM, and will be presenting his notes during his lunch time talk on Saturday. Everyone is welcome to attend. David also will provide "David Murry Minutes" at the end of each drivers' meeting

on Saturday, providing valuable insight during the event. Please come out to HPR on Friday evening or Saturday and meet David.

HPR has a new spectator area for better viewing of the races along with our DE run groups. The new spectator area will be open for your enjoyment on both days. Please check the schedule for its opening time and take advantage of the opportunity to see even more of the racing action.

Feel free to contact the Co-Chairs for this year's Club Race & Advanced Solo DE event. We will be happy to answer any of your questions.

- **Kathy Fricke** ([katfricke@msn.com](mailto:katfricke@msn.com))
- **Vicki Earnshaw** ([vicklm@aol.com](mailto:vicklm@aol.com))
- **Brian Leary** ([beleery@yahoo.com](mailto:beleery@yahoo.com))

Our Club Race Registrar is **Norma Nada** ([sloporsche@aol.com](mailto:sloporsche@aol.com)). Race registration opens Monday, **June 25th** online at [register.pca.org](http://register.pca.org). Norma is always willing to assist the racers with any questions or concerns.

For questions on the Advanced Solo DE event, the CDI's are more than happy to talk with you. Contact **Cecil Morris** ([cecilmorrisco@hotmail.com](mailto:cecilmorrisco@hotmail.com)) or **Doug Bartlett** ([doug.bartlett@comcast.net](mailto:doug.bartlett@comcast.net)).

**Tommy Dean** has set up the usual Drivers Ed Pre-Tech locations for this event. You must have your car pre-techned prior to the Advanced Solo DE.

Our Advanced Solo DE Registrar is



Jeremy Kosenberger

**Nancy Warren**; call or e-mail her if you need assistance at [nanru@hotmail.com](mailto:nanru@hotmail.com) or 303.604.1289. Online registration for the Solo DE will be available at [pcarockymtn.motorsportreg.com](http://pcarockymtn.motorsportreg.com). DE registration opens Monday, **June 25th** and closes Monday, August 6th at 4:00 PM. A limited number of entrants will be accepted for this DE event, so please register early!

HPR's Friday lapping day is set aside for PCA members and friends only. It is not a part of the PCA Club Race event, so to participate in the lapping day, please book directly through the HPR Web site at [www.highplainsraceway.com](http://www.highplainsraceway.com). You will be able to arrive at HPR on Thursday, late afternoon, to set up your rigs for the lapping day on Friday or the weekend event.

Fellow PCA members, this is your chance to watch our once-a-year Regional wheel-to-wheel racing event. Don't miss this opportunity to join in the excitement and camaraderie. Put this date on your calendar and come join us on August 11/12 at High Plains Raceway!

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# Utah's Miller Motorsports Park Adventure(s)

story **Rob Insinger**  
photos courtesy the author



**Editor's note:** If you can, get out to Miller Motorsports Park for Intermountain Region's Club Race and DE for up to three days of driving on the Full Track, June 8-10. Or drive the East Track on the last day of Porsche Parade (July 14)—but sign up soon, as this date is nearly sold out! If you can't make it out to either of IRPCA's events, or if you just can't get enough of a great track, Hooked On Driving offers another weekend on the full course, July 21-22. Here's our own Rob Insinger with the details.

I enjoyed reading the "Miller Time" article, in the December issue of *High Gear*, about the seven RMR PCA members who caravanned to Intermountain Region PCA's full-track DE at Miller Motorsports Park this past fall. It seems that all were impressed with the track, the facilities and the overall event.

I was, too! I was there as well, but, being a new RMR chapter member (just recently transplanted from San Diego and the San Diego chapter), I did not know of the RMR contingent, and I drove

my Cayman S down from Idaho, where I spend much of my summers.

We had a group of eight—six members from the Boise PCA Region, another San Diego PCA member and myself. We did not get facility garages but congregated around our group's two trailers in the large pad-dock area next to the impressive main building. I wish I had seen the Colorado license plates from the RMR group (my red Cayman S has Idaho plates).

Nevertheless, I share the enthusiasm of the RMR group for the track and the experience. There was a great collection of cars, and the Club Racing group practices and races were exciting, too.

The "full" Miller track is, indeed, exhilarating. The track layout (advertised as the longest road course in North Ameri-

ca) consists of two separate venues, the "East Track" and the "West Track," which often have separate events. Combined, the "Full Track" becomes a spectacular, 4.5-mile road course with 24 turns.

I first drove Miller's East Track in 2010 with the Miller-resident company, Lapping Days. By the end of the first session, I felt comfortable enough with the 12 corners to begin working on refinements and speed. The course was challenging, busy and fun!

My second drive was on the full track. Hooked on Driving (HOD), a well-respected track event company from Northern California, hosted a 2-day performance driving weekend in July last year (two months prior to the PCA September event). Wow! The concentration necessary to learn twelve new turns was challenging. My previous familiarity with the East Track helped a bit, but when combined into the Full Track, the "old" East Track almost seemed new.

In my San Diego days, over the course of some seven years running Willow Springs, Buttonwillow, Las Vegas, California Speedway, Spring Mountain, Laguna Seca, Sears Point and Thunderhill, we had developed a devoted group of nice guys with an interesting array of track cars. We tended to plan our track events together—for the fun and camaraderie as much as for the driving excitement. And, of course, part of the fun at some of the more remote tracks (Thunderhill, Willow Springs, Buttonwillow, Spring Mountain) was camping at the rudimentary motels available and eating at the "best" local establishments available.

Over the years, our track group has participated in many HOD events, mostly at the northern California tracks. HOD runs a great show, and President David Ray and his team of extraordinarily knowledgeable and experienced guys naturally stress safety and learning. The fun goes without saying. As a bonus, they are all very nice guys.

The HOD clientele almost always includes many Porsche drivers. But there are often a good selection of M3s, Z06 Corvettes, Ferraris and Mustangs, as well as Astons, Cadillacs and GTRs. At a PCA DE, we often know how our individual car might stack up on the track to Carreras, Carrera S's, GT3s and such. It is even more exciting to be on the track with a collection of other makes and to experience first-hand the variety of performance, horsepower and speed from car to car.

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As with any high-performance driving program, there are good and helpful drivers' meetings throughout the day. And, as an added bonus, HOD allows ride-alongs. This was particularly helpful to have a seasoned Miller track rat in our group riding along, showing us the lines and techniques that helped make learning the 24 turns much quicker. It was also fun to have one of my SLC gear-head friends able to ride with me and experience the excitement of the track.

My book of "1000 Things To Do Before You Die" did not include "Driving the Full Track at Miller." But this is a must for any track enthusiast. So now there are 1001 Things to Do Before You Die!

I understand the Intermountain PCA has moved their Miller Full Track weekend to June 9-10 this year. HOD's full-track event is July 21-22. This summer, do one or the other—or both! The track and the facilities are first rate. And it is only an 8-hour (mostly scenic) drive

from Denver.

The three times I have been to Miller, I stayed in SLC. Once I was in one of the many newer, comfortable motels by the airport (Hampton Inn, Holiday Inn Express, etc.), in the \$70-\$90/night range. Once I was nearer to downtown SLC at the Little America (also in the \$70-\$100 range). And once I stayed with my wife in the luxurious Grand America Hotel (\$200-\$300/night). While I was at the track, she enjoyed visits with nearby relatives, an afternoon in Park City and a spa day. All three of these lodging options are just 30 minutes to the track and an alternative to the Tooele motels.

I am hosting HOD president (and friend) David Ray for his first HPR visit this June. He will be coaching LeMons drivers on safety and procedure for their June 2/3 event.

David has said that HOD events, in addition to having a loyal following of seasoned veterans like our Southern

California and Boise PCA groups, attract many first timers and Porsche owners who have felt reluctant or intimidated by PCA DE events. Most of these first-time "veterans" are, of course, hooked, then join their local PCA clubs for more track options.

In addition to the Intermountain PCA June event, the HOD July event offers enthusiasts another great experience for the Full Track at Miller. And, rather than competing against other PCA Region events, his program actually attracts new people to the sport and to their local clubs.

Following the great adventure of the RMR group of seven that went to Miller, there seems to be new excitement. HOD's 2-day July program costs \$595. They are also holding an optional BBQ dinner on Saturday night in the amazing "Hall of Legends" members' clubhouse, one of the highlights of last year's event. David is generously offering RMR/PCA members a \$50 discount for the July 21/22 HOD event. With six 30-minute sessions each day and four run groups (low intermediate, intermediate, advanced and race), there is an abundance of track time—a bargain on a cost-per-lap basis.

HOD's Web site is hookedondriving.com. The RMR/PCA discount code for the \$50 is "rmpca12". David's e-mail is dray@hookedondriving.com. Or feel free to e-mail me (rinsinger@msn.com) with questions.

Our group for the July 21/22 event is expected to be 12-16 nice folks from southern California and Boise. We would enjoy having new RMR friends join us. We have a number of trailers, awnings, tools, cold drinks and, of course, good camaraderie. Hope to see you there!



# recent events



**Through the lens of Max Gerson:** These photos, from the May membership social at Apex Autobody and the tour to the Edelweiss restaurant, are but a small sampling of Max's talent. Max possesses a rare ability to find an artistic viewpoint in almost any scene, and we are looking forward to seeing more of his work! For more of Max's photos of these and other RMR events, visit [maxgerson.smugmug.com](http://maxgerson.smugmug.com).



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I think I'm going crazy. I spent an entire weekend going in circles, another one scampering in the shadow of a legend, and have one coming up that will lead me to enchantment and back before a trip across the desert to Parade practice. I must be dreaming... or not! Let me explain.

In late April I spent a great weekend with the Alpine Mountain Region at their "Return to Pikes Peak International" Driver Education event. Chaired by AMR CDI Chris Lennon, along with sponsor Dwight Kasten and soon to be departing (for the Rennsport Region) Pat Dufour, the event used PPIR's oval/infield-road-course hybrid. It was a really great event with fantastic participation from AMR members as well as participants from a

ter editor.

After a brief respite at home, I headed down to the West Texas Region to visit one of our most active small Regions. I'd always heard the WTR does great autocrosses, but this was my first time attending one. Unfortunately for them, they recently lost their long-time venue at Big Springs, but they were able to secure a space at a residential runway (only in Texas!). The course was a mile long (one way!) with a "box" feature at the end and a one-mile return. That put the fastest run times at over two minutes! With four runs in a day, that was over eight minutes (and as much as ten for some of the slower drivers/cars) of autocross time!

Unfortunately, the event was interrupted midway through. No, no accidents, or rain, or wildlife running around... It turned out that the owner lets one of

the city limits and special guests for the weekend are Betty Jo and Leonard Turner, legends in the world of PCA as Editor and Chief Photographer of *Porsche Panorama*. I'll write more about it in my next installment, but I know this is going to be a great weekend!

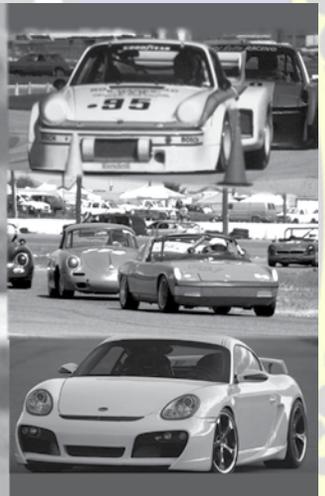
Only a brief breath and a few winks later and I'll be heading up through the Four Corners region (Colorado, Arizona, Utah, and New Mexico), Moab and north to Salt Lake City for the Intermountain Region's Club Race and DE at Miller Motorsports Park on the full 4.5-mile, 24-corner course. This is the Intermountain Region's premier event, which always has a great turnout and is run with great care and precision by the IMR team. Traditionally, it's been held in September, but they're looking forward to their new June date. Again, I know this will be a great one. Plus it will give me



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few other Regions too. And though there were a few "brand X" cars on hand, the overwhelming majority were Porsches. It was my first time on an oval, and it was a great experience that gives me much more feeling for what I've been watching on TV. A great (learning) time was had by all. But the event also carried greater significance: At the Saturday night dinner party, I had the GREAT honor to present Hank Godfredson with his 50-year PCA pin and certificate. Hank has been a truly active member in PCA, acting as almost every officer in his Regions (yes, more than one) at one time or another, was a Zone 10 Rep, and has been active and influential in Club Racing since its inception. He currently serves as AMR's Social Chair while wife Phyllis is AMR's award-winning newslet-

the local vintage racers test and tune his cars there from time to time. None other than Jim Hall turned up with the Chaparral 2H (one model before the "sucker car") to run Ed Welburn, GM's Vice President for Global Design, for a few lengths of the circuit. So the WTR folks graciously moved their cones off the surface and watched "the half-time show" and snapped countless photos of Jim, Ed and the car before resuming the autocross runs after his departure. What can one say, other than "WOW!"

As I write this, I have another short break before heading over to Santa Fe for the Roadrunner Region's premier event, "Fiesta New Mexico," now in its 34th or 35th year, depending on how you count them. The concours will be back in the Plaza, the autocross is within

time to visit a few of the Parade venues one more time before we all descend on Salt Lake City "en masse" for Parade in early July.

From all indications, Parade is shaping up to be another great one. Salt Lake is a beautiful city with mountains and deserts, great roads and, of course, the great cars and friends we'll be with. It's really amazing to think about all the great friendships we'll renew and all the new ones we'll build in this most fantastic of PCA traditions. I hope you're already signed up...

Best wishes and I look forward to seeing and meeting each of you at an event somewhere this year—hopefully at Parade!

# classified ads

Classified ads are free to RMR/PCA members for items personally owned by the member. No commercial ads. Ads for nonmembers are \$10 for one month. Ads must be 150 words or less. Deadline for classified ad submission is the 10th of the previous month. Member ads will run for two issues. Ads will also appear with an optional photo on the [rmr.pca.org](http://rmr.pca.org) Web site. E-mail your ad to [newsletter@rmporscheclub.com](mailto:newsletter@rmporscheclub.com).



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**1973 Porsche 914 2.0 - AutoX/Concours** Price: \$10,500 firm. Summer is here and it is time to play. This beautiful Porsche 914 2.0 is built by German Motorcraft of Colorado Springs, CO. Added rear spoiler, suspension upgraded w/sway bar and gas adjustable KYB shocks, lowered a bit, but does not ride rough. Interior has a Momo Corsa steering wheel, wink panoramic mirror, auto power 2-point roll bar, racer components including 5 point harnesses, console w/gauges, black w/white plaid stock seats in great shape, dash cover (dash does have some cracks), stock carpet, aftermarket oil cooler, engine is race-spec 2.0, 4 cyl, w/ dual Weber carbs, race header w/super trapp muffler, burns no oil, new tires, brakes, clutch. Very clean car; needs noth-

ing. Custom pinstriping on rear deck lid. Very beautiful ride. Serious inquiries only. Valued \$14,500-\$16,000; priced for quick sale. Thank you very much. Jeff Wegenke, 719.630.0975 [Jul]

**1978 911 SC** - Beautiful 1978 911 SC Sunroof Coupe. Petrol Blue color with polished 7x16 and 8x16-inch Fuchs in excellent condition. Also have color-matching 6x16 and 7x16 original Fuchs wheels in excellent condition. Tail with Turbo rubber, and also have Carrera rubber, Turbo S steering wheel, Recaro adjustable seats, perfect-condition dash, very nice plush carpet and beautiful black headliner. B and B Triflow muffler with stock exhaust. Also have original muffler and additional smilie rubber for front rubber. Newer 225/50/ZR16 and 205/55/ZR16 BFGoodrich Sport Comp T/A tires in excellent condition. New sunroof seals, new axle boots all around, new brake pads with calipers professionally rebuilt in 2011. Factory short shift with Momo knob. Upgraded Carrera tensioners, popoff valve, K&N air filter, power windows, power sunroof, cruise control, wiper delay. The clock keeps perfect time. New starter in 2010, new clutch cable and connectors in 2011. Heat works well, all A/C is on the car but does not work. Motor top end and transmission rebuilt and have all records. I have owned this SC for eleven

years and it has always been a very dependable car and extremely fun to drive but never raced. Front end was repainted due to rock chips and clear bra professionally installed in 2010. Oil changed every spring and always stays very clear. It has been in several shows and always gets a lot of lookers. The car is in excellent overall condition and is very clean. Passes Colorado emissions easily. Everything I have goes with the car. 199,700 miles. \$14,500. 970.481.0296, Ft Collins CO. [Jul]

**1978 911 SC Targa** - extremely clean! 66,000 original miles. No rust, new paint, new dash, reupholstered front seats, replaced seals on engine, new flywheel, clutch, foot pedals, rebuilt gear box, new windshield, new taillights, new 993 headlights w/ chrome ring, custom exhaust, 16" Fuchs 5-spoke rims, Fulda Carat Extremo tires, factory A/C. Serviced by Porsche dealer, records available. Looks, runs and drives great! Very solid! Cleanest you'll find! \$20,000. Pics on request. Tom, [dickinsonj@comcast.net](mailto:dickinsonj@comcast.net), 303.549.0575 [Jul]

**1982 911 SC coupe** - Red/Black, Turbo tail and tie rods, Carrera cooler and tensioners, H-1's, two sets of Fuchs, original and Recaro seats, lowered and balanced. Clean, well maintained, original Colorado vehicle. Contact Joe @ 303.947.9455, [jigarbee@msn.com](mailto:jigarbee@msn.com) [Jun]

**1987 944 Turbo Race Car.** PCA GT2/SCCA ITE/NASA GT1—"The Rocket Car"—Built with best components available: 2.8L stroker motor with 3.0L tear drop crank, Carrillo rods, Mahle pistons, O-ring head with Raceware studs, Garrett turbo, Autothority mass flow, Tial waste gate, 968 6-speed transmission with GT3R differential, Turbo wide body, 2450 lbs, GT Racing panels, B&D chromoly cage, full spherical bearing suspension, Kelly Moss coil over rear, Fabcar A-arms, Bilstein front Moton adjustable rear dampers, Weltmeister sways, KMR camber plates, Big Red brake conversion, 2 sets Forgeline wheels 10X18 front 12X18 rear, fire suppression... more. Extremely fast, dependable race car ready to go with spares. \$23,000. Call Rich Winnick 303.429.5213 or [rewinnick@cs.com](mailto:rewinnick@cs.com). [Jun]

**2001 Boxster S.** WPOC-B29851U661836, Triple Black (paint is black metallic, code Z8V9). This car is all stock except for the floor mats (black berber). No abuse or accidents ever. The car has the Sports Package, 18" "Turbo Look"

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wheels with colored Porsche crest wheel caps, Porsche Stability Management system and Litronic lights. This Boxster has only 22,400 miles on it and has been dealer serviced always. I must sell it because I am moving up to Summit County and don't want to store it most of the time. If you want a super clean Boxster S, this would be worth a look. I am asking \$18,500 for it. Norm Crawford, 303.921.3031 or normscraw@aol.com. [Jun]

**2001 Boxster S.** 6-speed manual, white exterior, gray interior and top. Excellent

condition inside and out. I am the original owner and have all records. Many options including 18" OEM BBS wheels, heated Sport Seats, trip computer, M030 suspension, Litronics headlights, PSM, windstop, factory upgraded sound system, aluminum gauge faces, mats, all keys and manuals. A rare one made in Stuttgart rather than Finland. 63K miles. A number of first places at Parade autocrosses. No dents or dings, everything works. \$18,900. Call Greg 303.699.9360 or e-mail fasporsche@aol.com. [Jul]

**2003 Cayenne S,** \$18,500, excellent condition, well maintained, low mileage, 75,800 miles. Silver/grey, power everything, heated seats, steering wheel, etc. Bose stereo, sunroof, factory navigation, tow package. 60K service, new serpentine belt, brake pads, Thule rack system, clean CarFax, up to 19 mpg hwy, 2 sets of keys, all books and manuals, original window sticker too! Retail prices around 20K, trade prices 18K. Call Dean Johnson 307.421.2570, or e-mail dean\_in\_cheyenne@hotmail.com. [Jul]

**2004 911 Turbo** (996), Cabriolet, black/black interior, 31,500 miles, new accumulator, navigation, 6-disc CD changer, heated seats, cruise control, Porsche logo headrests, garaged, excellent condition, \$57,000. Shelby Hood, Evergreen, Colorado 303.588.8110, shelbyhood@digitalroads.com [Jun]

**Set of Four OEM Rims** (no tires) for sale, 5-spoke, excellent condition. Englewood, CO. 8J X 18 ET 50, 996.362.136.03; 10J X 18 ET 65, 996.362.140.03. Came off of 2004 996 with 50,000 miles. \$1,900 or OBO. E-mail ash04@aol.com for photos. [Jun]

**Set of 18" wheels for a 993** (and will fit some 996 models). They fit the wide body (C4S) when using spacers, which are included. Wheels are in mint condition (no scratches or dents), only used for DE's and the wheels have been refurbished and re-coated in a nice black finish. No center caps. Tires need replacing. Specs: Rears: 993.362.140.04 10Jx18-ET65; Fronts: 993-362-134-06 7.5Jx18-ET50. Asking \$800 for the set, or BO. John Withaar, johnwithaar@gmail.com, H: 720.529.5837 [Jul]

## miscellaneous

**Driver's Side Race Seat.** Sparco EVO2 Plus seat (black, driver's side), Brey Krause R-9761/62 Side Mount Adapter for Porsche 996/997/986/987, Brey Krause R-9044 Seat Floor Mount (for above), Brey Krause Racing Harness Outer Lap Belt (all Porsche models), Brey Krause Racing Harness Inner Lap Belt (all Porsche models), G-Force Pro Series 5-point Camlock Harness Set (Red, Pull Down), Sparco Sliders (doesn't fit this application). Boulder/Longmont area. Contact hedgesrl@gmail.com [Jun]

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## wheels/tires

**Four Cup Design Wheels** off my 968. 2-7Jx16 with 55 offsets and 2-8Jx16 with 52.3 offsets. All wheels are in good shape but if needed for non-track purposes they will need refinishing. \$425. Rick Seiferth, 303.973.1771, rseiferth01@msn.com [Jul]



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## Car Books I Haven't Read

But I've looked at the pictures, and read the captions. I've even opened them

up, at random, and read passages.

I'm talking about coffee table books about cars.

We used to have them piled up, on our own coffee table, in the living room. I always thought of the pile as our tip of the helmet to the interior design stylings of a fictional magazine called *House and Garage*. My kind of architectural digest, where the priorities are straight.

At the top of the pile, of course, was *Speed, Style and Beauty—Cars of the Ralph Lauren Collection*. This is the perfect book, encapsulating the most perfect cars ever made. Which is to be expected.

And under it was *Grand Prix de Monaco*. Just stunning photography. With the Principality, and the shimmering Mediterranean, in the background.

And under that was *Ferrari, A Champion's View*. Written by the legend, Phil Hill, himself.

I have a few that didn't make the coffee table pile. Most notable is *Porsche Excellence Was Expected*. You see, this is a three-volume set. I was afraid that, if I was actually able to arrange a hoist to lift it onto the pile, the weight would overwhelm the legs of the coffee table, and send it crashing down, through the floor, to the lower level of our house.

For the same reason, I've never sat down with the tome on my comfy chair. The mere act of lifting the volume off the shelf—the bottom shelf, mind you, which is not suspended in any way—requires a fitness regimen that would eclipse the Saturday Night Live take-off “Pump... You Up.”

Then there are the compilation books: *50 Years of Road & Track—The Art of the Automobile* and *50 Years with Car and Driver*. I think I glanced at the early chapters, once, shortly after I bought them. There was no need to read further—from that point on, I had read all the pieces, when they were new.

Adding girth to the pile were the compilation books. By marque. By history. By marque *and* history.

*Car Collections of the World. Checkered Flag—100 Years of Motor Racing. Great Cars of the World.* (I have two copies... why? I don't know.)

I was once at a friend's house. He had apparently bought a slew of books to use to entertain his twin elementary-school-aged boys. One was a car book. I picked it up and started flipping through the pages.

“You actually read that?” he asked. Of course, I said. But that wasn't exactly true. Perusing, browsing, marveling at the pictures, would be more accurate. Like his sons.

Also on the coffee table pile was *The Cruel Sport*. By Robert Daley. About the carnage of racing in the '50s and '60s.

How do I know what it was about? I actually read this one—although it was a paperback edition. The large-format

version simply added height to the pile.

And there was *A French Kiss With Death—Steve McQueen and the Making of Le Mans*. Not the track, the film. I think I bought the book because I thought the title was just the most out-there, hippest line that could be. Like the subject of the book. But I didn't need to read it; I saw the movie.

Alas, the pile no longer exists. We redecorated. More minimally. Oh, the books are still with us. I can't bring myself to throw a book—any book—away. So, now, they're just spread around various shelves in the library, the family room, the bedrooms, the basement.

There is an advantage to this approach. With a pile, it's daunting to the point of pointless to even think about pulling out a book that's not at the top, oh, third of the pile. On a shelf, unless it's the *Porsche Excellence* tome-cum-barbell, one need only slip it out.

Or so my wife told me, when we moved to our new-age design.

What I wonder about, now, is whether this is the end of the line. Whether I'll ever actually add to the collection. Why? In two words, *virtual reality*. As in, what's the point of buying hard-cover if I can save, say, 50 percent off the cover price by downloading the virtual version to a tablet device?

But is it the same? Sure, the color reproduction, on-line, can be beyond reproach. But you can't virtually pile up your books, or fill your shelves. Or marvel at a two-page spread, or fold-out montage.

Even if you don't read it.

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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. Each year RMR organizes a variety of opportunities to enjoy and learn about your Porsche.

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<b>Full</b> (8½" x 11")	interior page	\$270	\$180
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High Gear is printed in Englewood, CO by



## Driving Events

### Tour

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

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

### Rally

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

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

### Autocross (AX)

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

Together, RMR and AMR host several autocross events each year, including Eiskhana (essentially an autocross on the ice!) in the

winter and an AX school in the spring. Additionally, autocross is a major event at Porsche Parade.

### Driver Education (DE)

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

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

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

### Club Race

A club race is a wheel-to-wheel racing event. A race weekend consists of a number of practice sessions and "heats" (race sessions), often involving both "sprint" and "endurance" races. As a Club Racing license (issued by PCA National) is required for competition, club racers are serious and experienced drivers.

The cars they bring with them to the track can be quite impressive! As a point of interest, the PCA Club Racing program was inaugurated with the RMR-hosted "First Ever Anywhere" club race at Second Creek in 1992.

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

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

## Non-Driving Events

### Membership Social

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

RMR's 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. And if you have any ideas for a program, talk to the Program 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.

# 25

Here is what the club was up to 25 years ago!

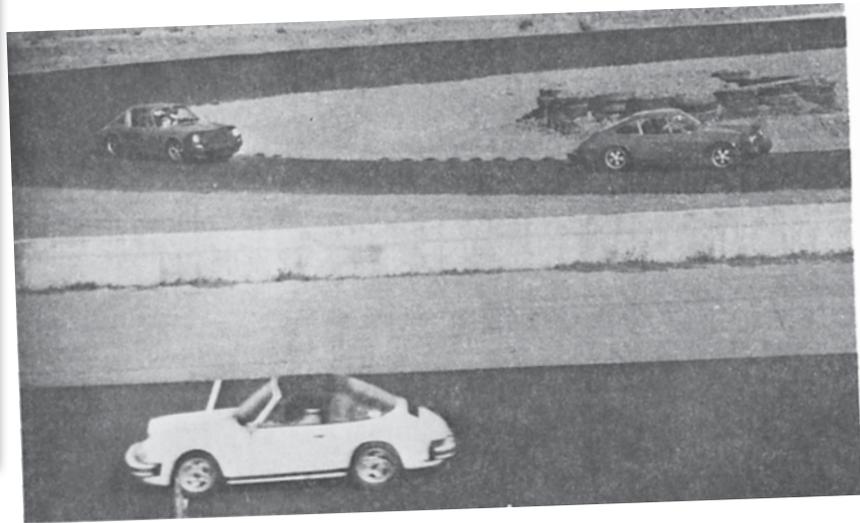
The **Creek 'n' Crab Grand Prix** was held at Second Creek Raceway on June 13th and 14th. A crab feast, provided by Scott and Mary Trevey's Land and Seafood Company, filled the drivers on Saturday. Participants were encouraged to bring their video cameras to record the event. Fastest Man was Spike Howard with a time of 1:16:014; Fastest Woman was Mary Trevey at 1:23.047.

If anyone still has video tape of this event, your historian would love to add it to the archive!



David Ferguson

Lin Sweitzer and Katie Early kept the scores up-to-date using the new club radios.

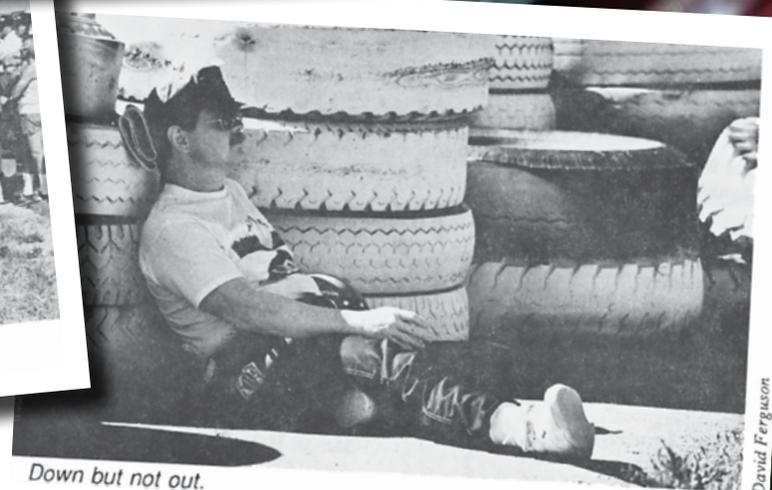


Lee Sammons



Tom Herter

"... the fastest way around turn one is to cling to the inside and use the banking", instructed SCR track designer Danny Collins.



David Ferguson

Down but not out.

# What Matters Most To You?

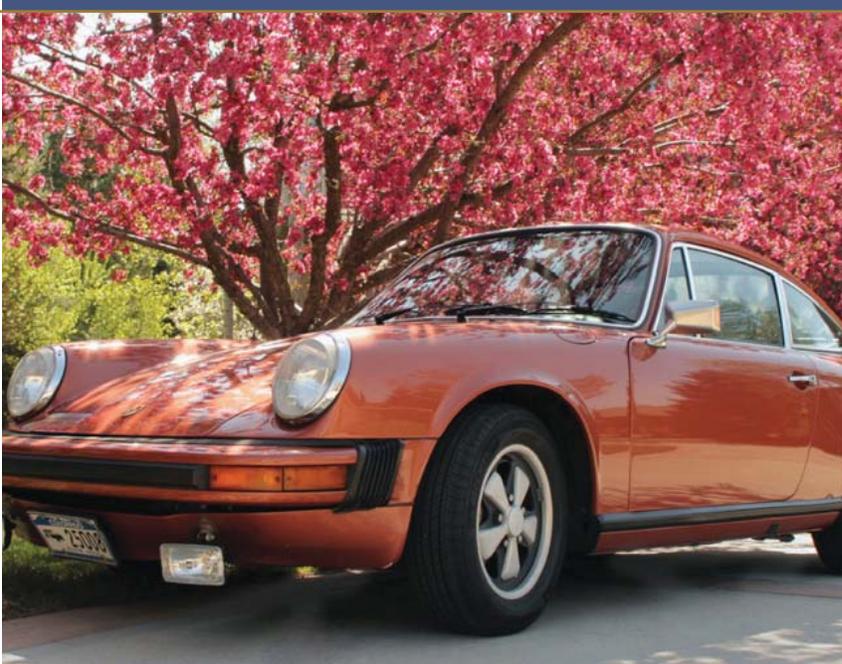
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