

Tech inspectors needed! Get trained • see page 5



rmporsche news

Volume 52 • Edition 3 • March 2010

48 Hours at Sebring Club Race How did the RMR contingent fare? • see page 12



March membership social
New location! Marriott Denver West in Golden • see page 2

©2009 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. Optional equipment shown is extra.



Porsche & Prestige The Perfect Blend Of Car & Dealer!

**When it comes to owning some of the most coveted metal on the motorways,
discerning auto enthusiasts turn to the Porsche crest.**

**And when it comes to expert product knowledge and world class service,
no dealer is more brand-passionate than Prestige.**

Prestige Imports

303-238-8101
9201 W. Colfax Ave, Lakewood, CO 80215
www.prestigeimportsporsche.com
8:00 AM-7:00 PM, Saturday 9:00 AM-6:00 PM
Sunday, closed



PORSCHE



from the president

Rex Heck, President



I have just returned from the annual Zone 9 presidents and newsletter editors meeting in Albuquerque. For those of you not familiar with the

organization of PCA, the US and Canada are divided into 13 Zones, which in turn are divided into Regions. The Rocky Mountain Region is one of the seven Regions of Zone 9, the Desert Mountain Zone. RMR covers northern Colorado including the Western Slope, western Nebraska and southern Wyoming. The other Regions in Zone 9 range in size from about 30 members to RMR with over 1,000.

The main purposes of the Zone meeting are for neighboring Regions to get to know each other, and to review the procedures for running a Region. This year, we discussed some of the resources available from PCA National and reviewed some of the responsibilities of serving on a board. RMR is a non-profit corporation, and serving on its board has many of the same duties as any corporate board.

Fundraising was a topic of interest to all attendees. We discussed the value that we provide to our sponsors and advertisers. Porsche Club members generally are well educated and have the discretionary funds to spend on cars, travel and other non-car-related activities. In addition to raising funds to help defray the costs of events, we also raise money for charities.

Safety is an important part of club activities. From high-speed driving events to concours, we don't want to have incidents where our vehicles, members or friends are hurt. We reviewed the reporting requirements for insurance, general event reports and incident reports. There was a strong reminder to always *sign the waiver* at any event where wheels are turning or a car is lifted off the ground.

And this just got the meeting started. We talked about upcoming national events. The Porsche Parade will be in St. Charles, IL the first week of July. It may not have the mountains of Key-

stone, but it looks like a beautiful locale. This is an excellent opportunity to meet other Porsche people and see some beautiful cars. You will probably never see so many Porsches in one place. The other national event is the PCA Escape, a low-key event compared to Parade, which will be in Sun Peaks, British Columbia in September. The escape to the mountains of western BC will be a fun event.

In the afternoon, the newsletter editors and Webmasters compared features of their respective publications. Ways to provide useful information and promote events were discussed.

Another item of interest was improving attendance at club events. For the past couple of years, attendance at RMR membership meetings has been poor. One suggestion was to call them "socials" rather than "meetings," which sounds more welcoming and less formal, and better describes these events. So you will notice that this month, there is an announcement for the *March Social*. This will be an excellent opportunity for members new to the club to join us and learn what we have to offer. Experts on each type of activity that we sponsor will be on hand to answer your questions. We are also going to hold the socials in different locations—last month's wine tasting was in north Denver; this month's social will be on the west side of town. I am looking forward to meeting all of our new members there!

Speaking of club socials, we are looking for someone to plan these monthly activities. (This does *not* require you to organize and set up each one by yourself; there are a lot of club resources to make the job easier!) If you have an idea for a social gathering, or a novel venue (it doesn't have to be a "car place"), contact a board member and we will try to make it happen. As a volunteer organization, we need everyone's help to be successful.

Hopefully this will give you an idea of some of the things that PCA does and will generate enough interest for you to test the waters and come out for one of our events!



Paul Gutowski lifts an inside wheel in one of Sebring's 17 turns at the 48 Hours of Sebring Club Race. More on page 12. (photo courtesy Henry Kowalski/Colour Tech South)

inside this issue

Volume 52 • Edition 3 • March 2010

from the president	1
march membership social	2
runoff area	3
upcoming events	3
membership message	4
tech inspector training	5
amr 35th anniversary party	5
speed fever 2010 de	6
attention, car number holders	7
parade 2009 revisited	8
taste of the track 2010	10
april membership social	10
48 hours at sebring club race	12
4th annual drive for the kids	14
autocross school and autocross	16
amr la junta track and fun de	16
in the zone	17
is your porsche track ready?	18
the rearview mirror	20
i get around	21
classified ads	22
what we do	24

RMR Porsche (ISSN1061-1746), aka RMR Porsche News, is the official publication of the Rocky Mountain Region Porsche Club of America, and is published monthly. The annual subscription rate is \$14.00, included in RMR/PCA membership dues. Non-RMR subscriptions are \$25.00.

The opinions and views appearing in RMR Porsche News are those of the individual writers and do not necessarily reflect the official opinions of the Rocky Mountain Region Porsche Club of America (RMR/PCA), PCA National, or this magazine as an official RMR/PCA publication. Additionally, none of these organizations nor this publication assume any responsibility for the accuracy of material provided by individual writers and contributors.

RMR Porsche News entire contents copyright © 2010 by Rocky Mountain Region Porsche Club of America, Inc. All rights reserved. Office of publication: 2137 Night Sky Lane, Lafayette, CO, 80026. Periodicals postage paid at Lafayette, CO and additional mailing offices.

POSTMASTER: Please send address changes to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150.

committee chairs

CAMA Representative 303.499.6540	Walt Fricke walterfricke@msn.com
Challenge Series 719.488.3373	Jim Sorensen (AMR) jimdonaso@msn.com
	Joe Warren warrenjoe@comcast.net
CMC Representative 303.777.3942	Jerry Schouten
Chief Driving Instructor 303.499.6540	Kathy Fricke katfricke@msn.com
Equipment 303.940.7958	Keith Hall keith_hal@msn.com
Historian 970.686.0538	Amy Legg-Rogers a1queen@frii.com
Insurance 303.637.9707	Alex Acevedo apacevedo@earthlink.net
Programs Volunteer to be the Programs Chair!	Your Name Here
Registration 303.665.7495	Kristie Widrig widrigkl@aol.com
Safety 970.330.9719	Gary Bauerle n1gary1@comcast.net
	Todd Nelson nelrats@mesanetworks.net
Tech Inspection 303.772.8178	Bruce Waddle bruce@waddleco.com
Timing 303.604.1289	Joe Warren warrenjoe@comcast.net
Webmeister 970.686.0538	Scott Rogers scottr@wirestone.com
Zone 9 Representative 575.829.4392	Sean Cridland cridland_s@valornet.com

technical resources

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.

356 303.819.0101	Tom Scott TomLynnS@aol.com
911 303.697.8101	Alan Fritze afritze22@yahoo.com
	John Haley targa72e@att.net
912 303.450.8222	Dan Rose desiraerose@earthlink.net
914 303.670.1279	Dale Tuety d2t@aol.com
924 303.420.2708	Dan Semborski
928 Volunteer to be the RMR 928 specialist!	Your Name Here
944 303.429.5213	Richard Winnick rewinnick@cs.com
968 Volunteer to be the RMR 968 specialist!	Your Name Here
Boxster/Cayman Volunteer to be the RMR 986/987 specialist!	Your Name Here
Cayenne Volunteer to be the RMR Cayenne specialist!	Your Name Here

March Membership Social

Come join us at the March Membership Social, on **March 4 at 6:30 PM** at the **Marriott Denver West, 1717 Denver West Boulevard**, Golden, CO 80401, 303.279.9100.

The meeting will consist of a social hour from 6:30 to 7:30 with a cash bar and hors d'oeuvres, followed by a short business session, then followed by a program. The program will be especially interesting for newer members to the club, as it will describe all the major driving events which the club sponsors: Driver Education, Autocrosses, Rallies, Concours, and Club Racing. One of our members who is especially knowledgeable about each type of event will talk for about 10 minutes about each event, then be available to take questions. For those of you who already participate in some of those events, come and see what the other events are all about!

See you there!

rmr board of directors

board@rmrporscheclub.com

All e-mail addresses are @rmrporscheclub.com.



President
Rex Heck
president@rmr...
H:303.841.8124



Second Vice President
Chris Sulley
2ndvicepresident@rmr...
H:303.369.9052



Secretary
Greg Johnson
secretary@rmr...
H:303.761.9287
W:303.789.2545



Newsletter
Jeremy Rosenberger
newsletter@rmr...
H:303.665.8754
C:303.478.5385



Vice President
Rick Goncalves
vicepresident@rmr...
H:303.697.1960



Treasurer
Jim Widrig
treasurer@rmr...
H:303.655.7495
C:303.938.3022



Membership
Nancy Warren
membership@rmr...
H:303.604.1289



Past President
Dave Speights
pastpresident@rmr...
H:970.225.2201
C:970.988.7258

Monthly board meetings are open to club members—see *Upcoming Events* (opposite page) for schedule. A summary of board meeting minutes is posted on the Web site, www.rmrporscheclub.com.



This glossy, colorful newsletter—the arrival of which you no doubt eagerly anticipate each month—is made possible in part by our advertisers. I'd like to take a moment to thank them for their support. I hope that you'll support them in return, too, by taking a look at what they have to offer.

There's someone else I want to thank as well: Martha Vail has served as the advertising coordinator for *RMR Porsche News* for the past year, and as its editor before that. The job of advertising coordinator is often a thankless one, involving a lot of behind-the-scenes work to interest potential advertisers in promoting their wares in these pages. Martha, you've done an outstanding job—thank you!

However, since starting her own business, Martha has found herself with plenty to keep her busy! In an effort to maintain that last shred of sanity, she is stepping down as advertising coordinator. Of course, this leaves behind some very big shoes to fill.

So the job is up for grabs. Would you like to help develop relationships with our current advertisers? Do you have the initiative to seek out new advertising opportunities? Do you want to help make *RMR Porsche News* even better?

The pay isn't so great, but you'd get to work with a first-rate editorial staff! If all this sounds intriguing—or you've got nothing better to do—please drop me a line.

In other news: From time to time, I've heard that the Rocky Mountain Region has a reputation for being "a bunch of racers," or something to that effect. This reputation may or may not be deserved, but either way, this month's issue will do little to dispel it! Seeking a respite from the Colorado winter, eight of our Club-Racing RMR members journeyed to Florida for the "48 Hours at Sebring" Club Race, which is organized by the Gold Coast and Suncoast Regions. And at least a half dozen more sun-loving RMR members were on hand that weekend to watch or help out. Not a bad showing for an event on the other side of the country! Be sure to check out our coverage, starting on page 12. And if you couldn't make it to Sebring this year, consider coming out to HPR in August to cheer on our racers at RMR's own Club Race.

Finally, it's "that" time of year again—we'll soon be compiling and publishing the RMR member directory. We're fully aware that not everyone is keen to have their information published, so if you would prefer not to be listed, please send me an e-mail to express your preference. My contact information is listed on the opposite page. 🍄

get involved

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/group.php?gid=140758796100

Get Your Newsletter on the Go!

To read *RMR Porsche News* (in PDF format) on the Web, go online to www.rmrporscheclub.com and click the *Newsletter* link.

Contribute to Your Newsletter!

Want to see your name in print? *RMR Porsche News* needs your articles and photos! Submit your content and ideas to the Newsletter Editor at by the 10th of the month:

newsletter@rmrporscheclub.com

Join PCA RMR

Not a member yet? Join the PCA RMR by visiting www.pca.org and clicking the *Join PCA* link.

Advertise in *RMR Porsche News*

Please see page 24 for display advertising rates and other details.

upcoming events

March

- Mon 3/1 **RMR Board Meeting**
5:30pm dinner
6:30pm meeting
at DiCicco's Italian Restaurant
6701 Tower Road, Denver
303.574.1956
meetings open to members
- Thu 3/4 **Membership Social**
6:30pm happy hour
7:30pm program
at the Marriott Denver West
1717 Denver West Blvd.
Golden • 303.279.9100
see opposite page
- Sat 3/6 **Tech Inspector Training**
9:00 coffee, 9:30 program
at Prestige Imports
9201 W. Colfax Ave, Lakewood
see page 5
- Tue 3/9 **Parade Registration Opens**
parade2010.pca.org
- Sat 3/13 **Driving Instructor Applications Due**
Kathy Fricke: 303.499.6540,
katfricke@msn.com
- Sat 3/27 **AMR 35th Anniversary Party**
see page 5

April

- Thu 4/1 **Membership Social**
with PCNA's Paul Gagliardi
see page 8
- Sat 4/3 **AMR Gimmick Rally**
- Mon 4/5 **RMR Board Meeting**
- Sat 4/17 **AMR Autocross**
- Sat 4/24 **Corner Worker School and Instructor Training**
- Sun 4/25 **"SPEED Fever 2010" DE**
see page 5

May

- Sat 5/1 **Autocross School and Autocross**
-Sun 5/2
see page 16
- Mon 5/3 **RMR Board Meeting**
- Thu 5/6 **Membership Social**
- Sat 5/15 **AMR La Junta Track & Fun DE**
-Sun 5/16
see page 16
- Thu 5/27 **Fiesta del Porsche**
-Sun 5/30
see page 19

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

www.rmrporscheclub.com



M*M*M= March Membership Musings

Our region still continues to grow in membership. We had 21 new members and

5 transfer members in February. We have 1,122 Primary Members, 842 Affiliate Members and 1 Honorary Member for a grand total of 1,965 Members! Please remember to keep your membership and information current by going to www.pca.org.

Well, Punxsutawney Phil did forecast six more weeks of winter, but the end of winter is fast approaching. It is time to get your Porsche out of winter storage and get ready for the 2010 RMR season of events. Also, March offers a Training Session for Tech Inspectors (see page 5) and a membership social with discussions about the driving events offered by our club (page 2). Down south, AMR will be having a Gimmick Rally on April 3. And RMR's first DE event of 2010 will be "SPEED FEVER" at High Plains Raceway on April 25th (see page 6).

Please go to www.rmrporscheclub.com to see the calendar of events for RMR and AMR for this year. We are still in need of several event chairs and co-chairs. Please e-mail 2ndvicepresident@rmrporscheclub.com for information and to volunteer.

We have nifty RMR name badges for sale. If you would like to order one, please e-mail me at membership@rmrporscheclub.com.

Please welcome the following new and transfer members!

Eleanor Allen & David Fellows
Englewood, CO
2006 Boxster, Red

Charles Anderson
Fort Collins, CO
1985 944, Red

Don Boselli
Longmont, CO
2009 911 Turbo, Black

Peter Fritzinger
Denver, CO
1991 928 GT, White

Travis & Erin Garvin
Lafayette, CO
1996 911, Red

Tyler & Rishell Hessing
Centennial, CO
1998 Boxster, Yellow

Peggy Jenkins & Alan Jones
Golden, CO
2002 911, Black

Dennis & Terry Kerr
Idaho Falls, ID
1983 944, Red

Robert Messana
Fort Collins, CO
2006 911, Gray

Scott & Cydny Norris
Lakewood, CO
2002 911 Turbo, Blue

Vernon Randel
Erie, CO
2009 Cayenne, Gray

Barry Robertson
Boulder, CO
1995 911, White

Robert & Dot Sandhaus
Bow Mar, CO
2006 Carrera 4, Silver

Jeffrey Wandishin
Aurora, CO
1986 911, Gray

Transfers

Charles & Mary Grey
Parker, CO
1995 911, Green
from Alpine Mountain

William Luchetti
Greenwood Village, CO
2007 911
from Alpine Mountain

Kevin Schwall & Carol Langdoc
Englewood, CO
1991 911 Turbo, White
from Florida Crown

Julian Sluyters
Littleton, CO
2001 911
from Metropolitan NY

Michael Wachholz
Denver, CO
1986 944 Turbo
from Arizona

we are proud of our years of experience serving rmr/pca since 1975

STORZ GARAGE

The Porsche garage that listens to our customers

Offering Fine Service for Porsches

- Repairs • Maintenance • Tuning • Parts
- Reasonable Rates
- Engine & Suspension Modifications
- Pre-Purchase Inspections

1475 Vine Street
Denver, Colorado
303.333.1911

The RMR Goodie Store is now online!

apparel • luggage • accessories
organic and eco-friendly products



purchases help support your Rocky Mountain Region club!

visit
rmporscheclub.webstore.us.com

Tech Inspector Training

The annual RMR/AMR Tech Inspector Training session will be held at

Prestige Imports Service Department
9201 W. Colfax Ave., Lakewood, CO

Saturday morning, March 6, 2010

Coffee and donuts at 9:00, Program starts at 9:30 sharp

Your club needs more certified Tech Inspectors to help with Pre-techs!

No experience necessary. If you are mechanically inclined and interested in becoming an Inspector, you can be trained!

This is your opportunity to become a certified Tech Inspector so that you can help your club ensure safe and fun DE driving for all.

No RSVP required.

For more information, contact the event chair:
Bruce Waddle, bruce@waddleco.com, 303.772.8178

Happy 35th Anniversary Alpine Mountain Region!

On April 4th, 1975, Alpine Mountain Region became a region of the Porsche Club of America.

Now, 35 years later... Let's celebrate great friends, great fun, great Colorado Porsche Roads and

LET'S PARTY!

Please join us to celebrate our Anniversary!

Alpine Mountain Region 35th Anniversary Brunch
Saturday, March 27, 2010
10AM - 3PM

Double Tree Hotel Colorado Springs World Arena
1775 East Cheyenne Mountain Blvd.
Colorado Springs, CO 80906

Cost: \$35.00 (for 35 Years!)

Contact: Kathleen Lennon
kklennon@comcast.net

Please RSVP to www.motorsportreg.com
by March 15th



RACING • REPAIR
RESTORATION • MACHINE SERVICES

719 WINTERS AVENUE • GRAND JUNCTION, CO 81501
ALLEN R. JOHNSEN (970) 245-8685



Restorer of Porsche Targa Tops

Serving RMR/PCA Since 1974

6186 Gale Drive
Boulder, Colorado 80303

(303) 499-0110
Fax: (303) 543-0792

RMR DE Season Opener!

During the long winter, we all get the FEVER—the only cure is TRACK TIME! The 2010 RMR season opener is a special one-day event—Sunday, April 25th—at the one and only High Plains Raceway (www.highplainsraceway.com). With a long list of people needing their track fix, the event is sure to sell out, so make sure to register early (registration will open in March; stay tuned).

Besides offering a great, fun, challenging track (check out YouTube for in-car videos), High Plains will also have some new amenities for us to enjoy. These include a gazebo, flush toilets, a play area for the kiddies and a new food concession.

As with last year, the track will also be staffing the corners with corner workers. But if you're looking to get your volunteer fix, we are currently looking for some help with working in Control, a designated photographer for the newsletter article on the event, and with track and pre-tech. Please contact the chairs if you can lend a hand for these or any other functions—it would be much appreciated!

courtesy: Troy Nakatani



Fees:
 \$175 for driver
 \$150 for co-driver

Schedule:
Track Open
 7:00 AM
Drivers Meeting
 8:00 AM
Novice Meeting
 8:30 AM
First Car Out
 9:00 AM
Beer:30
 Beer:30 PM

Pre-Tech: We highly recommend you pre-tech your car, in order to have time to address any issues that may be found. If problems are found on your car at track tech, you may be turned away from the event. Don't let this happen to you!

Pre-tech is free at participating shops, and will take place on **Wednesday, April 14th.**

Shop	Address	Phone	Hours
Eurosport Automotive	5615 Lamar Street, Arvada	303.423.3715	5:30-7:00 PM
Eurosport Limited	1855 W. Union Ave, #C, Englewood	303.789.2545	5:30-7:00 PM
Storz Garage	1475 Vine Street, Denver	303.333.1911	5:30-7:00 PM
Poudre Sports Car	5806 S. College Ave, Fort Collins	970.229.0990	5:30-7:00 PM
Gebhardt Porsche of Boulder	3150 28th Street, Boulder	303.385.1000	6:00-7:00 PM

Event Chairs: **Troy Nakatani:** C:720.252.8288, troy_n@yahoo.com
Joe Warren: H:303.604.1289, C:303.902.3045, warrenjoe@comcast.net

Please visit the RMR Web site (www.rmrporscheclub.com) under the Drivers Ed link for more information on what to bring: car numbers, long-sleeved cotton shirts, helmets, etc. Of course, you may contact the event chairs with any questions as well.

SPEED FEVER 2010 - see you there!



Attention, Car Number Holders—Past, Present and Future

Yup, it's that time again, and as another driving season is upon us, the car number listing continues to get longer, requests are rolling in, and maintaining the list has become quite the duty—but a fun one at that, too. Therefore, in order to help keep car numbers from getting stale, one must participate in at least one of RMR or AMR's driving events (autocross, time trial or track) **every two years** to maintain one's car number. (**Reminder**—two years of non-participation of one's car number in a driving event causes one's car number to become "stale".) When the car number becomes stale from lack of use during the 2008 and 2009 driving seasons, the number becomes available in 2010 to the first person requesting that number. If you have not participated in one of RMR or AMR's driving events for at least a couple of years, your number could have been reassigned; please check with me before entering an event—and especially if you are holding a one- or two-digit number, as these are popular requests and the first to be assigned.

Your car number is like a license plate—one per car. **You cannot use your car number on more than one car during the driving event season.** After the season, you can transfer your car number from one car to another. You can also change your car number before your *first* driving event for the season. And let's not hog numbers; if you have no intention of using your "other" car number, please let me know so it can become available to someone else.

Requests for car numbers for the 2010

driving season are now being received. New members/drivers, if you have a "favorite" car number, please contact me to see if it's available, otherwise I (or the event registrar) will assign a number to you for your first driving event with RMR or AMR, which will be your car number for the remainder of this season.

Keep in mind that even though your car may have permanent numbering on it from participating in other clubs' events (e.g. PCA Club Racing, RMVR, SCCA, etc.), you might *not* be entitled to use that same number for our driving events. Please check with me prior to entering an event, and I will check your number against the list, and when possible, will assign you that number or a similar number.

Also, RMR and AMR are strongly discouraging the use of shoe polish on car windows (especially on the rear quarter windows) as they become just too difficult to read when the car is at speed. Light contact tape (also known as painter's tape) in blue and/or white will be provided (found in the club's equipment van/trailer) to those cars not having magnetic or permanent car numbers. One can also purchase this tape from any Home Depot, Lowe's, etc. This tape has been found to not damage the paint on our Porsches.

When you order magnetic or permanent numbers for your car, the timing personnel are requesting that car numbers have the following specifications:

- **large and readable from afar** (at least 9" in height with a proportioned stroke)
- placed on both doors
- contrasting in color, e.g. white numbers on black or dark-colored cars;

black numbers on white or light-colored cars

- simple looking

The graphics around car numbers are pretty and dress up a car, **but** the number becomes a blur, blending into the graphics, when the car is at speed. The car numbers are to be on the car at all times during an autocross/track driving event. Having hard-to-read car numbers on the car means you may not be able to take the green flag to enter the course/track. And remember, during timed runs, if timing cannot read your car number, you get no time!

To help understand the importance of large, easy-to-read car numbers:

- Timing is generally about 200 feet, if not farther, away from the track, located on the straightaway portion. Thus the car will be going at a higher rate of speed than when turning a corner. Fancy graphics surrounding car numbers become a blur as they pass the timing station.
- During the practice sessions, corner stations are to call in to the control station the car involved in a track incident—going off-track, spinning, etc. Distances between corners are generally of some distance, and if the corner station cannot read your car number, they cannot properly call in the situation and identify the car by its car number.

If you have any questions or would like to request/change a car number, please contact me by e-mail (sloporsche@aol.com), call 303.740.7600 (work) or 303.699.9360 (home), or drop me a note at 6320 S. Gibraltar Circle, Centennial, CO 80016.

Thank you and see you at an event soon!



Will we see you in 2010?

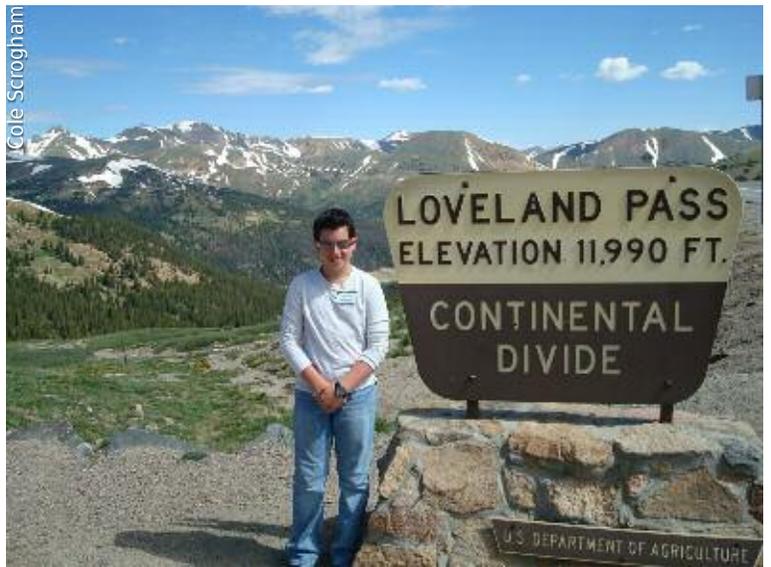
Registration opens March 9 and continues through June 20

Colorado in July—sounds kind of backwards, doesn't it? Most people head to the Mountain West to take advantage of powder snow in the winter, but not much snow is to be found in the summer months. "Most people," however, are not Porsche people; where the location is just an excuse to get together with friends that share a love for the Porsche car. PCA holds its annual Porsche Parade each summer at locales around the US and even Canada from time to time, alternating eastern, central and west coast destinations. The Parade is the premier event for our club, and as PCA grows, the Parade has also been growing over the past decades into a world-class event that is not to be missed. The 2009 edition, in Keystone, Colorado was no exception.

Most Parades for me have been an opportunity to take the family on a nice summer vacation, *after* the competition is over! This is going to sound really weird to most of you, but the Concours is what I really enjoy. It's not just seeing all the beautiful cars lined up on some beautiful golf course, or all the people that are around enjoying the sight, or even the opportunity to get to see something very unique in Porsche's history. For me, I really enjoy competing in this event, whether with a restoration of a unique Porsche car, or a newer model

that requires an eye for detail (and very small fingers)—I love the competition. Years ago, I was a little more serious about it than today, but that fire still burns enough once a year to make me think about new projects.

This year was a different story. No project, no car and no competition. I thought about not going at all, but after a lot of prodding by my son Michael, we were thinking about turning Parade 2009 into a guy's trip with just the two of us. I was lucky enough to be asked to judge the 356's, so that at least gave me enough of a "job" to put me over the top. There were lots of rooming options, so we opted for a small condo that had a kitchen, pull-out sofa and most amenities other than air conditioning. Turns out that omission wasn't a big deal until faced with one of the warmest rooms I can remember—but no matter, as cool nights and a few electric fans perched on the window sills made it all OK. Why would you need a room with A/C in the Colorado mountains anyway?



The author's son Michael at the Continental Divide.

parking garage, but one could still enjoy looking at the cars and catching up with friends. Some of the cars were really nice, and it was a pleasure to actually meet some first-timers without looking out from under a car with sweat dripping off my nose! We actually went to the Goodie Store and had time to hang out in the Hospitality area before the Concours, which was pretty interesting, with lots to look at, and served to take my mind off not participating in the competition.

Michael was having a blast! He had a chance to catch up with some friends he made at the Charlotte Parade the previous year, was up and ready for the continental breakfast in the Hospitality suite each day, and had a great time helping some friends with last-minute preparations on their 356 Roadster. On the day of the Concours, he helped babysit the Roadster for Jim and Leann Huestess while I judged, and managed to fall asleep in a chair on the field. When he woke up, he said he was pretty sure he could feel the skin on his face frying in the sun, and had the sunburn to prove it!

After the judging was over, he took the camera to the historic display and took some photos of cars that he liked. He settled on a nicely restored 550 Spyder and an original 906 that Jim Perrin has owned since Nixon was president, I think—but the Abarth Carrera really caught his attention with its louvered Italian body and classic shape. On the judging field he found a beautiful blue Cayman with the Aero Kit, and one of the orange Special Edition Boxsters that stood out in a field of gorgeous cars. We

It was a surreal experience to walk around the Concours prep area and not have anything to work on. I always enjoyed it when people would come up and comment on the car and ask questions, so I guess now it was my turn. The prep location was a tad bleak in terms of lighting (note that this year, Concours entrants will be treated to an indoor facility for prep) as it doubled as a



Michael's favorite entry, the Abarth Carrera, at the 2009 Parade concours.

**Titan Motorsport
North America, LLC**



Andy Antipas
970-963-8297
970-704-0305 (fax)
www.TitanNorthAmerica.com
www.titancars.com

were called back to our friends with the Roadster—it turned out they were chosen to participate in final judging—so we helped Jim and Leann arrange the car on the field for a few last-minute details. They were so excited to have won the Preservation Award trophy in the 356 class, while the overall award went to a very nice 928.

Each day we managed to feed ourselves lunch by making sandwiches from some goodies purchased at a local store; with no girls around, that meant white bread with mayo and turkey, and an occasional beef jerky stick with a side of cheese ball, and a Dr. Pepper to wash it all down. I wasn't sure if we were having lunch or getting ready for a Super Bowl party! One day we decided after our gourmet guy lunch that a trip to the Continental Divide was in order, and although the rental car protested, we made it to the top in only a half hour or so. We managed a short walk up some stairs to take in some beautiful scenery, but had to stand there for a minute to



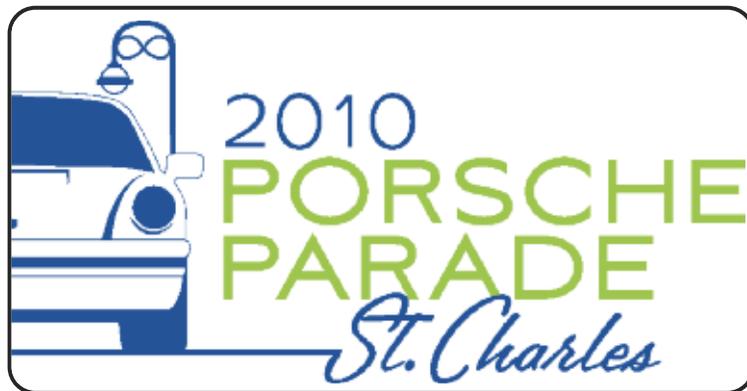
An orange Boxster Special Edition at the 2009 Parade concours.

catch our breath at that altitude. It was amazing how quickly we became winded and had to pace ourselves physically for just a few stairs. On the way back down, we took another break, and were getting our breath when we saw one of the riders on the US Cycling team come pedaling to the top. Pretty embarrassing—they were getting a final test in before the Tour de France began, and we could barely make it back to the car.

I wanted to try and stick around for the Tech Quiz, but we had to get back home early, and so we settled for a quick trip to the Autocross instead. I didn't need Michael getting any ideas, but a Parade Autocross is a pretty big deal, with the number and variety of cars involved. Usually the Autocross takes several days just to get through the run groups, and the competition can be pretty fierce for those seriously into this sport. The same can be said of the Rally. I guess it boils down to that everyone can participate and have a great time at any level, but these events can also be extremely competitive. I love it when first-timers show up; they always have such a good time just being there and taking it all in, asking questions and getting a lot of help from those more experienced. It is easy to see future friendships being made, some of which will last many, many years, if not a lifetime. Those friendships really

come home to me when we follow the tradition at the Parade of recognizing long-time Parade-goers. I won't spoil the surprise if you have not seen it before, but suffice it to say, when Mike Robbins has been to over 50 Porsche Parades (most of them in the same 356 Speedster!) that is quite an accomplishment. Won't you join us this year in St. Charles, IL for your first one?

Parade registration opens in early March. If you have never attended and are wondering what it is all about, check the Parade Web site at parade2010.pca.org. The 2010 venue is a "resort" Parade at beautiful Pheasant Run in St. Charles, IL, which means everything you need is close at hand, and most events are within walking distance. The central location should give Porsche owners from both coasts an opportunity to attend. Priority registration is March 9th through 11th (to give everyone an even start and not overwhelm the server), and continues through June 20th. So put those dates on your calendar, and join your Porsche friends for a great time!



taste of the track 2010

Have you ever wondered what Drivers Education is really like? Experience the flavor of PCA Drivers Education with the "Taste of the Track" Program. We have found that there are some members who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own Porsche at this time. As a Non-Driving Participant, you will be entitled to attend any classroom sessions, plus you will be a passenger with an approved Instructor for one session. This is a good way for spouses, relatives, friends or those not sure of their interest level to experience the activity. PCA membership is not required.

The regional Chief Driving Instructor will approve you for a Taste of the Track experience. They will then assign an instructor and set up a mutually agreeable session time for both you and your instructor. Your instructor will take the time to explain the basics of driving on the track. This will include track rules, some basic vocabulary and an explanation of "the line" and why we want to drive as smoothly and accurately as possible. Your instructor will drive his/her own vehicle in an appropriate

level "run group" session (Novice or Beginner), and will answer your questions as you have them during the session (generally 20-30 minutes).

This experience is intended to be educational and informative. If you are uncomfortable at any time, your instructor will adjust his/her speed or bring you into the pits at your request. Most instructors truly enjoy taking out Taste of the Track participants, answering questions and hopefully inspiring you to become a full-fledged participant.

It would be nice if you would plan to spend the whole day at the track and sample the entire experience. We have a required general drivers' meeting in the morning, and often a separate novice drivers' meeting after the general meeting.

There will be a modest charge of \$30.00 for this activity, as each participant must be a paid entrant of the event for insurance purposes. A helmet will be required; you will need to check with the Event Chair to see if loaners are available. You will generally be required to wear long pants, a long-sleeved cotton

shirt and closed shoes, just as a full driving participant.

Taste of the Track is available for anyone (depending on Instructor availability) at all RMR/AMR Track Events throughout the year.

Requirements for Taste of the Track:

- Be at least eighteen years of age
- Sign all appropriate insurance and track waivers
- Complete the appropriate entry form on site with the Chief Driving Instructor, and include payment of the entry fee of \$30.00
- If applicable, attend activities as a Novice student, such as a Drivers' Meeting or the Novice classroom session
- Wear an approved helmet
- Clothing must comply with the Regional rules for a novice driving entrant

Kathy Fricke, RMR Chief Driving Instructor - katfricke@msn.com

Phil Rader, AMR Chief Driving Instructor - phil.rader@synovate.com



April Membership Social

Prestige Imports - 9201 W. Colfax Ave, Lakewood - **Thursday, April 1st** - 6:30 PM happy hour

PORSCHE Special Guest **Paul Gagliardi, Porsche Cars North America**

RMR's members will enjoy hearing one of Porsche Cars North America's most knowledgeable and elite technicians at our April 1st membership social. The meeting will be hosted by Don Adis at Prestige Imports.

After 14 years working for automobile dealerships, Paul then worked for Mercedes-Benz for eight years before joining Porsche in 2000. He now wears two hats as a field technical manager and regional after sales manager. In short, he is the guy dealers can call when they have problems with the cars.

In Paul's position at PCNA, he has had the good fortune to be able to assist

the Weissach engineers with testing new models and systems, and to participate in "test tours" of future products. He also works closely with Porsche's Public Relations and Press Departments as a technical consultant. Most recently he has participated in the international Press Launch of the new Boxster Spyder, and prior to that the introduction of the Panamera to the press at Road America. Last summer he worked on a special test tour with the engineers responsible for the emissions systems for the new PDK equipped 997 Turbo. He will be in Germany this March for training on the new Cayenne.

Paul has owned Porsches since 1980,

and still has his first one, a 1974 911, as well as a 1965 356SC (owned for 26 years), and a 1988 911 turbo look coupe. He worked with Alex Job Racing for 10+ years, starting in 1989, and had the good fortune to be able to crew with the team in many endurance races around the country. He has been a PCA member since 1986, has served on the Parade Competition Rules Committee from 1993 to 2006, and has judged Parade and independent national concours events since 1989.

Paul will be presenting the technical highlights and innovations of the Panamera, GT3 RS and Boxster Spyder, and also hopes to share some limited information about the new Cayenne.

DART auto

Over 15,000
Porsche, VW & Audi
parts ready to ship today.

"Internet parts pricing with local service"

**HAWK Race Brake Pads, CARRERA Chain Tensioners,
PAGID Orange & Sport Brake Pads, 911 Race Suspension Bushings,
HOT LAP Timing Systems, G-FORCE Racing Gear, Turbo Tie-Rod Kit**

Porsche, VW and Audi Services :

- Maintenance & Repair
- Full Engine Diagnostics
- Engine & Transmission Rebuilds

4801 Monaco Street
Commerce City, CO 80022

303.296.1188

Winning Race Prep :

- Roll Cages
- Corner Balance & Alignment
- Suspension Set-up
- Custom Race Fabrication

sales@dartauto.com

Visit our Online Parts Catalog at:

www.dartauto.com

Eisenbud

Eisenbud Incorporated

Porsche Specialists since 1975

Also servicing

Mercedes, Audi and Volkswagen

- Repair
- Service
- Modifications
- Inside Storage

796 Vallejo Street
Denver, CO 80204

303.825.0322



48 hours at sebring club race





Gabor Nagy-Bozsoky



David Rossiter



Alan Htze



Henry Kowalski/Colour Tech South



Henry Kowalski/Colour Tech South



Henry Kowalski/Colour Tech South



Henry Kowalski/Colour Tech South



Henry Kowalski/Colour Tech South



Gabor Nagy-Bozsoky

Driver	Vehicle	Car #	Class
Alan Benjamin	1973 911T, silver	188	B
Christopher Camut	1983 911SC, white	75	E
Kim Gutowski	1995 993 RSR, silver w/blue	59	GT3R
Paul Gutowski	1975 911 RSR, blue w/silver	60	GT3R
Bruce McPherson	1975 911 RSR, blue w/silver	55	GT3S
Jerry Schouten	1971 911 RSR, red/white/blue	917	GT3S
Dave Speights	2009 Cayman S, red	291	I
Andy Wilzoch	2005 996 GT3 Cup, black	437	GTA1

...Sebring Club Race coverage continues on page 15

Dear Friends,

Please mark August 21st on your 2010 calendar. On that beautiful Saturday, the Denver Round Table and the Rocky Mountain Region of PCA will host the fourth annual Drive for the Kids. This "All Car" event, with the help of our wonderful sponsors and participants, has raised over \$50,000 for programs and scholarships directed at children who need a helping hand.

Our Tour Masters are deep into the planning of a fascinating route that will provide points of interest from beginning to end. As always, the Tour will be a relaxed, easy drive through mountain areas that you may have never seen, and will include breakfast, lunch, dinner, and a few extras. Top-class lodging will be available, but not required. A silent auction—always an important part of a fundraiser—will have excellent values for sale, and any offer of additional items would be greatly appreciated.

Look for details and a flyer in the near future, but keep the date open for your "feel good" driving experience of the year.

With many thanks,
The Denver Round Table



courtesy Doug MacCarthy



courtesy Doug MacCarthy

Poudre Sports Car Enterprises

Rocky Mountain Region's Only Retailer of 9ff Tuning Accessories

Serving Colorado since 1972

www.poudresportscar.com

(970)229-0990



article by Dave Speights

600 track miles in a single long weekend!

Sebring International Raceway is located about 90 miles from Tampa, Orlando and the Palm Beaches, smack in the middle of Central Florida. Sebring started life as a United States Army Air Forces training base. From 1941 to 1946, pilots learned to fly the B-17 Flying Fortress at Sebring—just as at our own La Junta Raceway in southeastern Colorado.

Sebring is 3.7 miles long with 17 turns and is renowned for its rough surface. The course still runs on old sections of World War II-era landing fields that were constructed of concrete sections with large seams. The transitions between sections are quite rough, and often sparks fly from the undercarriages of the cars as they traverse them. The track is famous for its high-speed “Turn 17”—a long, bumpy, fast right-hander that can make or break a car’s speed down the front straight. The corner can fit up to three cars wide. Turns 17 and 1 are both very high-speed 100+mph thrillers that will test your driving skill, physical strength and intestinal fortitude.

When Christopher Camut and I arrived Wednesday before the event, the TDI Audi team had rented the track until 9pm for testing of the Audi prototype car. They tested that car for hour upon hour, and it is frighteningly fast! They shared the track with a pair of Ferraris and a lesser Audi model, which made for a very interesting afternoon and evening watching these professionals tear up the track in top-end cars! When they finished, there were over 100 semis, and ourselves, waiting to get into the paddock. The gates opened at 9:30pm and the land-rush was *on!* Amazingly, all the semis (and our humble rig) were parked and settled within one hour! With the cars unloaded and prepped for Thursday, it was off to the on-site hotel for a short night’s rest.

Thursday Test and Tune was conducted under DE rules, with 90-minute (!!!) sessions rotating through three run groups. Times came down all day as we learned where the track went and the nuances of camber, bumps, lines, walls and alligators. Then the sun went down, and we ran two sessions in the dark, having to learn the track all over again! At night, the corners come more quickly, the refer-

ence points are all invisible, and the alligators tend to jump out of the dark with the cars bouncing erratically away from them! What a rush driving the course on a moonless evening in the pitch dark at over 120mph! Christopher had mounted lights the size of dinner plates across the front of his 911SC, which were of some help; I would like to thank Dr. Porsche for the Litronic lights on the Cayman!

Friday saw a full day of practice and the practice starts and fun races. The last group’s fun race was cancelled when the skies opened up just after the second group finished. It rained hard for hours as we enjoyed a very nice Mexican dinner sponsored by Forge-line in the “Gallery of Legends” building. The night races scheduled for the evening were postponed to Saturday night as a result of the torrential rain.

Saturday dawned clear and cool as we headed out for warm-ups. The racing began late in the morning. Many elected not to run the night races; some from exhaustion, some from trepidation, some to save their cars and tires for the Enduro scheduled for Sunday. Just to be certain, I used each election and enjoyed a great BBQ dinner sponsored by Adobe Road Winery (and some very nice wine), while Jerry Schouten and many of his fellow racing die-hards battled the track, the dark and one another for the chance to claim victory!

Sunday dawned clear and *cold!* Quick warm-ups in the morning, and the first Enduro group was given the green flag at 10am. Christopher started about mid-field and quickly overtook six cars. It took

Pos	PIC	Driver	Laps	Total	Diff	Best
Checked Red Night Sprint						
4	1	Wilzoch	12	27:24.477	01:33.4	2:12.643
17	1	Schouten	11	28:14.294	1 Lap	2:31.796
Black Enduro						
50	1	Benjamin	30	1:31:45.811	5 Laps	2:45.075
57	12	Camut	18	1:34:35.815	17 Laps	2:33.087
Pink Enduro						
30	1	Speights	34	1:33:05.355	5 Laps	2:27.747
DNF	DNF	McPherson	34	1:28:51.261	DNF	2:19.235
DNF	DNF	Schouten	17	48:04.420	DNF	2:25.475
DNF	DNF	Wilzoch	1	11:54.528	DNF	—
Green Sprint #1						
2	2	K Gutowski	12	33:03.069	4.106	2:20.257
3	3	P Gutowski	12	33:03.216	4.253	2:21.180
25	2	Schouten	12	33:41.604	42.641	2:28.143
26	5	Speights	12	33:42.836	43.873	2:28.667
Green Sprint #2						
2	2	P Gutowski	11	25:56.987	8.797	2:19.935
18	3	McPherson	11	27:26.013	01:37.8	2:22.908
21	4	Schouten	11	27:27.391	01:39.2	2:27.303
25	4	Speights	11	27:48.877	02:00.7	2:27.857
Orange Sprint #1						
14	6	Camut	12	36:47.201	45.202	2:35.239
57	1	Benjamin	12	38:42.219	02:40.2	2:48.660
Orange Sprint #2						
12	5	Camut	11	28:42.920	01:12.6	2:34.155
47	1	Benjamin	10	28:22.187	1 Lap	2:47.073
Red Sprint #1						
29	3	Wilzoch	12	29:06.337	01:19.2	2:11.437
Red Sprint #2						
5	1	Wilzoch	11	24:20.155	52.565	2:10.919

Results for Rocky Mountain Region participants at the 48 Hours at Sebring Club Race. Complete results can be found on the Web at www.pca.org/Activities/ClubRacing/RaceResults.aspx.

another 15 minutes to overtake the next four cars, then it was time for a pit stop. A dose of Red Bull, a little water and a quick tire pressure adjustment and Christopher was back on track and pressing for position. After only two more laps, the alternator pulley exploded from the stress, and Christopher pulled in, unable to finish the race. The second Enduro group started at 1:45 with a field of 85; your humble author gridded up in position 84! The field was made up of 50 Cup Cars, Jerry Schouten’s modified 911, two 911s and my Cayman S. Some of the names at the top of the order may be familiar to race fans—Andy Lally and Spencer Pumpelly, for example!

Club Racing returns to Colorado at High Plains Raceway in August. If you couldn’t make it to Sebring, come out to catch the excitement at HPR!

Autocross School and Autocross

Dick's Sporting Goods Park

Saturday, May 1 - Autocross School

Sunday, May 2 - Autocross

If you missed last year's Autocross School—canceled due to snow—here's your chance to make up for it!

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

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

Look for more information in next month's *RMR Porsche News* or on the RMR Web site.

Event Chairs:

Chris Sulley - 303.369.9052 -

2ndvicepresident@rmrporscheclub.com

Frank King - 720.232.4547 - frankkingcpa@ecentral.com

Frank Barrett



Jeremy Rosenberger



AMR La Junta Track and Fun DE

La Junta Raceway

Friday, May 14 - Ground School

Saturday, May 15 - Driver Education

Sunday, May 16 - Driver Education and Timed Event

What makes La Junta unique and special? It's the opportunity for first-time drivers to get a sense of what this "track stuff" is all about and get a glimpse of what their car is capable of. For the veterans, it's an opportunity to get the rust out of the driver and the car at the same time. This year we'll have a special challenge for you: Let's see if you can run a timed lap under 1 minute? Last year, only one driver was able to accomplish that feat: Congratulations, Craig Barnes! Because of the size of the track and the number of participants, everyone gets the chance to know each other in ways that never happen at the larger facilities. Finally, **La Junta is the only track event that includes a social function.** Saturday evening we'll break bread again as a group with a world-class bar-b-que dinner at Boss Hogg's.



\$175 for 2 days • \$155 for 2-day co-driver • \$145 for 1 day • \$130 for 1-day co-driver

Special Pricing & Opportunity for First Time Drivers: \$75 Saturday Only

To get this pricing, you must attend the Ground School Friday evening. No exceptions!

Event Chairs:

Loren Southard - eps406@aol.com • **John Oliphint** - joliphint@springsgov.com • **Dan Taylor** - drtaylor01@msn.com



I'm just now putting everything away from our recently completed Zone 9 Meeting in

Albuquerque. We held the meeting at many-year PCA member and

Club Racer Bruce Phillips' shop, and the Roadrunner Region was kind enough to host a membership social at the Chama River Brewing Company, just a few blocks away.

The meeting itself was a day-long event with discussions on safety, procedure, policy, insurance and liability, PCA "urban legends," Zone 9 unity, newsletters, and Web sites. It's really too bad that we only have enough budget and time to gather only once a year. It's great to get all the Regional officials to see how things are done in other regions. I know from my own experience that one often doesn't realize that the other Regions are going through many of the same kinds of issues. Or, it can be a surprise that something so normal and easy in one Region might be odd or a struggle in another Region. Zone 9 has incredible diversity as well. We have one of the nation's largest Regions (Rocky Mountain) and the smallest (Llano Estacado) in our midst. Our geographic size is incredible too, stretching from the Big Bend of the Rio Grande to the Bonneville Salt Flats.

Of course, one discussion comes up every year: the one on participation. Although PCA is the largest single-marque car club in the world, we still have a "participation gap." By that, I mean we have many members who rarely come to any events. And we have a constantly diminishing percentage of people who are Region leaders and volunteer for

work positions. Although that's probably true of any type of volunteer organization in the 21st century, it's a worry for PCA because we're seeing that many of the veteran members who volunteered for decades are being replaced by younger people who might reach burnout after only a few years. This leads to constant turnover and less experienced leadership.

There are always two sides to every coin (except that one I use occasionally...), and more turnover can mean an infusion of new ideas, more use of contemporary technology, and more energy to move the club forward. But sometimes it can lead to frustration, unnecessary reinvention of the wheel, burnout and dropping out. Hence, getting the veteran and newer players of Zone 9 together is one of the events I look forward to at the beginning of each calendar year. It's great to watch the interaction of all these highly interested and motivated people, let alone to facilitate and participate in it. Hopefully this meeting leads to finding a few solutions.

One discussion that I've brought up for a second year is one on the development of a Zone 9 "consciousness" (for lack of a better term). Some of the other PCA Zones actually have events which bring together members from each of their Regions for autocrosses, track days, tech sessions, and socials. Of course, those Zones are geographically suited to that kind of togetherness because of their locations in areas of high population density. And, the Regions in those Zones are strong enough organizationally and financially that they don't see extra events from the Zone level as competing for funding or participation in their own events.

For obvious reasons, to just lift the

model of a coastal Zone and place it on top of our own wouldn't work. Still, it seems that there should be a way to get members to be more conscious of the vast diversity of the Regions in the Zone, and maybe even get our members to travel to other Regions to participate in an occasional event away from home in another of our great Regions, large or small.

To this end, we have three initiatives going on. The first is substantive and immediate. At the Zone 9 Meeting in Albuquerque, it was decided unanimously to start circulating the annual Zone Meeting amongst the Regions. Slips of paper were placed in a hat (excluding the Roadrunner Region who have hosted it from time immemorial) and... the West Texas Region was drawn to host the 2011 meeting. I've already contacted WTR President Craig Corbett to get things rolling.

A second Zone initiative is in the planning stages. This will be a Zone Award for a person or couple who travel to at least one event in every Region of the Zone during a season. It will be presented at their Region's end-of-year party. Guidelines for trophy competition will be going up on the Zone Web site soon.

A third Zone initiative is in the larva stage: Zone 9 "branding" with either a T-shirt or pin or car badge with the Zone 9 logo on it, so that members will have more awareness of their Zone and the great diversity of Regions that it covers. I'm hoping we'll have something to show by the summer months, maybe even in time for the Zone Challenge at Porsche Parade in St. Charles, Illinois.

Whew! It was a busy weekend, but I think a productive one.

**EUROSPORT
AUTOMOTIVE**

PROFESSIONAL FOREIGN & DOMESTIC REPAIR

David Marshall
Telephone: 303.423.3715
Fax: 303.423.3697

5615 Lamar Street
Arvada, CO 80002
RMR/PCA MEMBER

is your porsche track ready?

Tech Inspection of Your Car Before the Event

Winter is upon us in Colorado! Most know the importance of checking your car condition prior to heading out in winter weather and driving conditions. The typical list includes a check of windshield wipers, washer fluid, snow or studded tires, snow scraper, shovel, battery condition, and perhaps an emergency kit with a blanket, emergency signals, flashlight, etc. You get the picture and are used to looking at your vehicle for these items and their condition.

Perhaps you have never been to a PCA driving event and are wondering about this "Tech Inspection" stuff. Simply, the Tech Inspection is designed to have a good look over your Porsche and correct any deficiencies with an eye on what can and frequently does fail on a vehicle driven on a race track. Any items that are found needing to be repaired or replaced are required to be fixed before your Porsche is permitted on the track for an event.

RMR and AMR have put together a Pre-Tech Inspection Form which allows the inspector to check off on critical areas. The inspector may be a local qualified shop or another club member trained in Tech Inspection. The Inspector will do their best to identify any deficiencies that need immediate correction as well as items you should be aware of and plan to correct in the near future. If you are unsure of your car's condition and what the Inspector is looking at, this is a great time to ask questions to learn some more about your Porsche.

Your preparations for "Track Driving"

Nine Lives Racing Ltd.

Complete mechanical service and custom upgrades for 1965-89 911 and 930 Porsches

Forty years experience

**Richard Sparks
303-422-5923**

**4382 Chase Street,
Denver**



AMR GT-Pueblo 2 DE June 5-6 • Pueblo Motorsports Park

Mark Your Calendars!

Porsche Club returns to Pueblo Motorsports Park for the second AMR DE of the year on June 5th and 6th. **GT-Pueblo 2** will let us all improve on the skills that we honed after enjoying a great start to the season at La Junta in May. If this is your first DE event, we will have plenty of great qualified Driving Instructors that will be there to help you find your way around the course. This is a great place to learn what both the Porsche and you can do together in a safe environment. So please join us this spring at Pueblo!

For more information, contact:

Tom Kautz - 719.390.7418 - twkracing@comcast.net

Phil O'Brien - 719.495.0571 - Pob13055@aol.com

Jerry Tilton - jotilton@earthlink.net

should include a look at and understanding of the overall condition of your Porsche. Some important items just can't be determined by a visual check, and you will need to know the history instead. A check of the engine oil level should be done, and if you don't know when the oil and filter were changed, this should be one of the first items completed. Low oil level or poor oil condition can quickly ruin a driving season. The condition of the brake fluid needs to be determined before you head into a corner and find you have boiled your brake fluid and have no brakes. Change the brake fluid out and keep a record of the change dates. Many of those driving on a track change or bleed their brakes prior to each event. Brake fluid that is old and dirty can be quite a scary experience!

Items that can be easily and quickly checked visually include tire wear, brake pad wear, belt expiration dates, a loose battery, brake lights, loose belts, excessive oil leakage, and general cleanliness. A Tech Inspection at one of the designated

shops will allow you to see your car up on a lift and get a good look at the drive train, engine and suspension. These inspections are held 10 days prior to an event and allow time for repairs prior to the event. This is a great way to get to know your Porsche, meet other club members, and see the trick things they have done to improve track performance. The message here is to know your car's condition *before* heading to the track! Occasionally in a rush, some have traveled a great distance for an event, only to not pass Tech Inspection because of an item such as tire wear or wheel bearings. These are not the easiest to correct once you're at the track. Worse yet is being on the track and having a loss of brakes and damaging yourself, your car, or someone else's day! Make my day, and know your Porsche!

Tech Inspection forms can be found on the RMR and AMR Web sites. Contact the Tech Inspection Chairperson, Bruce Waddle, for any questions: bruce@waddleco.com or 303.772.8178.

Editor's note: "Driver's Ed. Education: A Series of Specifics for Success," by Central NY Region Chief Driving Instructor John Hajny, usually appears in this space. Due to space constraints for this issue, the series has taken a one-month hiatus. It will return in the April issue.

RMR/AMR Driving Instructor Certification

Apply for Instructor Training!

The Alpine and Rocky Mountain regions are looking for experienced Driver's Ed. drivers to apply for the 2010 Driving Instructor program. As an instructor candidate, you will be joining an exceptional group of people. The RMR/AMR instructor corps has impressive expertise and plays a key role in the success of our driver education program. It will be a most rewarding experience for you.

If you volunteer and join this hardy, hard-working group of knowledgeable instructors, you will be conveying to other members of our Club the skills you have learned. You will also be instilling in students the technical side of what this wonderful passion for track driving is really all about.



To apply for Instructor Training, first review the certification requirements, located on the RMR Web site (www.rmrporscheclub.com) under the "Drivers Ed" tab. Then download and fill out the Instructor application. Finally, submit the completed application to the RMR or AMR Chief Driving Instructor **by March 13th**.

Call or e-mail your Chief Driving Instructor if you have any questions:

RMR: **Kathy Fricke** - 303.499.6540 - katfricke@msn.com

AMR: **Phil Rader** - 719.685.3200 - phil.rader@synovate.com

S. L. CARROZZERIA

Parting Out

1973 and Earlier 911s
All 914s and 356s

Most Everything Available

- ◇ Body parts and trim a specialty
- ◇ Interior, fasteners, glass & wheels
- ◇ Complete restoration cars also available

Custom Fabrication With Steel,
Aluminum Sheet or Stock

Call or Email For Details

Steve Lindholm
(303) 840-2140

phil@philsculptparts.com

* 20+ year PCA Members



Fiesta del Porsche May 27-30, 2010 Albuquerque, NM

Viva Fiesta 2010!

Save the Date - Memorial Day Weekend 2010

The 2008 PCA Region of the Year Roadrunner Region will be hosting "Viva la Fiesta" starting Thursday, May 27, 2010 through Sunday, May 30, 2010. After a two-year hiatus, Fiesta is back and it will be bigger and better than ever.

Here's a snapshot of what we have planned:

DE (Driver Education)

6 drive outs - 2 each day through beautiful New Mexico

Show and Shine Concours

Autocross

Gimmick Rally

Welcoming party with live entertainment - Thursday, May 27th

3 dining / social events:

Burger & Brat Barbecue at The Tanoan Country Club - 5/28

Sunset Dinner at Sandiago's Grill at the base of the Sandia Tram - 5/29

Awards and Farewell Dinner at the Sheraton Uptown Hotel
with a special guest speaker - 5/30

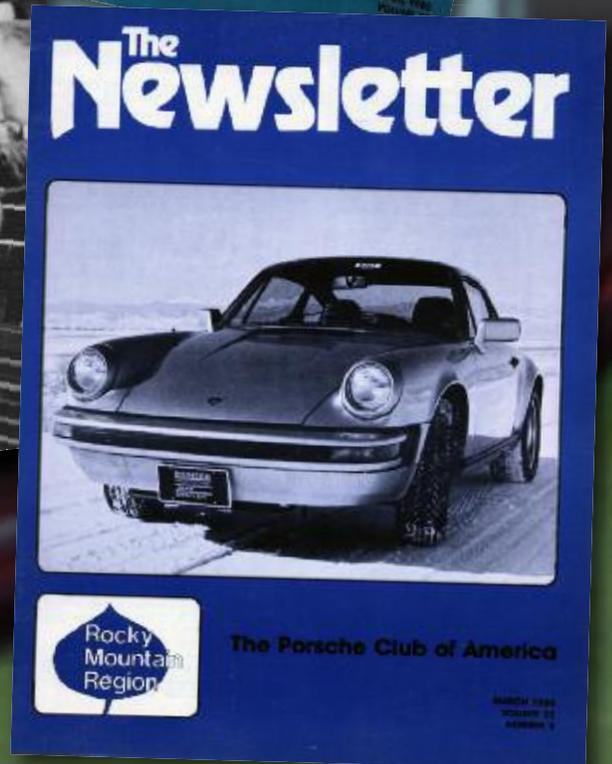
Registration is now open! For more information check our Web site:
www.fiestadelporsche.com.

This is a Fiesta you don't want to miss, so mark your calendars now and check our Web site for more information. We're adding information to the Web site every day, so check it frequently or contact your
Fiesta Chairs - Dennis & Joan Ledbetter at GIATT@aol.com

1980

In February 1980, the Board voted 4-2 to establish a Club savings account in the Merrill Lynch Ready Asset Fund, which at the time was paying a rate of 13%!

Club membership 30 years ago was at 481, an increase of 81 from the previous year—though 160 of you were late on your membership dues as of April 1980.



The Walter Mitty Factor in Motorsports Enthusiasm

I know our esteemed editor ran a few photos and comments in last month's newsletter on the January meeting at 3R Motorsports. But I wanted to take this opportunity to jump in, albeit a month later, with a few thoughts.

At the meeting, I was asked if I was planning to write a column on the gathering. And I blurted out, "No." I don't want to "cover" events. But then I started thinking about the night, and I changed my mind.

Because it was really such a good time. And, remember, this was in early January, shortly after a snowstorm, on a night where only the true die-hard takes his daily-driver Porsche out on public roads. (For the record, I didn't.) Yet, despite all that, the place was packed to the rafters. All of us were enraptured by the commentary, stories, comments, and ad libs from our featured speakers, Randy Pobst and Andy Pilgrim, professional road racers, respectively.

That's what the night was about. To drool, to dream, to imagine, to fantasize. I'm willing to bet that each one of us who was present that night either have or have had dreams of being a professional race driver. We think we can do it. Or, maybe, those of us with bifocal reading glasses think we at least *could* have. With the right parents, the right mentor, the right locale, the right environment, the right encouragement, the right star alignment.

And, boy, it's fun to listen to those who do, who are, who were graced with the talent and, somehow, seized the opportunity to make that dream happen.

In my experience, and in my reading, it's rare to come across people who can not only perform in motor racing at the highest levels, but can talk about it as well. I recall reading a reminiscence about Jim Clark, where the author asked him how he was able to consistently beat everyone else, in similar equipment. He said, "I brake a little later." That was it, that was the secret. End of interview.

I understand Senna was the same way. And there's the quote—I believe from AJ Foyt—about how to drive at Indy: "If you're not scaring yourself three times a lap, you're going too slow." I'll remember that, next time I'm rushing into Turn 1 at the Brickyard.

Then you hear Andy Pilgrim talk about how Dale Earnhardt Sr. was able to lap a section of the Daytona high banking at the 24-hour race a few tenths faster than everyone else on the team—in the same car—all professional drivers, mind you. How they were stumped, and how Pilgrim finally asked him how he did it. And Dale Sr. said, "You gotta let the car hunt, boy." And Pilgrim went on to explain that Earnhardt would lighten up on the steering wheel, and let the car find its own path around the banking. And it worked. And, oh by the way, that's the way Earnhardt talked.

I mean, how many of us have ever driven on the banking? Seen it in real

life? Go, Andy!

And he did. Pilgrim then went on to talk about teaming with Allan McNish. Allan was coming "down" from Formula 1, while Pilgrim was coming up—he had never before driven a downforce car. Figuring out how to negotiate the kink at Road America. For the record, if you're ever in that situation (fat chance), you lift in 6th. Don't downshift to 5th, as you lose time in shifting.

And he went on. How you manhandle a four-wheel-drive race car, like the ones built by our hosts at 3R Racing. And how that differs from dealing with turbo lag in racing Porsches. For the record, again, in the Porsche you figure out where in the turn to nail the throttle. Then you wait for the boost and, if you've timed it right, when the shove hits, you've straightened out the car and you're facing down the straight.

Afterwards, I asked Pilgrim who was the best he's ever seen. And he said he's driven with 16 ex-Formula 1 "pilots" and, of them all, McNish was the best.

I asked him what were his favorite circuits in the world, and he said number one was Monza.

I told him he's a very lucky man to do this for a living. He agreed. And he said thanks for the support.

The evening was almost as good as being there in the cockpit. Any car will get you where you want to go. A night like this is why we love Porsches.

Service & Parts for all Porsche Models
Purpose Built Engines & Gearboxes
Chassis Corner Weighting & Alignment
Comprehensive Pre-Purchase Inspections
***DE * Race* Rally * Car Construction & Prep**

Since 1983
Eurosport Ltd.
PORSCHE SPECIALISTS

1855 W. Union Ave., #C Englewood, CO 80110
 Ph: 303-789-2545 email: esl@netherworld.com

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. E-mail your ad to newsletter@rmrporscheclub.com.



PORSCHE

porsche cars

1978 Club Race Euro spec SC (#29) for sale. Fresh 3L [Euro spec] engine fall 2009, Center mount oil cooler. Limited slip differential, Revalved Bilsteins, Smart Racing Products Antiroll bars, monoballs everywhere. Full roll cage, Racetech seat, fire system, fresh belts, electric cut-off switch, "Cool Suit" setup (add shirt), quick-disconnect steering wheel. Current PCA Club Race Logbook [E-Class], AMB transponder. Includes 1 set rains (70%) on Fuchs and 1 set 15" Buckley wheels with Hoosiers. Race-ready, add gasoline - \$25,000. Dave Speights, 970.988.7258, dave@countrysidevet.com [Feb]

1984 911 Carrera Euro Coupe Club/ D.E. Race Car - WP0ZZZ91ZES122284, trick, low hr. 3.4, Wong chip, fresh AJRS 915 w/short gears, gated, L.S., Sachs clutch/light plate, coolers, Fuel Safe, cage, fire system, new FIA harnesses, Cool Suit, fiberglass/carbon fiber body, Lexan, 2200 lbs., turbo brakes/ducts, 3 sets 993 wheels, coilovers, fully adjustable 935 monoball suspension, check out <http://www.356racing.com/gosar/>, \$28,000. Greg, 719.580.2133, gosar@amigo.net. [Feb]

1988 Porsche 944 Turbo Cup Race Car. Converted 1988 Turbo Cup spec race car from high mileage car. Current G class log book with less than 10 events on AJRS total engine and turbo rebuild and 3 events on EuroSport total transmission rebuild. Best of everything, Bilstein racing shocks with double coil overs, charlie arms, cup bars, balanced and blueprinted engine, new belts, ceramic intake, valves, guides, pistons, alternator, starter, battery. Full cage, new belts, helmet net and window net, two seats, Lexan windshield, composite hood, Momo detachable wheel. Body and paint ok, it is a track-only car. Three sets of wheels, Fiske 17", CCW 18" and 997 18" with 3 sets of Hoosier race tires from worn to new and a spare set of wets. Serious class contender with all the best equipment for a fast, safe and reliable race car. Receipts for over \$50k

not counting wheels and tires. Car is listed at \$20,000 for serious inquiries, dual axle trailer also available separately if needed with this purchase. Trailer is not for sale individually. clarenehughes@yahoo.com [Mar]

Very nice maroon 944 Porsche Turbo. New front tires, battery and bearings in the transaxle. Rebuilt the engine 4 years and about 5 thousand miles ago by Dart Automotive (\$6300). Hotter turbo K27-8 and chips with the rebuild. This is a great-running car and could be a daily driver. I have a car cover and a bra for it. Seats are perfect as is most the interior. approx 115K miles. Write with any questions or if you want to see some pictures. Price is negotiable. Thanks, Scott - Home phone 303.239.8473 - snorris28@hotmail.com. PS: Only reason I'm getting rid of it is because my wife (love her) authorized me to buy another car. So I got a 911 turbo... need to pay for it now. :) [Mar]

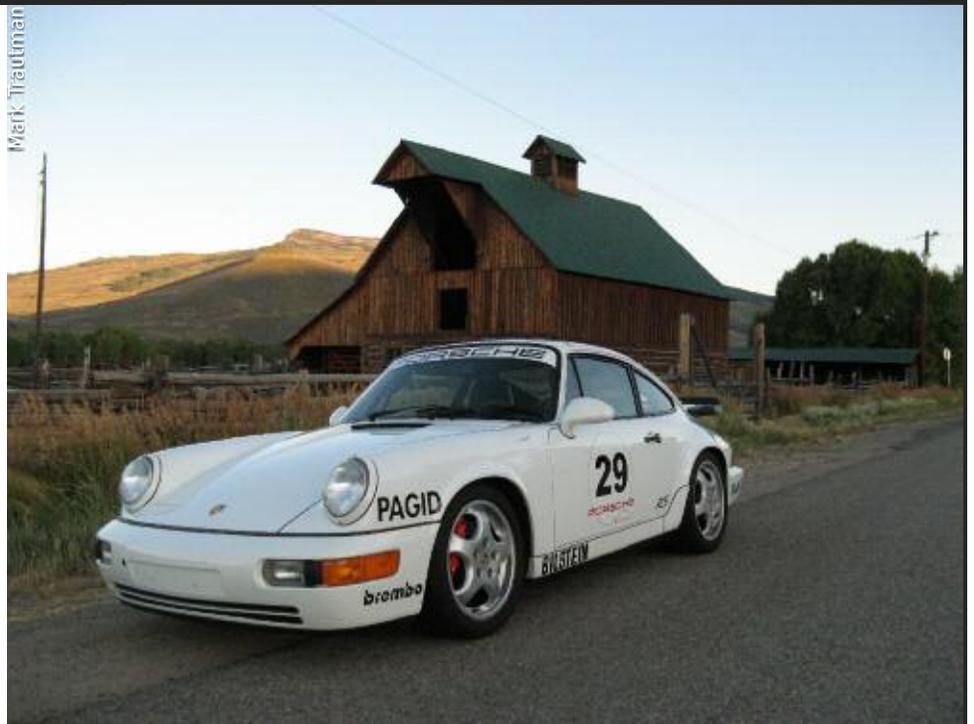
2001 Boxster S - Zanzibar Red (rare color), 6 cyl., 3.2 liter, 6-speed manual, black interior, Porsche crest leather seats, ABS, PSM, power steering, power windows, power driver seat, power mirrors, dual air bags front and side, auto climate control, speed-activated rear spoiler, HiFi audio with AM/FM radio, 6-disc Porsche CD changer, 18" alloy wheels, cruise control, keyless entry,

23rd Annual Gunnison Car Show

Cool Cars. Cool Mountains.
Gunnison, CO, August 20-22

What better place to be during a hot August than in the Cool Mountains with a bunch of Cool Cars! In Gunnison, CO there is a major car show that you may consider going to. Last year, there were 10 Porsches, and this year it would be great to have 30.

This is a family-oriented show, and parking is on the grass at the main park. Last year there were 367 cars. More information will be coming, or you can go to the Web site, www.gunnisoncarclub.com, to find out sooner. Time is important, as there are a limited number of hotels. There are three days of events and some great drives while you are there.



Porsche "Boxster S" floor mats, clear front bra, "Lo Jack" locator system, Porsche car cover included, very good to excellent condition. 34,150 miles, \$20,000.00, call Gary at 303.842.0079 or e-mail at gepatrick5@comcast.net. [Mar]

2003 Carrera 4 Cabriolet - Lapis Blue/tan. 30,000-mile service and new clutch. 31,000 miles. \$33,000. Jack Olmstead, 303.268.6560, jacko@mishawakaleasing.com. [Feb]

2006 Cayman S Tiptronic for sale. Carmon Red/Sand Beige. Original owner, ALL documentation, factory warranty until Aug 2010. 14,950 miles. Options include Tiptronic S transmission and automatic climate control. A gorgeous car in excellent condition, always garaged, asking \$41,000. Dan at 303.908.3594 or whizbang22@yahoo.com. [Mar]

2009 Cayman S. 2800 miles, Black/Black full leather, 3.4L 320 HP Direct Fuel Injection, Sport Chrono Plus, PDK, PCM 3.0 w/extended Navigation, 19 inch wheels, clear bra. New in July 09, MSRP \$76,470. \$65K. Bob 303-523-1830, mbbreeden@live.com. [Mar]

miscellaneous parts

17" Cayman OEM Alloy wheels - Four unblemished (NO CURB RASH on ANY of these!) 17-in. Porsche OEM alloy wheels, perfect for mounting snow tires or track tires. Will fit Cayman or Boxster (not S models). Fronts: part no. 987.362.122.06 size: 6.5Jx17H2-ET55 with 205/55/ZR-17 Michelin Pilot Sports, ~2/32nds left

above the tread-wear bars. Rears: part no. 987.362.126.01 size: 8Jx17H2-ET40 with 235/50/ZR-17 Michelin Pilot Sports, on the wear bars (a couple 32nds left, but pretty much done). \$950.00. Contact Bruce, 303.972.8938 or zeeba222@yahoo.com. [Feb]

18" Boxster-986 Wheels - Front 7.5Jx18ET50, 993.362.134.06 Rear 9Jx18ET52, 993.362.138.01. Used and abused but straight and true, good for track or snow tires. Tires are shot. Contact Joe Warren at 303.902.3045 or preferably warrenjoe@comcast.net. [Feb]

18" Carrera-996 Wheels - Front 8Jx18ET52, 993.362.136.01 Rear 10Jx18ET65, 993.362.140.04. Used and not much abused, straight and true, good for track or snow tires. Tires are shot. Contact Joe Warren at 303.902.3045 or preferably warrenjoe@comcast.net. [Feb]

1969 911T 2.0 Engine, #6196312 and Sporto Transmission - Both completely rebuilt; all engine upgrades. 1300 miles on rebuild, 180 miles since pre-purchase inspection. Selling both as a unit. \$6500 plus shipping. For pictures and details contact John at epcoopers@beyondbb.com or 970.586.9458. [Feb]

4 TIRES - KUHMO ECSTA XS 235-40-ZR18 (F) and 315-30-ZR18 (R); less than 300 mi.; fit 8.5 and 11x18 rims; \$550 (1/2 price of new). Chuck at ckdemperster@msn.com or 303.663.3503. [Mar]

Boxster Parts. Hardtop from '97 Boxster, blue \$1000. B&B Tri-flow muf-

fler for 97-99 Boxster, never used \$750. B&B Headers for 97-99 Boxster \$500. Porsche M030 springs from '01 Boxster S. Rear speakers & enclosure for early model Boxsters. Windscreen from '97 Boxster. Contact Jim Zeeb 303.674.1964 or Jim@Zeeb.com. See <http://www.zeeb.com/Boxster/> for pictures & details. [Feb]

Camera Mount - Filmtools Super Mafer 486 clamps up to 2.5" tube or square surface. www.filmtools.com. mint in box. FOR SALE \$70. 303.399.2482 or cecilmorrisco@hotmail.com [Feb]

OEM Wheels 6x16 "Design 90" - (4) OEM Rims only, part# 964.362.112.01 / 6J x 16 ET52.3mm offsets in good condition w/center caps included. Good all-season rims; when fitted w/ 205/55-R16 snobs they exhibited truly stellar Colorado winter performance as a set of daily drivers. Email for pictures. 720.981.7442 XEOS@comcast.net \$550/all \$275/pair. Buyer pays shipping. [Mar]

Parts from a '99 Boxster for Sale. Just about all interior parts, black, standard. Seats, door panels, air bags, carpets, door glass, motors, set belts, etc. All convertible top parts, canvas just 2 years old. Sway bars, springs, all trunk panels, complete exhaust system, radio/CD player CDR 220 & amp. Rear impact pads, park brake system, rear spoiler parts & motor. If it is a plastic piece it's for sale! Prices at 50% of new. From a well maintained, good-running 90K-mile car. Reason for sale—car is going on a racing diet! Email dean_in_cheyenne@hotmail.com or call 307.421.2570 for info, Thanks! [Mar]

Rock & Roll DE • June 19-20 • High Plains Raceway

The summertime was when arena concerts were the place to be. We were in college or still too young to know better. Now, many of us are old farts and we should know better—but we don't, so we still love our Rock & Roll and getting out in the summer sun. And we love our fast cars!

Fast facts:

One day: driver \$175/co-driver \$150 • Both days: driver \$250/co-driver \$225
Event chair: **Roger Buswell** - roger@rogerbuswell.com - 303.660.6199

Mark your calendars and look for more information in upcoming issues of RMR Porsche News!

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.

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) Pikes 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 the "Super DE" 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 *RMR Porsche News* 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 *RMR Porsche News*.

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.



rmporsche news

RMR Porsche News is an official publication of the Rocky Mountain Region Porsche Club of America.

display advertising

The print edition of *RMR Porsche News* now reaches **more than 1100 member households** every month!

For 2010, we have expanded our print subscriber base to include all PCA members in the region. However, our rates remain unchanged from 2009, making advertising in *RMR Porsche News* a better value than ever!

Please contact the Editor, **Jeremy Rosenberger**, to explore the possibilities for your business or event:

H: 303.665.8754 • C: 303.478.5385
newsletter@rmporscheclub.com

advertising rates (monthly)
annual contracts receive a 10% discount

Size	Placement	Color	B&W
Full (8" x 10½")	inside	\$300	-
	front cover		
Full (8" x 10½")	interior page	\$250	\$175
	back cover	\$275	-
Half (8" x 4⅞")	inside	\$200	-
	back cover		
Half (8" x 4⅞")	interior page	\$175	\$105
	Quarter (5" x 4⅜" or 8" x 2⅝")	interior page	- \$60
Sixth (2½" x 5½")	interior page	-	\$40
Eighth (4" x 2½")	interior page	-	\$35



DU / NEWMAN CENTER LAMONT SCHOOL OF MUSIC

Accelerate Your Savings,
Mind and Senses!

Scholar's Walk - 8 Units Available

Bank Owned -
Incredible New Pricing
\$500,000-\$629,000

Private Elevator in Each Unit

Bulthaup Kitchens
with Wolf, Bosch, SubZero

Heated Master Bathroom Floors

KWC/Duravit Plumbing

Rooftop Deck

2- Stall Garages

Too Much to List!

CALL FOR A
SHOWING APPOINTMENT
Dan Fead 720.300.9500
Laura Sperry 303.520.3328



Dan Fead

Broker Associate (since 1988)

720.300.9500

Dan.Fead@sothebysrealty.com



Information in this ad is from sources believed to be reliable,
but is not guaranteed & subject to correction/change.

Fuller

Sotheby's
INTERNATIONAL REALTY

FullerSothebysRealty.com

Moving? Update your mailing address at www.pca.org or send change of address to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150.



2004 • 2007 • 2008
WORLD CHALLENGE
GT CHAMPION



Performance Parts Department

- ◆ MoTeC Data Logging System
- ◆ Red Line Products
- ◆ Hoosier Tire
- ◆ Performance Friction
- ◆ SPA & Fire Bottle Systems
- ◆ Spal Fans
- ◆ Aurora Bearing
- ◆ 3R Automotive Titanium Heat Shields

Race Car Department

- ◆ Award Winning Body & Paint Work
- ◆ Race Car Construction, Prep & Maintenance
- ◆ Suspension Set-Up & Brake Development
- ◆ Roll Cage Design & Fabrication
- ◆ Track Set-Up, Support & Service
- ◆ 4-Time World Challenge Crew of the Year

3701 South Kalamath Street
Englewood, Colorado 80110

Phone: 303.781.0774

Fax: 303.781.2801

Email: info@3rauto.com

◆ **WE BUILD WINNERS** ◆

Visit our website at:
www.3rauto.com