

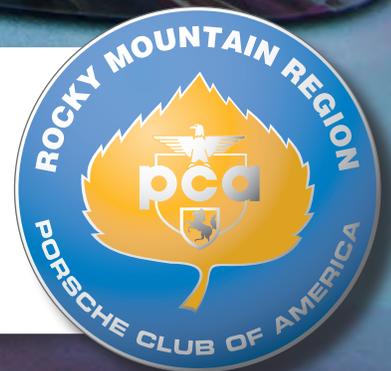


COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION

RMR.PCA.ORG • October 2015



*This month:
1st Ever DE: Indy!
Cars for Art
Never, France
50 Shades ...
And more!*



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Two of LIV Sotheby's top-producing brokers create the perfect duo of enthusiasm, professionalism and success. Dan Fead and Stacy Resop are repeatedly recognized for their successful efforts in working on behalf of their clients and are both wholly dedicated to making each transaction a very personal and exciting experience. You know that with these two on your side, you are getting the maximum Sotheby's standard of performance and excellence.

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After 17 years of New Product Development & Sales in the Medical Industry, Stacy decided to pursue what she loved and moved into real estate full-time. She has skyrocketed to the top with astounding momentum and strategy, donning herself as a consistent performer in the top 10 of her Downtown Sotheby's office. With a 65-year family history in commercial and residential real estate, Stacy has developed a distinctive sense of an ever-evolving market. She enjoys the unique aspect of each client and transaction and uses an analytical, strategic and tactical approach to identify a client's criteria and optimize their hand when negotiating. Part of Stacy's success comes from equally balancing working with Buyers and Sellers, allowing her to be on the pulse of current market trends with the ability to efficiently respond and navigate multiple offers, seasonal influences, inspections, financing and more. Stacy's genuine personality brings a lighthearted sense of ease to each client and transaction.

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Photo by Deanna Broes

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Photo courtesy of Scott Durham



Vol. 57, Edition 10 • Octobre 2015
 Editor: **Phillip O'Brien**, Asst. Editor: **Bill Terry**,



Photo of Mike courtesy of Phil O'Brien.

Cover photo by Mike Pappas

The Cayman autocrosser owned by Tyson Kaman graces our cover this month. Top finish of the day is awarded for a paint job well done! Send your high resolution images to HighGear. 📷



Presidential thoughts

Jim Widrig, President

What a perfect late summer day for the First (Annual?) RMR Picnic held in Morrison! The TEV Edelweiss Pavilion offered a very nice setting to display Porsches, serve up hamburgers, brats, and hotdogs cooked by the RMR Board, listen to the music performed by the band Radio, and participate in the hilarious RMR version of Hollywood Game Night in Hollywood! We ended up with about 200 members and their families and friends. So far the feedback I have heard was very complimentary and a vote to do this again. There are some changes that I would make, but overall felt the event went very well for being the first. I had a great time and would like to again thank all of those fellow board members and volunteers that worked to make this first time event a success. Special thanks to Holly and Dave Jackson, Jim Thorburn, Rick Seifeth, John Mackin, Erik Behrendsen, David and Jodie Schmidt, and Andy Labout who worked on organizational, set-up, and throughout the event to pull this off. Stevinson Imports was the event sponsor and brought out a couple of special Porsches to display. Thanks to Steve Burt and Stevinson Imports for coming out and supporting our event.

The "Fifty Shades of Orange" Autocross was chaired by Carl Boecher and Jon Barr at Front Range Airport. The autocross drew over 70 participants who enjoyed a bit of a change in amenities (indoor drivers lounge and restrooms), perfect weather, and some great autocrossing! Thanks Carl and Jon! The

Broadmoor Drive and Brunch and the "Cars for Art" HPDE were held on the same weekend in September. This happens occasionally due to venue availability and the number of events RMR hosts each summer. Weekends are in demand and at times you will have to make a choice of how to spend the weekend with your Porsche friends and cars. I spent the day on Saturday enjoying family activities and watching my son and separately the Rapids play soccer. I did make it to High Plains on Sunday to instruct and clock some track time in the 911SC. Thanks to Rome Chelsi and Rick Batenburg for chairing this event and to all those that contributed to the success of the event and donations to the Center for the Arts through donations to the Evergreen Capital Campaign. Thanks to Erik Behrendsen and the volunteers for organizing the annual Broadmoor Drive and Brunch!

October is the last month of the track and touring events until January 2016's Eiskahana opens with fun on the ice in Georgetown. Check out the articles in HighGear and plan to participate in the October 4, 2015, Season End Drive to Edelweiss German Restaurant (Lunch), the last DE of 2015 – OktoberFAST, on October 18-19, 2015, and the October 25, 2015 Cones Are a Fallin' Autocross. Before the season slips away "Save the Date" and register as needed for these upcoming events. Of course, we are already planning for 2016 now! We should and have our High Plains Raceway dates for 2016 firmed up by early October. The intent is to publish these dates as soon as possible to help you begin to plan out your 2016!

As discussed last month, we have formed the nominating committee to recommend the slate of RMR officers for 2016. The members of the committee are Dan Carlson, Eric Elliff, Rick Goncalves, John Mackin, Mark Taylor, and Jim Widrig. The nominating committee is talking with interested members on participating as volunteers on the RMR Board for 2016. The nominating committee report to the membership at the Saturday, October 3rd Membership Meeting being held at Prestige Imports in conjunction with their 25th Annual Oktoberfest. We will be posting on the RMR Web site and distributing by email, the Nominating Committee report and the bios for each of the nominees prior to the October 3rd Membership Meeting. Additional Nominations can be made at the November Membership Meeting (location TBD). If the candidates for the elected officers remain unopposed, then these candidates can be elected by majority vote at the November Membership Meeting. Otherwise an election ballot will be prepared and voting will take place prior to the Annual December Membership Meeting. The Annual Meeting will be our December Membership Meeting (1st Thursday of the month, December 3, 2015).

We can always use volunteers to help with putting on events and to take on additional special projects and added activities. If you have questions, suggestions, or would like to volunteer, please contact a RMR Board or Committee Member. You can always drop me (or any other board member) an email or let me know at an event if you would like to get more involved in the RMR Community! 🍷

Be sure to check out the calendar each month in HighGear and the latest updates on the RMR webpage, the FaceBook RMR event calendar, and e-mail announcements.

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Pit stop

Phil O'Brien, Editor

“It’s always a competition. Pull up to a light and the guy in the red Durango has something to prove—“best horsepower in its class.” At the concours the clean stock car is a winner. “Does that car ever see the road? What’s the mileage? Look at that shine!” Driver education is for EDUCATION, not racing, right? That includes learning what to do with the friend in your rear view mirror. The polite point-by is expected but is somehow more difficult for a few drivers. And an autocross IS a race. Competing against myself? Riiiiight. Club racing is competition on so many levels—speed, agility, reliability—and that’s just the driver! The cars are monumental achievements in engineering and financial investment for handling and power. Just ask anyone who’s ever built one. A rally can become a wildly competitive adventure in the hands of a skilled rally master. Poker runs with card games and gimmick rallies with, well, gimmicks bring out the competitive instincts in driver and co-pilot. I can imagine that one of them sleeps on the couch at the destination when there are less-than-expected results for the day’s test.

PCA National supports several competitions during the Parade week, including

- The Ferry Porsche Trophy (PCA Region of the Year)
- The Glenn Lazar-Harry Blanchard Memorial Trophy (PCA Enthusiast of the Year)

- The Porsche (PCA) Family of the Year Award
- The PCA Public Service Awards
- The four National Group Concours Trophies
- The Parade Concours Trophies
- The Hoffman Rally Trophy
- The Woolery Navigational Trophy
- The Parade Autocross trophies (Fastest Time of Day, Men’s and Women’s)
- The Parade Technical & Historic Quiz Trophies (Highest Scores, Men’s and Women’s).

There may be contests for art or athletics (think golf), as well as awards for newsletter, membership, webpage, zone rep and public service achievements.

Looking for the best of the best seems to be a thing. Porsche vs. BMW or Ferrari or Audi; 911 vs. 356 or 918; all are tops in their class, but which is the best of those and which of those is the best example, the best color or optioned and who drives it?

Whew! Who wins? In the end, we all do. As the engineering, design and social implications and innovations of top-level efforts trickle down to the (un)common driver, we are rewarded with safer and more reliable vehicles. We get vehicles with the best technology for going from A

to B safely and in style.

Take, for example, the Porsche Mission E ... 🚗

Photo of turn 4 by Amanda Yuill of On A Roll Photography.



Get involved!

Contribute to your newsletter!

HighGear needs your articles and photos! Please submit your content and ideas to the Newsletter Editor by the 15th of the month at newsletter@rmporscheclub.com.

Join RMR-PCA

Not a member yet? Join RMR-PCA by visiting our website at www.pca.org and simply click the “Join PCA” link.

Advertise in HighGear

Please see page three for advertising rates details.

RMR online discussion groups

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

Yahoo: groups.yahoo.com/group/rmr_pca

Facebook: www.facebook.com/groups/pcarmr

Get your newsletter on the go!

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

The October Members’ Social is ...

Saturday October 3rd at Prestige Imports

9201 West Colfax Avenue Lakewood CO 80215

(888) 446-4994

2:00 PM third annual car show, 4:00 PM Bavarian music, dancing, beer and wine! In Lieu of admission just bring a toy or canned food to benefit The Jeffco Action Center.

(See the back cover of last months HighGear for details!)

Upcoming Events Calendar

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

October

3 Prestige Octoberfest Car Show & RMR Membership Meeting
Prestige Imports, Lakewood

First & Main Town Center Car Show
Colorado Springs

Cars & Coffee Car Show
Lafayette, CO

3-4 AMR DE
La Junta, CO

9 Balistreri Bids for Kids
Balistreri Vinyards, Denver

10 Breakfast Club
The Perfect Landing Restaurant at Centennial Airport

10-11 IMR/AMR/RMR Moab/Gateway Tour
Moab, Utah

17 Tour to Edelweiss
Colorado Springs

17-18 RMR DE
High Plains raceway, Byers, CO

21

AMR Social
Denise Jordan, denisej1@mindspring.com

24

RMR Autocross
Front Range Airport

November

5 RMR Membership Meeting

7 Cars & Coffee Car Show
Lafayette, CO

AMR Tech Session
Colorado Springs

14 Breakfast Club
The Perfect Landing Restaurant at Centennial Airport

18 AMR Social
Denise Jordan, denisej1@mindspring.com



Holly Jackson, Interim Membership Chair

Members' Corral

A What a busy end of summer we are having! I heard the drive to the Broadmoor was fantastic and the Cars for Art DE was loads of fun! We had a lot of fun at the picnic last month too! I sure hope if you didn't make it this go-around, you can come to the next one we have! I'm looking forward to Oktoberfest at Prestige Imports. This is a great time for all. Don't put your cars away for winter just yet! We still have another drive to Edelweiss, another autocross, and two more DEs! Remember to look carefully through every HighGear for special events like the Denver Round Table Fundraiser, the PCA Escape to Rushmore, PCNA Rennsport Reunion V, IMR/AMR/RMR Moab Gateway Tour, and all the other events our nearby clubs put on.

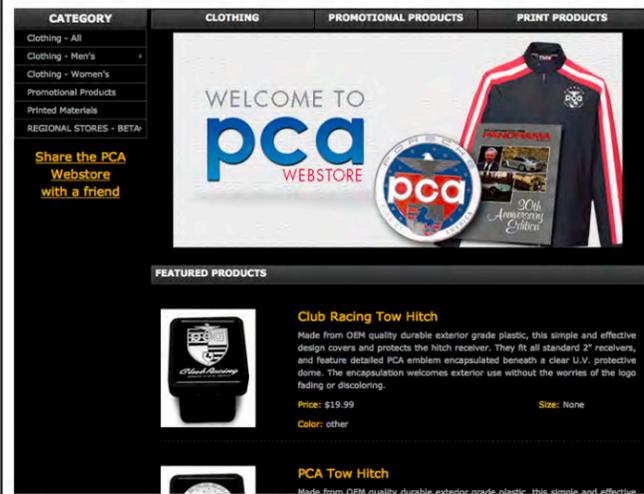
Please don't forget, if you have ordered a name badge, I probably have it! I have sent everyone emails. Please check your junk email folder or just send me an email! membership@rmrporscheclub.com. I will have them with me at all social events! Stop by and get your name badge! 🙌



Mike Pappas photo

RMR merchandise at the PCA web store!

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



New to RMR-PCA?

Page 37 describes the various types of activities our club members regularly enjoy. Come to our next event and get involved!

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

Dear Editor ...

My wife and I were driving up from Morrison CO along Bear Creek. We stopped to switch drivers and I was struck by the view of the rising moon over our recently purchased 911sc.

Beautiful evening. Beautiful car.

Jack Chesnutt
RMR PCA new member



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Get ready for one wild ride to wrap up another Porsche driving season with our last driving event of the year. Mark your calendars to join us Saturday October 24 at Front Range Airport for the 2015 edition of Cones Are a Fallin' Autocross.

Mark your calendar and more importantly register early for SwitchOUT! And you are asking, what? Good question. Join us for our last driving event of the year and find out. SwitchOUT offers the same thrills and chills of a normal autocross with a few extra kinks to keep it interesting from run to run.

Registration is open now.	
October 24, 2015	
Gates Open	8:00
Walk the Course	8:30
Registration	8:30
Drivers Meeting	9:15
Morning Runs	10:00
Lunch Break	12:00*
Afternoon Runs	12:45*
Post Event Beverage	2:30*
*times are approximate	
Cost	\$45

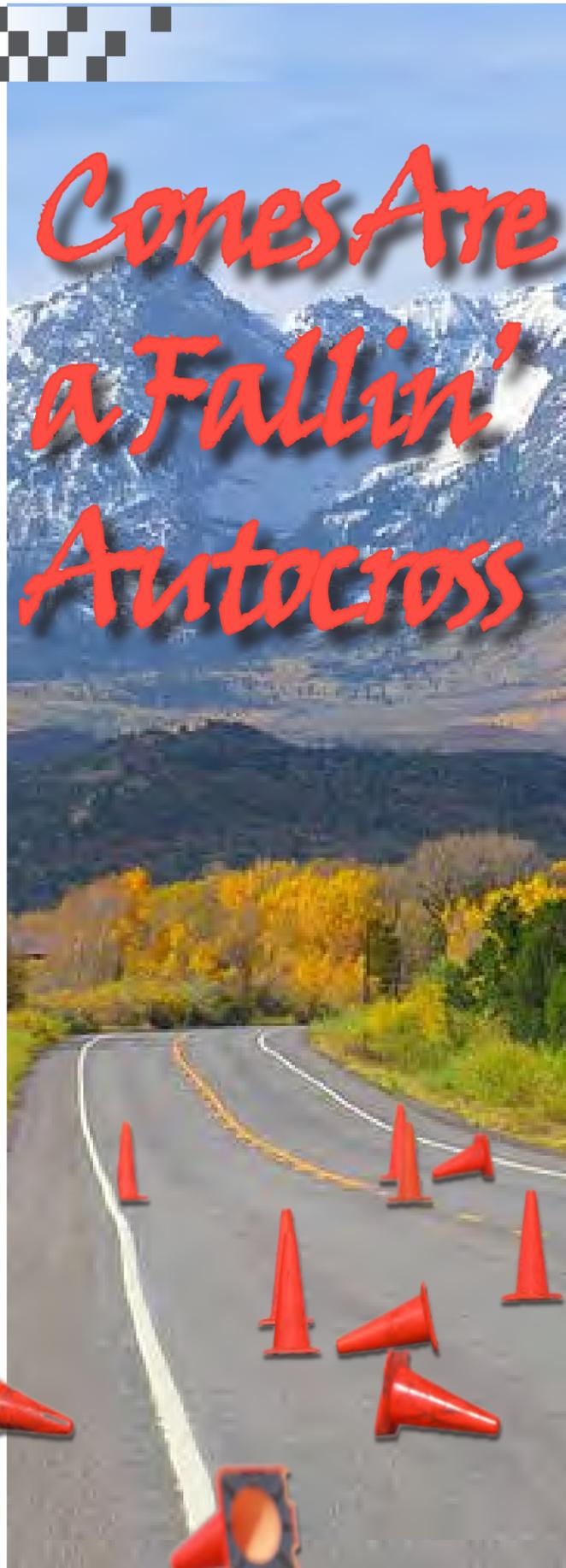
Front Range Airport - Directions to the Autocross Site (Normal Site) (Caution: Do not use dot com maps or GPS – These services will take you to the terminal only)

I-70 East to the Manila Road Exit 299 (County Road 28) Turn Left (North) on Manila Road to Highway 36 (Colfax Ave) Continue North on Manila Road over the railroad tracks and make an immediate right turn through the gates. Follow the road East and then North to the Autocross location.

The autocross is open to all makes and models except for trucks and SUV's without a Porsche emblem. So invite your friends and family and enjoy the day. Autocross events are open to all licensed drivers including 16 and 17 year olds. Minors must have signed parental permission and these forms and directions are available on our website.

Registration is open at Motorsportreg.com. Use the link from our website www.rmr.pca.org. Walk-ins will be accepted, but please arrive early for registration and only checks and cash will be accepted.

If you can volunteer to setup the course or assist with the event in general please contact our Event Chair Chris Sulley at 720-630-6898 or cjsulley@comcast.net.



Chris Lennon, *Snowmass Tour Chair*

For four days in late August, almost 50 AMR and RMR members enjoyed perhaps the most unique High Performance Driver Education (HPDE) event in quite a while. We were fortunate enough to visit Aspen Motorsports Park, a private track very close to Snowmass. There hadn't been a PCA event there for nine years, and we were thrilled to be able to return.

On Thursday, August 27th, we all made our way up to Aspen. Many who drove their cars enjoyed Independence Pass, while others (including most with trailers) headed through breathtaking Glenwood Canyon. We all met at the Crestwood in Snowmass, where we were greeted with a great Welcome Party, complete with appetizers and cocktails. After a brief drivers' meeting and orientation, we were treated to an entertaining and educational session with legendary driving coach Ronn Langford. This was followed by a delicious dinner, and some quality hot tub time for some of us (nice after the long drive).

Friday was day one on the track. With this track being short (1.1 miles), we kept the sessions short and the run groups small. This worked great. About two thirds of our registrants requested instruction, which was great, and kept our hardy instructor corps hopping. As people came in off track, the rave reviews for the circuit that many hadn't experienced before poured out. Everyone absolutely loved it. After a full day, the evening was available for folks to explore Snowmass and Aspen, which all seemed to appreciate.

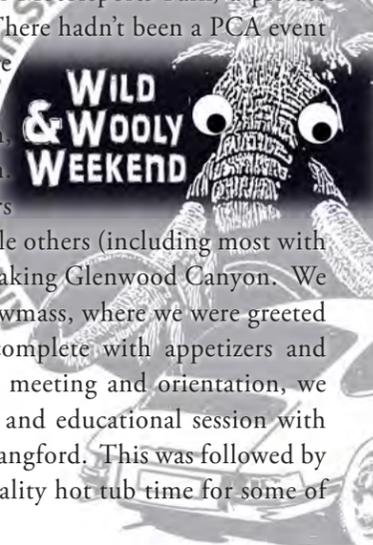
Day two went exceptionally well, with more safe and fun lapping all day long, followed by a Farewell Dinner at Base

Camp, across the street from the Crestwood. Once again, the food and service garnered rave reviews. Ronn Langford creatively raffled off two copies of his "Speed Secrets" book to two lucky winners, and we wrapped up a highly successful event. Sunday was open, and lots of folks enjoyed doing more exploring in the area, followed by a beautiful drive back home.

We really enjoyed having the multi-talented Jeff Zwart come by several times to visit in the paddock and photograph some of the beautiful cars gathered. And did we ever have a great array of cars! We had Porsches from the 1970s up to current, with virtually every era and model represented: 911s, a 912, a 914, 944, 944 Turbo, Boxsters, Caymans, GT3s, and even a brand new GT4! That's one of the great things about PCA—the diversity of not only cars, but people.

Several people deserve a special "Thank you" for making this event such a huge success. Porsche of Colorado Springs stepped up as the event sponsor. Steve Carlson not only drove the AMR equipment truck over hill and dale to the event, but worked tech inspection (with Sean Duncan), trained two new inspectors, and then instructed all weekend. Denise Jordan was a big help with food and drink logistics at the track, and our whole crew of instructors, including some non-driving instructors, did an exceptional job, as always. Local Jack Kennedy helped Kathleen Lennon with Grid all weekend, and the Stolbergs (Mark as CDI and Zach as "Paddock") kept everything moving.

If you missed out on this, be sure to sign up early the next time we do this. Attendance is quite limited, and as those who attended will tell you, you really don't want to miss this one again.



All photos this page, including this shot of Barb Treacy and Denise Jordan, by Dave Liddle unless otherwise noted.



Photo by Barb Treacy

August New Members

Daniel Ahl, Evergreen, 1986 944
 Dennis Allen, Castle Rock, 2015 Cayman S
 Jose Amador, Denver, 2003 911 Carrera 4S
 Jason Beckmann, Golden, 1973 914 1.7
 John Box, Greenwood Village, 2014 911 Turbo
 Gary Chappel, Denver, 2005 Boxster S
 Wilson Clayton, Evergreen, 1993 911 Carrera 4
 Gary Edler, Franktown, 2006 911 Carrera 4S
 Holly Engelken, Englewood, 2015 911 Targa 4S
 Gary French, Bailey, 1987 911 Carrera Targa
 Mark & Linda Granger, Highlands Ranch,
 2008 911 Turbo Cabriolet
 Allison Guyton, Denver, 2001 911 Carrera
 Robert Hartzell, Leadville, 2007 911 Carrera 4S
 Lex Hawkins, Dillon, 2014 Cayman S
 Cecil Lepard, Denver, 2016 911 GT3
 Robert Maurinus, Highlands Ranch,
 1987 911 Carrera Cabriolet
 Marcia & Mark Mauz, Golden, 2015 911 Turbo S
 Dan McAuliffe, Denver, 1999 911 Carrera
 Jason McGowin, Boulder, 1983 911SC
 Brett Narlinger, Lone Tree, 2007 911 Turbo
 Alan Neiman, Englewood, 2012 Boxster S

Steven Peters, Evergreen, 2016 Cayenne
 Alexander Philpott, Castle Rock, 2012 911 Carrera 4 GTS
 Francis Reside, Aurora, 2006 911 Carrera
 Brian & Laura Roach, Brighton, 2015 Cayman S
 Hal Shaffer, Lakewood, 2014 Boxster S
 Kirby Thompson, Arvada, 2007 911 Turbo
 Joe Villa, Louisville, 1968 912
 Bruce Wayne, Denver, 2015 Boxster GTS
 Christoph Wiese, Lakewood, 2000 Boxster S
 Michael Winters, Longmont, 2013 911 Carrera 4S
 Jack & Ryan Cochran, Denver, 2006 Boxster S
 (Transfer from Golden Gate Region)
 Chad Habegger & Stacie Terrazas, Castle Rock, 2001 Boxster S
 (Transfer from Alpine Mountain Region)
 Michael & Alisa Keats, Denver, 1976 914 2.0
 (Transfer from PeachstateRegion)
 Matt & Lori Mandino, Denver, 1989 911
 (Transfer from Alpine Mountain Region)
 Michael & Janet Maurice, Boulder, 1984 944
 (Transfer from Connecticut Valley Region)
 Henry Platts & John Mogos, Boulder, 1996 911 Carrera 4S
 (Transfer from Wichita Region)
 David & Margery Reichman, Denver, 2003 911 Carrera 4S
 (Transfer from Roadrunner Region)
 Stacy & Jeffrey Robins, Evergreen, 2007 Cayman S,
 (Transfer from Lincoln Trail Region)



Selfies welcome! You have found the greatest group of car nuts on the planet. Our monthly meetings are loaded with food, beverages, networking with like-minded Porsche People and much technical and social camaraderie. Some of the venues we've been to before, and some places are new to us. All are interesting and fun.

It's all about the people (yeah, right!). We all share the love of anything Porsche-related. From real racing or just driving fast in a controlled environment like on the track or autocross, to meeting a mechanic or owner of a car *just like yours* for a chat about problems and solutions, to washing and waxing in preparation for the weekend tour or car show, you've found the most precious resource for the care and feeding of your car and hobby (addiction).

Show us your car! Let's see your smiling face! How about a photo of your "garage queen's" throne room! Share photos from your favorite drive; share the story of your hunt for the favorite car; share the triumph of your first rebuild. That story and those pictures are worth immortalizing in print.

We've all been there; maybe you're experiencing the newness of that first special car. Perhaps you're climbing the ranks in a competitive series of races. Have you found the perfect wash and wax routine to deliver the trophy? (Some secrets are worth keeping.) The point is that the club's members are its true strength. Your membership is your key to unlocking the wealth of knowledge and friendship the club represents. The membership socials are the first step to a deeper understanding, a deeper relationship with your vehicle. You know that Porsche has won many awards for racing and technical and aesthetic design. Come share the experience! 🍷

OktoberFAST

Yes, it's back by popular demand! Join other PCA members October 17th and 18th for all things German—fast cars, no speed limits, and Beer:Thirty featuring a tasty selection of German brew.

OktoberFAST is a No Times DE with paid corner workers which means lots of track time. We had record attendance last year and a great mix of Porsches and other marques, so sign up early so you don't miss out. The calendar may say October but there are still spectacular days for driving.

Last year's drivers received the highly sought after Spyder pullover, and this year we are again bringing something new: custom-made gloves, featuring textured black leather palms with red and white leather on the backs emblazoned with the Porsche crest. These gloves are great for pit work, driving, or just showing off at the next club event. Sign up early so you can get your size!

This year we'll be supporting Rainbow Acres, a non-government funded community for adults with disabilities. Donations will be used to support financial aid for those families who are unable to pay the full fee for their loved ones to live in this amazing community. The community houses and supports over 100 residents with disabilities, called "Ranchers," providing lives with dignity, education, work opportunities, and health care. RMR-PCA's own Art Van Dyck is on the board of trustees and will tell us more about his family's personal experience with the special community during the DE.

Registration will be through www.motorsportreg.com as always and will open in September. Free pre-tech will be available at several locations in Denver/Boulder on October 7. Watch for details on the opening of registration, costs, and tech inspection locations in email and the newsletter or on the RMR PCA website (rmr.pca.org). If you have any questions you can e-mail or call the event chairs.

You'll remember OktoberFAST when it's cold and you're out in the garage wearing your stylish Porsche gloves working on the Porsche to make it faster for next year. Give your Porsche one last hurrah before winter—sign up soon. See you at OktoberFAST!

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 Dale Hartzell, dahartzco@msn.com, 303-641-0056

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

1. Which early model design by Ferdinand Porsche featured on/off four wheel drive with a sequential gear-shift?
2. Where was the car in Q1 built?
3. Two drivers scored points in a 1962 F1 race driving Porsches. Who were they and what was their nationality?
4. True or false: air cooled engines have never won a Formula one race.
5. True or false; Butzi designed the 804?

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In Case You Missed It...

“Laps for Art” at High Plains Raceway

It was a stellar day at High Plains Raceway when the Rocky Mountain 356 Club visited the RMR-PCA’s “Cars for Art” DE held September 13th. Running “parade laps” and led by pace car driver Scott Henderson, eight 356s and two vintage 911s lapped the track in a first-ever RM356 Club event.

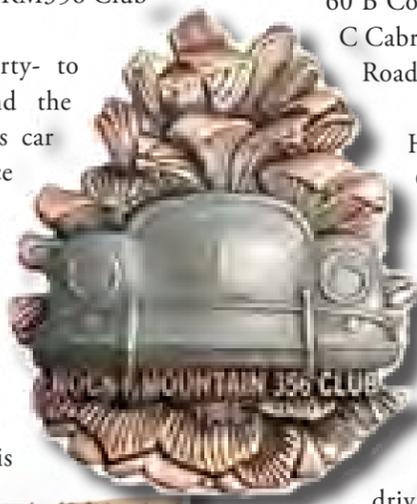
The spectacle of brightly colored forty- to fifty-year old Porsches screaming around the track befittingly displayed Porsche’s sports car heritage. A few 356-ers with race experience chomped at the bit to break loose, while most participants were newcomers to the thrill of HPR’s challenging track. (Skinny vintage tires kept most drivers’ speed in check.)

And who does car colors better than Porsche? Plying the track: King and Carol Clemons (Green ‘58 Convertible D), Dennis

Callen (Champagne Yellow ‘65 C Coupe), Bob Little (Signal Red ‘64 C Coupe), David and Lynne Figlino (Black ‘64 C Coupe), Monte and Cindy Lehman (Slate Gray ‘65 C Cabriolet), Pete and Lynn Robinson (Sahara Beige ‘74 911), Tom and Valerie Conway (Light Metallic Green—a.k.a. Willow—’71 911), Brent and Martha McGhghy (Heron Gray ‘60 B Coupe), Richard and Chris Morgan (Ivory ‘64 C Cabriolet), and Randy Mittelstet (Signal Red ‘60 Roadster). All part of the Porsche charisma.

Brent McGhghy sought out his family’s HPR Founder Brick; and, remarkably, the Clemonses’ 1958 Convertible D has 850K documented miles—yes, 8-5-0!

Center for the Arts Evergreen was the recipient of the “laps for charity” fundraiser, and our host, Rome Chelsi, was there to promote the Center’s capital campaign project to purchase an old Bergen Park church to bring the arts to their community. We 356-ers feel we’re driving “art,” and we are likewise supportive of other, stationary, forms.



After our invigorating drive, we 356-ers parked at the Danny Collins Pavilion and spent social time with our fellow PCA-ers, enjoying the chance to chat about our cars. As always, a dedicated crew of PCA volunteers, including Prez Jim Widrig, John Mackin, Kathy Fricke, Dale Thero, Joe and Nancy Warren, Doug Bartlett, Cecil Morris, Scott Henderson, Dale Hartzell and others were on hand and enthusiastically greeted us. Thanks for letting us be part of your fun!

The RM356-ers then headed to Strasburg, enjoying an authentic lunch at Corona’s Mexican Restaurant just in time to catch the Denver Broncos’ season-opener. We won!



All photos courtesy of Cecil Morris.



Those interested in the Rocky Mountain 356 Club can go to www.rockymountain356club.org for membership information. All are welcome to join.

It was a fantastic outing and we’ve been invited back—I’m in!

Valerie Conway
Treasurer & Webmaster
Rocky Mtn. 356 Club



BEATEN

Jon Barr - Autocross Event Co-Chair

& flogged



With the popularity of the book and movie "Fifty Shades of Grey" recently, this autocross event used this notoriety to have some fun with orange traffic



cones. It was Labor Day weekend Saturday, and a large contingent of your fellow club members came out to race on the Front Range Airport tarmac. The weather was perfect, warm and dry, with a light cooling breeze. The autocross racers were challenged to guide their cars around the cones and lower their times. There were a large number of "first timers" and a lot of experienced drivers also.

The club was able to use a new area of the Front Range Airport, which was close to the Main Terminal. This gave us access to the air conditioning, a restaurant, a lounge area and a conference room. Plus the big benefit of indoor restrooms! A downright civilized



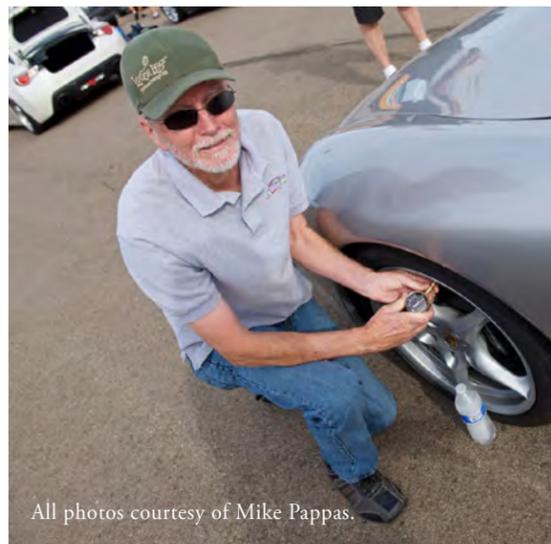
and formal affair, compared to the usual area we use with porta-potties and very little shade. The new venue was a big draw, as 74 racers turned out for the autocross. A big crowd at any autocross and a great turnout on a holiday weekend!

Co-Chairs Carl Boecher and Jon Barr put together a challenging course with lots of "kinky" corners and a long "sexy slalom" section. The large crowd was handled well by Registrar Donna Helberg. Timing was orchestrated by Doug Bartlett and several volunteers, so all runs were



recorded down to the thousandth of a second. Fastest time of the day went to Alan Fritze in his 1970 911 Porsche.

At the end of the runs, the cones were gathered back up and the top times were toasted by all with a cold beverage and lots of big smiles. Everyone had a lot of fun, new friends were made, and old friendships rekindled. The event was a big success, and everybody is looking forward to the last autocross of the season in October.



All photos courtesy of Mike Pappas.



Cars for Arts DE Chair, from a Rookie's Perspective

While sitting in idle enjoying a glass of Italian Red some months ago, I got a message from Joe Warren asking if I would be interested in being the chair for the September DE. My schedule is crazed these days running a fund raising effort to build an art center in Evergreen and told Joe I would get back him. Back to my glass of wine.

My seat time has been quite limited this season. Seems like there is always some sort of fund raiser I need to be at so the idea of dedicating a DE to full time responsibilities wasn't all that appealing. After a few days, Joe and I did talk and he indicated that the designated charity for the event would be Center for The Arts. OK, twist my arm, another glass of wine sealed the deal.

Having never chaired a DE, I had no idea of what it took to pull this off or if this was going to be more than I could handle. Any of us that have attended DEs understand how incredibly well organized these events are. Sign up on Motorsportsreg, pay your money, get your car teched, show up, sign a waiver, get to the grid and have some high speed fun. Painless right?

Well, in some sense it is. The club has a strong group of dedicated volunteers who pitch in and make things happen. Oh, you should know how to use a spread sheet. The first part of planning is getting a budget set and approved. This entails lining up sponsors, refreshments, Saturday dinner, and incidentals. Luckily there are well kept records which provide a useful itemized template for historical costs.

Time to figure out resources. A big shout-out to Joe Warren for mentoring me through the process and being a big help during the event.

Nancy Warren and Victoria Cox Jones took on registration duties with Nancy setting up the Motorsportsreg system. Doug Bartlett and Cecil Morris took on CDI duties including assignment of run groups and instructor assignments. Keith Hall and Mahlon Schanzenbach had equipment needs dialed in.

Control was handled by George Strimbu. Control is one of those unsung heroes that keeps the traffic moving communicating with grid, corners, ambulance, and tow crews. I had an opportunity to work control during the DE – at times it gets busy. George provided a run down sheet with times for announcements, and the event schedule. If you can tell time, have a sense of situational awareness, and don't mind making announcements, it's a cool (air conditioned trailer) job.

Most of us line up at the grid and are thinking about top tech, or waiting for the count down so that we can make our runs. It does however, take coordination between the grid personnel, control, and corners. Another thank you goes out to Jim Hindman, Stephen Abbott, and Josh Bertrand for working both days in the hot sun and keeping the event on schedule.

Hank Padilla runs the tech inspection team with the monthly pre-techs at our various venues. Brian Pesch was on site handling the day of event tech inspections.

Our Safety Director, Scott Henderson and Brent Vrits volunteered to run the ground school. Troy Nakatani provides the insurance paperwork.

Time to go shopping. One of the more pleasing aspects of the job is planning Beer 30 and taking the cart down the isles of the liquor store – budget in mind. We decided on a track side dinner on Saturday and were hoping to support one of the local businesses in Byers – all booked.



artist, Chris Krieg to provide a large oil painting to be auctioned.

He provided a spectacular painting of a 917 and a 356 in the background. Thank you Kurt Peterson for purchasing the work and I hope you enjoy it.

One of the jobs on the 2 days is the driver's meeting. I got to handle the "fluff" while Doug, Scott, and Cecil were on hand to discuss the various issues related to driving and track protocols. Cool!

I want to personally express my gratitude to all the volunteers for putting on a safe and fun event. It's also worth noting that we had a great group of drivers making my job easy.

The Plan was Bennett's BBQ. I had experience with them as being prompt, efficient, and reasonably priced.

Although Mahlon didn't ask for help, I came by on Friday evening and assisted with track setup – mostly placement of cones – lots of cones!

Since the club had named Center for the Arts as the charity, I took a big gamble and commissioned a local

I encourage club members to get involved in some way. It's a great way to get to know some very dedicated and friendly people.

See you at the track!

Rome Chelsi

EVOLUTION OF GREATNESS

by Chris Krieg 2015 RMR — PCA Cars for Art DE September 2015

Scott Durham, PCA SPB#83

A (sadly) small group from RMR attended the inaugural HPDE at Indianapolis Motor Speedway. Although small, we had a big time! Mike Harnish, Chris Cervelli, EJ Bennet, and Scott Durham were the road warriors. I had doubts going in, thinking that the uncharted nature of this event could make it a bit chaotic.

For tech, I was required to unload my car out of my enclosed trailer, which was a bit of a hassle since I have to load my tools, fuel and other items behind the car in the trailer. Mike and I arrived early and were able to position ourselves at the head of the line, so tech was actually a pretty quick process, aside from the extra unload/load. Following tech, we quickly registered, got our creds, and went about getting our personal stuff in order.

The next morning was an early rise: Gate opened at 6:15 a.m. for the first group allowed in. All in all, it was pretty orderly, and we found ourselves parked reasonably close to our assigned garages. Mike and I were assigned to two spots in the "oval" garage area. These are the original Indy car ones, used for years at the track. I spent many, many days there during the 80s while attending Purdue University. Brought back a lot of memories of school times and of the Andretti/Mears/Unser/Foyt days of Indy. When I first started hanging around there, all the "Jr.s" were first arriving--Michael, Al Jr., etc. Mr Newman had just arrived as well. Back then I had become friends with the parents of one of the crop of Indy drivers, Pete Halsmer. He used to get us garage passes each May, and we would spend the whole month hanging around back there.

Chris and EJ had been able to tech and park the night before, since Chris was pulling such a big rig. As

we pulled in Friday morning, we saw their familiar, smiling faces. They were assigned two spots in the new GP garages, located along pit road. After the usual morning activities, driver meeting, etc..., it was time to grid. Chris, EJ, and I were in the blue run group, and Mike was assigned to the gold group.

We had been told during the drivers' meeting that Dan Clarke (past indy car driver) would be doing some lead/follow early on, so if you gridded up front you would get some idea on line. Eager to do this, I gridded early (read first). As we sat on pit lane, I kept looking in the rear view mirror for somebody to come along and pull in front of the line. As they raised the green flag to release us onto the track,

it became clear that I would be on my own. Glad I reviewed a lot of video! You never want to be the guy who runs off the track during the first session. Of course, everybody was taking it easy, warming tires and getting their first couple of looks at the course. Wow!--the first look down the straight behind the wheel! Certainly a bucket list item for somebody who watched the race so much as a kid.

In the second session that morning, I was able to get Dan to jump in with me for a session. Well, well worth it. Very precise and subtle advice made for quick improvements. Wish I could get him in the car on a regular basis.

After the track went cold on Friday, we were treated to a reception at the Hall of Fame museum at the

track. A couple cold beers and a lot of automotive eye candy were a pretty good way to close out day one.

The next morning was a little more gentlemanly, since we did not have to unload, etc. Knowing the track a bit better by day two, everybody was beginning to push the pace. Unfortunately, just at the end of the day, a couple cars pushed it a bit too far. After a GT3 found the end of pitwall, our chance at a few parade laps of the oval looked in doubt. However, the track crews at Indy had things sorted out in short order, and we did, in fact, get our parade laps. While a slow pace, it was still great to get to see the size and sight lines of the famous circuit.

Day three was a bit warmer and more humid than the previous two days. For

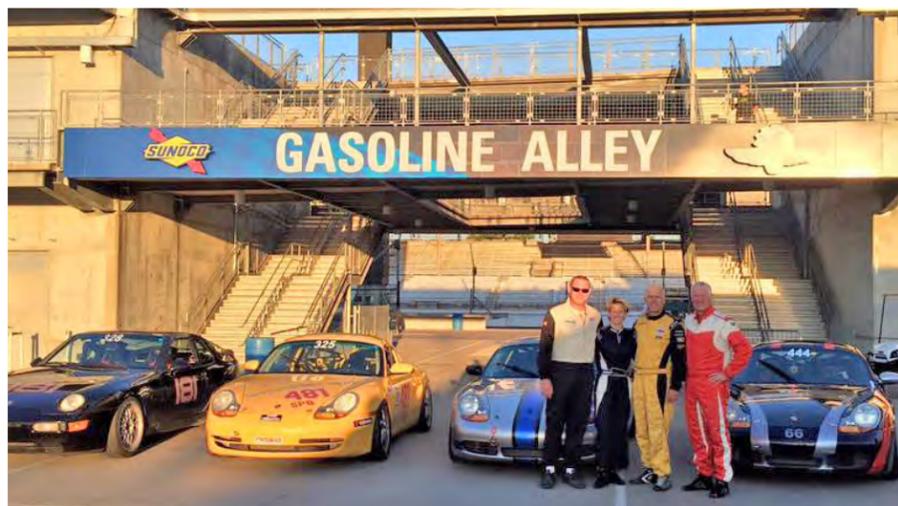
me, the second session on Sunday allowed my best laps of the weekend. By afternoon, many drivers had called it a day and begun to pack up. Are you nuts?? Our third session had six cars on track, and the final one of the weekend was a private affair--me, EJ and one other car! What a hoot! The drive home was a long one, but I was still smiling when I pulled into the driveway :-). I can't speak for the rest, but for me it was something I will always remember. The MORPCA ran a great event.

Many thanks.

EJ Bennett, #181

Imagine being the first group of amateur drivers ever allowed at the Indianapolis Motor Speedway for an HPDE. In August, four Colorado racers (Chris Cervelli, Scott Durham, Mike Harnish and EJ Bennett) were treated to this once-in-a-lifetime opportunity. The Mid-Ohio Region PCA secured the first-ever DE at Indy for 240 cars, and we signed up pronto. Our cars are three Spec Boxsters and a 968, all Cervelli-built. From the moment we pulled in to park the haulers, we were met with jaw-dropping customer service and a level of preparation and attention to detail that amazed us all weekend. MOR-PCA devoted untold hours to organizing the three-day event, which ran flawlessly.

Photos for these articles provided by EJ Bennett and Scott Durham



First impressions were overwhelming—the scale of everything at Indy is mind-boggling. Grandstands for a quarter million people form canyon walls lining both the sides of the track, and a six-story glass pagoda overlooks start/finish. The colossal Jumbotron rising near Turn 13 can be seen hundreds of yards away. Picture drivers' meetings held in the Foyt garage complex on Legends Row, gridding under the iconic Gasoline Alley sign, and the remarkable experience of rocketing down the front straight through the echoing grandstand canyon and past the lighted scoring tower.

Indy and MOR-PCA pulled out all the stops with a catered dinner buffet each of the three nights, parade laps of the full oval, and photo ops taken of each car individually crossing the famous yard-wide strip of bricks at start/finish. The giant scoring tower was lit up with scrolling graphics, and a blimp even sailed overhead during the parade laps! For every TV shot you've ever seen of the Indianapolis 500, we were present in those historic places.

All drivers were provided garages: either shared Grand Prix garages right on the exciting front straight or quieter, private ones a bit back from the track. Indy staff was there in force with 24 trackside cameras, monitored in real time up in the pagoda, plus a half-dozen people working control. A conservative estimate of the fire/safety/crash rescue team included 15 vehicles and 30 people. Countless yellow-shirted Indy staff on the grounds went out of their way to be helpful in any way they could. Brickyard owner and CEO Tony George himself showed up on Friday. Indy staff even repainted all the blue and white curbing just for us so it looked fresh and beautiful on our first trip around the track.

Continued on page 25.



Liz Shaw, PCA Zone 9 Representative

Hello, Zone 9ers,
 The second half of August was a busy one for me. I went to the Club Races and DE at High Plains Raceway in the middle of the month and had a blast. I got into Denver on Thursday night and headed to the track on Friday morning. I didn't have a lot of work to do until the banner box showed up, so I helped set up tables, etc., for later in the day. On Saturday, I helped out with Timing and it was interesting to learn the software and how to get the equipment set up. Another advantage to helping with Timing is that I got to stay inside the air-conditioned room the whole time! And that was appreciated on Saturday, as the temperature got into the high 90s, and maybe hit 100. That night, just when we were finishing dinner, a couple of thunderstorms rolled in, and when I got to my motel, the electricity was out and stayed out for a few hours. Mother Nature sure did her part in supporting this year's theme: Rocky Mountain Thunder!

On Sunday, I helped again with Timing, and it was a busy day with the DE groups and the Sprint races (the Enduro was on Saturday). Overall, it was a very fun weekend. Thanks to Brian Leary, Vicki Earnshaw, and Kathy Fricke—and the rest of the volunteers.

The next weekend, I headed southeast to Lubbock for West Texas Region's 35th PCA anniversary party. We were honored to have PCA President Caren Cooper join us for the events on Friday and Saturday, and there were also a couple of founding members at the dinner on Friday night. After breakfast on Saturday morning, Caren and I headed to the

autocross site and checked in. Although Caren had to go to the airport before she was able to get some timed laps, she was able to drive my car in a couple of practice sessions. Thanks to Brian Harnish and his crew for putting on such a well-run event.

Dinner that night was at Cagle Steaks & BBQ and some people headed to Chances R Night Club afterward. After a full day of autocrossing and being in the sun, I needed to call it an early evening.

The next day, many of us met for breakfast at the Overton Hotel and then gathered in the parking lot of the Buddy Holly Center for pictures and then a private tour of the museum. It's an impressive little museum, and if you're ever in Lubbock, check it out. The manager described the many displays, and there was also a small theater that had a short documentary on Buddy Holly. Big thanks to WTR President Wil Carter and his team of hard-working volunteers for putting on a fabulous weekend of celebration. Here's to the next 35 years, West Texas Region!

Still to come in September are the Club Race and DE at Miller Motorsports and then RENNSPORT a week later! I've been waiting 3 years for RRV and I'm really looking forward to it.

Hope to see many of you in the next few weeks.

Liz Shaw, Zone 9 Rep. 🇺🇸

In the zone



Margaret Freeman photo of WTR 35th anniversary party.



Liz Shaw photo of Joe Banks and Tommy Dean, winners of HPR Club Race.



Margaret Freeman photo of Caren Cooper at WTR auto cross.

We drove the road course, originally designed for Grand Prix F1 in 1999, modified slightly over the last few years. The 1000-meter front straight meant an exciting 6th to 2nd downshift into Turn 1 for the 968, and even the Spec Boxsters made almost 130 mph! Up-shifting into fourth before entering the chicane gives you an idea of how fast that stretch is. The track was glassy smooth, with less grip than expected. Each driver had 12 run sessions over three glorious days, and everyone ran cleanly, except for two single-car incidents involving GT3s and tire walls. This event was accessible to all levels of DE drivers (they offered instructed groups, solo groups without extended passing, etc.), and with the track hot all day, we had enough track time to make the journey well worthwhile.

If you EVER get the opportunity to do this in the future, leap on it immediately. The images will stick with you long after the cars have returned home. The shriek of the cars echoing through the grandstand canyon at start/finish ... flying through the chicane ... walking a deserted Gasoline Alley while gazing at the Legends Row garages ... smiles and thumbs up from the Indy staff ... and many new friends made these perfect three days memories to carry forever.



Scott's Spec Boxster, immediately followed by EJ's 968, on the 1000M front straight.

2015 CLUB RACING WEST COAST SERIES	<ul style="list-style-type: none"> Mar. 28-29 Golden Gate Region Thunderhill Raceway Apr. 10-12 Zone 8 Auto Club Speedway May 16-17 Golden Gate Region Buttonwillow Raceway June 5-7 Golden Gate Region Mazda Laguna Seca Raceway Aug. 15-16 Rocky Mountain Region High Plains Raceway Sep. 5-6 Golden Gate Region Thunderhill Raceway Sep. 18-20 Intermountain Region Miller Motorsports Park Nov. 14-15 San Diego Region Buttonwillow Raceway 	 <p>5 events to qualify for a trophy</p> <p>contact zone rep for more info</p>
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*If it is better to enter a corner slow,
and come out fast,
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-Sir Stirling Moss

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In The Werks

The Alpine Mountain Region's "La Junta Fast: 60 Seconds, More or Less" HPDE is less than 30 days away. The track has recently been resurfaced and it's made the difference between night and day. The La Junta Raceway Drivers Club held their first event on the new track August 29th.



They reported that the rough surface and tire wear issues, as well as loose stones are no longer an issue with the track.

This will be AMR's 40th consecutive year at La Junta. The seven corners and two straights of La Junta provide the right balance of technical challenge to satisfy all skill levels.

For anyone interested, we're still planning to get together at 6pm Friday at the Rattlesnake Grill to socialize with old friends and make some new friends before the DE officially begins on Saturday. On Saturday, the gates open at 7:00 AM, just before sunrise. We'll have coffee and breakfast goodies on hand. A mandatory drivers meeting for all attendees begins at 8:00 AM. Novices are also required to attend Ground school, which has been moved to Saturday morning during the first run of the black group.

Dinner Saturday night is at our favorite local hang out, Mexico City Café. As part of your registration, we'll pay for dinner and soft drinks, you pay for beer and Margaritas. You'll also receive a one of a kind, commemorative, long sleeved T-shirt as part of your registration fee. So mark your calendars and plan on participating in our final DE of the season!

For anyone who still needs to make hotel reservations, the newly remodeled Red Lion Inn is offering a reduced rate of \$65/per night for out of town participants. You can call the hotel directly at 719-384-2571.

DE COST:

2 Days: \$190.....\$170 for co-drivers.....

1 Day: \$125.....\$105 for co-drivers.....

If you have any QUESTIONS please contact:

-- Melanie Richey: melanie_richey@msn.com

-- Eric Wigand: ewigand3@gmail.com

-- Allan Lasater: ljas@bresnan.net

2015 AMR Oktoberfest Swap Meet and Restoration Clinic

Porsche Swap Meet: Saturday, October 10th from 9:00 a.m. until 1:30 p.m.

Location: European Performance Specialists—406 South Sierra Madre St., Colorado Springs, CO 80903

If you are looking for something, have something to swap or sell, or are just interested in seeing what everyone else has that they would like to part ways with, then plan on coming by. Everyone is welcome to sell, buy or trade (it's a swap meet). If you're selling, please bring your own table, chairs and ability to accommodate purchasers. If you're buying, please bring cash. We'll leave the trading up to you.

Restoration Clinic: From 10 a.m. until 11:30 a.m., there will be an entertaining presentation regarding the overall restoration of a Porsche. Experts will discuss everything from the engine to the interior and exterior of the car. The usual suspects will be addressed: 356s, 911s and 944s.

It wouldn't be Oktoberfest without some food and cold beer; *we'll provide the food and drinks* during lunch.

If you plan on participating as a seller (vendor) please **RSVP** to drtaylor01@msn.com. For questions please contact: Dan Taylor at drtaylor01@msn.com.

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Sponsors – John Greene 970.390.6507 jofgre99@hotmail.com
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 NOVEMBER 14TH**

Tom Radow and Brian Love

When November comes around, many of us start thinking about winter projects. Push them back a few weeks. Please join us on November 14, 2015 for a visit to the Ramber Ranch after the Porsche Breakfast Club breakfast. This car collection is only accessible to car clubs, and Terry, the owner, doesn't usually open the doors in November.

The collection includes 600 cars in five buildings, plus a "boneyard" for parts and Kelvinator home appliances. The cars are both restored and unrestored Nash, Rambler DeSoto, Dodge, Chrysler, Imperial, Plymouth, Edsel, Ford, Lincoln, Mercury, Chevrolet, Covair, GMC, Cadillac, Pontiac, Geo, Opel, International, Studebaker, Kaiser, Packard, Allstate, Checker, Yugo, Rolls Royce, Porsche, Wolsley, Fiat, Mercedes, BMW, Vauxhall, Jeep, Bricklin, Funwagon, Citroen, Mitsubishi, and Acura.

After our monthly breakfast at the Village Inn, we will caravan to this unique collection located in Elizabeth, Colorado, and learn the historical significance of many of these cars and brands.

Don't bring the concours car. Parking is on an unpaved surface in a heavily forested area. We will leave the Village Inn at about 10-10:30 a.m. It will take about 1-2 hours to view the collection, depending on your interest and pace. Dress warmly, as some of the buildings are unheated.

Entrance fee: \$10/person

Important note: The Breakfast Club now meets at The Perfect Landing, 7625 S. Peoria St, Englewood, CO 80112, located at The Centennial Airport.



I get around

Danielle Badler, *RMR/PCA Columnist*



I Found a Modern Racing Hero!

Periodically, people chastise me for being an inveterate reader of The Wall Street Journal. It's owned by that evil manipulator of the night and the right, Rupert Murdoch, they say. It's biased, it's dull, it's out of touch. It has nothing whatsoever, today, to do with what made the paper great.

And then I open it up to a profile titled "The Throwback Star of Formula One."

What? I mean, ok, but a profile of Lewis Hamilton? I didn't even think the Journal knew that he actually walks on this planet. What do I know?

This is what I know. It was a great read. And it made me rethink my view of Formula 1 "pilots" today. Or at least one of them.

You have to understand. Growing up, I was a big fan of Jim Clark. I have a framed photo of him, taken by Jesse Alexander. You know the one, where he's looking out into space, head slightly cocked.

As a kid, I read his bio. He took the author for a ride in his "daily driver," a Euro Ford Falcon, probably a "company" car. He screeched and scrawled all over the Scottish moors. Then he suddenly stopped the car, to say that one tire was down a few pounds of pressure. Which it was.

Clark seemed to be completely bewildered by his talent. Talent that led to abject disbelief when he bought the ranch in 1968. In a meaningless Formula 2 race. It just couldn't happen.

An example; he was asked how he can be so consistently faster than everyone else. And Clark simply answered, "I just brake a little later."

Yeah, and Babe Ruth just hit it a little farther. Sandy Koufax just threw it a little faster.

Photo of an earlier racing hero found via TheChicane.com
Evi Gurney says that Dan was experimenting with face protection well before his contemporaries—which led to the first full face helmet for driving. "During the years that followed he worked with Bell Helmets in California where he helped to develop the first full face helmet. He had seen motorcycle racers wear similar ones at Ascot Raceway in California. Dan wore the first full face helmet at Indianapolis in 1968 and then also introduced it to Formula I racing at the British and German Grand Prix in 1968. He was at first a bit ridiculed but within months other drivers adopted the full face helmet and now we cannot imagine how they ever raced without them."

Chuck Yeager just flew a little better.

Contrast to today. Driver coverage is so sanitary, they have a hard time fitting in the names of all their sponsors, when they go through the post-race "thank you" drill. You have no idea, as Chris Economaki would ask, what it's like out there.

So imagine my surprise when I read that, as a young cart racer, Hamilton's father found the spot where the fast kids braked, and urged his son to brake five yards farther.

He did... and he spun, and spun, and spun. But, eventually, "I became the latest braker."

Get this. He's quoted in the article saying "I don't like Tiptronic, even though I race with Tiptronic. ... I like having a gear stick. I like three pedals. I like the heel-and-toe effect ... you just have a little bit more control."

I know!

Apparently Hamilton is infatuated with Senna. It makes sense. At Senna's death, Hamilton was nine. Clark, on the other hand, died 17 years before Hamilton was born.

At this writing, Hamilton has 40 wins in 160 starts, to Senna's 41 wins in 161 starts. Any bets on whether he eclipses his idol?

Damon Hill, who raced alongside Senna at Williams, is quoted as saying, "Any era you like, he would thrive ... I think it's more difficult for him now because of the over-engineering of the competition."

The article, however, points out that, sure, it's clear he has the fastest car out there... but so does Nico Rosberg. And Hamilton has out-qualified him in 11 of 12 races so far this season.

A few years ago, Hamilton test-drove Senna's world championship-winning McLaren MP4/4 from 1988. He matched Senna's pace almost

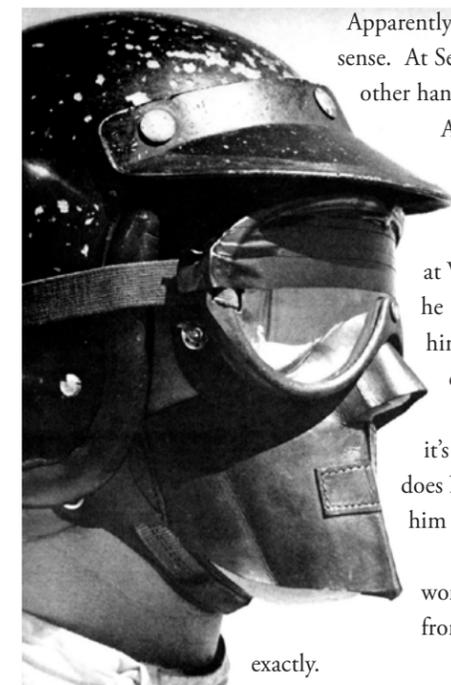
exactly.

How? This is a great quote. "People come up to me and say, 'Oh, the way you took Turn 7, it's so much better than others.' I don't know if they really can see that. Because when I'm watching, I can't see the difference."

It is indeed that little bit later/faster/better. And it can't just be explained.

"I'm a real basic driver," Hamilton says. "There's drivers over time that close their eyes and envisage a lap and all that stuff. Maybe that works for them. For me it doesn't. Me, I drive. I drive the seat of the car."

Hooray. A real honest-to-goodness racing hero, in today's age. He exists! 🏁

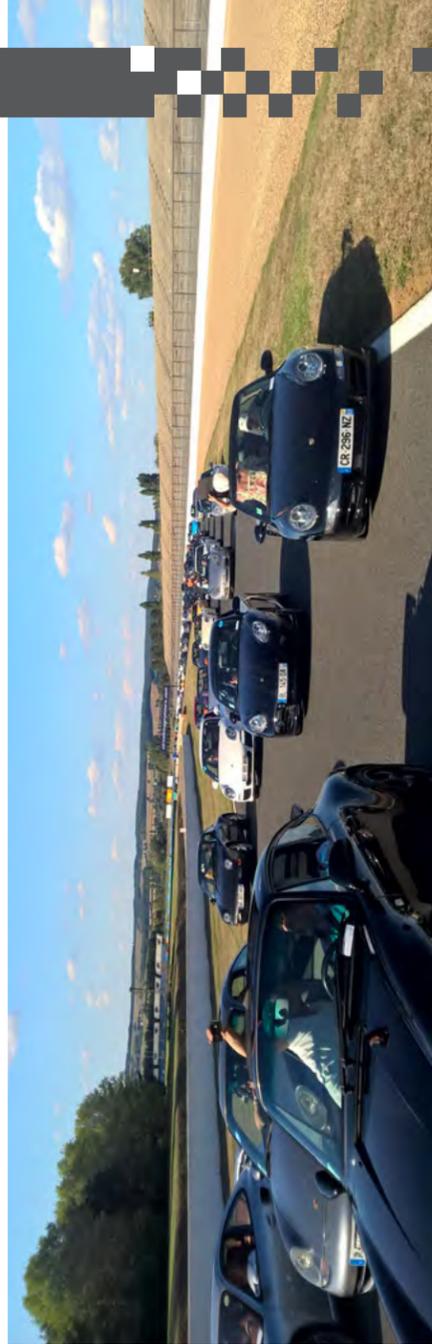


Never Summer

Deanna “DeeDee” Broes
Berthoud, CO
Porsche Boxster S owner

As an RMR-PCA member, I have a love for Porsches. It was my pleasure to be able to participate in the Never, France two-day Porsche rally in August, where I was able to select the Porsche of my choice to race on the Magny-Cours International Raceway.

This two-day event was packed with spectacular activities, such as racing your own Porsche on this famous circuit, dinner and dancing overlooking the track, champagne sponsors with fabulous libations, watching the Porsche race, participating in the record-breaking Porsche parade on the track, and ending with a country tour that included various stops on the second day.



Our first day started with choosing the brand-new Porsche of our choice to drive as fast as we wanted on the track. I chose a gray 911 GTS. My co-pilot Pierre, an experienced race car driver, told me to take the first turn and then put the pedal to the floor. The last time I looked at the speedometer I was doing over 220 kilometers an hour, only to be passed by my partner, who came up on my right in the car of his choice. I don't know how fast I went in the end, but it certainly got my adrenaline pumping.

We broke the record this year, having over 1,000 Porsches of every year, color and style on the track. It was truly a sight to behold. With the sound of engines roaring and horns honking we took off in a four-car-wide, reptile-like parade to snake around the same turns where Formula 1 drivers take their lives in their hands each year. The excitement and camaraderie are unmatched when you participate in this type of event.

After checking in with our group for the country tour on the second day, we were handed a description of the tour, which included directions in French. Since I don't speak very much French, I was jokingly told by my driver that I was “the worst co-pilot ever.” Luckily, we had about 20 other Porsches to follow around the twists and turns of the French countryside.

Our first stop was a coal mine museum where we put on hard hats and walked down in the dark, hot coal mine of The Machine, France. That is actually the name of the town. It was an interesting exploration. Of course it was in French, so I only caught half of what they were saying.



Our second stop was lunch at a round restaurant where we were served steak hot off the open-flame grill that sat in the middle of the dining room. To my surprise, after speaking with our lunch partners about Harley Davidson motorcycles and their car collection, I discovered I had been sitting and joking with the CEO of Ducati France, his wife, and their dog Cannabis. It was a pleasure to enjoy their company.

Our third and final stop was at



Apremont, France to visit the fabulous one-of-a-kind gardens. This was truly magnificent, because the castle is still owned and inhabited by one family. This family also owns the town, which sits on the Loire River. The grounds were immaculate and spectacular with acres of green grass that felt like carpet under your feet. Wisteria hung from the arbors that led to lakes, waterfalls, patches of bamboo, an oriental bridge and a gazebo that included Never china murals of each region of the world.

We ended the day at the Apremont pub with an awards ceremony and people who became lifelong friends. I can't express my gratitude for being able to participate in such a memorable event and would encourage everyone to participate in a Porsche rally in another country if the opportunity ever arises. The French really know how to do it right.



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porsches

1987 Porsche 944 STD. 49,000 miles, excel cond. Looks, runs like new. CARFAX and Maintenance records. Red exterior, tan interior, good tires. Custom wheels. Must see to appreciate. \$10,500. Call 303-916-4829.

2002 911 C4S with sunroof. Lapis blue metallic, grey interior. Beautiful car, perfect paint. Manual 6-speed. Professionally maintained, always garaged. Proactive upgrades done for known 996 issues, including replacement of IMS bearing, rear main seal, coolant bottle & ignition key fix. New clutch and radiators. 150,000 miles. Car is in perfect condition, needs nothing. Service records. \$26,950.

2007 911 Carrera S. Basalt black metallic with stone grey leather interior. Mint condition; \$92,705 MSRP, 48k miles. Manual trans, heated power seats, 19" Turbo wheels, wheel caps w/ colored crests, Sport Chrono Plus, navigation, Bose high-end sound. All service records available, always garaged, never smoked in. \$42,000. E-mail for pics and info, wvankempen@gmail.com. (Sep)

2004 996 C2. Seal grey, black interior, 6 speed, 65K miles. PSM. Bi-Zeon headlights, S Series brake calipers, 18 inch powder coated wheels with painted logo centers, performance exhaust tips, comfort leather seats, Bose Sound System and tinted windows. IMS upgrade, new clutch and catalytic converter. 60K services complete with high temperature brake fluid. Beautiful, well-maintained car. \$33,000. Bill Allen, 303.329.8185, wfa08@yahoo.com. (Oct)

1988 924S SP1 Racecar -2015 tech passed PCA and NASA; Transmission by G-Box 2013; engine refreshed 2015; new

clutch 2015; cage by Hanksville Hot Rods; flat tow; wheels (18); car cover; EXTRAS: oil filters (3); Plexiglas side windows; brake pads front (2 sets), rear (2 sets); starters (2); Air filters (2); fuel pumps (2); fuel rail; A-arm; front hubs (2) and more. \$8,000 Call Dave-303-929-3026, email dbyassee@gmail.com. (Oct)

1993 Porsche Race Car Project \$19,500, 3.6 L. Over \$35K in quality race components. Engine has ARP, Pauter rods, Elgin cams. RS America front bumper, C2 Glass parts, flush mount Lexan glass, Momo steering, Rennline adjustable pedal set, \$12K roll cage, short shift, coilovers, ERP Sprint plates, cryo rotors, RS lightweight flywheel, Sachs clutch. Car was backed into a wall on right rear corner, frame was professionally repaired. Replacement rear clip available. Tom, 303-443-1343, email@carquip.com. (Oct)

1975 fire engine red 911S; nuts and bolts restoration 2006 - 2007 by ReIncarnation Auto; 25,000 miles since restoration; includes original toolkit, owner's manual and air pump. Approximately 144,000 miles total. 3-owner car. Engine rebuilt 2014. 1,800 miles since engine rebuilt. New alternator 2013; clutch rebuilt March 2014; new starter June 2014; new ignition switch June 2014; new ignition box March 2014. Heated seats, Sirius radio lifetime subscription. Pioneer radio system. Asking \$41,000. hortonjudy@yahoo.com; 719-495-4783. (Oct)

miscellaneous

Porsche wheels: Full set 18" OEM turbo twists, silver, came stock on my 2001 Boxster S, good condition, 7.5" Front & 9.0" Rear, fit many late model Porsches, no tires, \$700. Full set 16" Porsche OEM wheels, came stock on my 1990 911. Great tires mounted on them, Kumho Exsta 4X, barely used. \$500/set. Jay, 303-859-6779, jayk1@comcast.net

Southport Tire trailer and Willwood hitch for early 986 or 996. Trailer will hold 4 to 6 wheels, has LED lights, 9+ cubic foot lockable tool box, spare tire, grease gun, tie downs, wheel chocks, four-wire to five-wire electrical converter, and third wheel support or horizontal stand when not hitched. Hitch fits 986 and 996 with removable bumperettes. Asking Trailer \$ 700, Hitch \$ 150, Joe at 303-604-1289. (Oct)

Lightweight clutch pressure plate by Patrick Motorsports, 240mm, G50 and G50-50, Kep Stage 1. Fits 1984 to 1989 3.2l 911. Weighs 13.3 pounds, save 8.4 pounds of rotating mass. Torque capacity to 550 ft/lbs with stock disk. Perfect condition. \$495 Contact Peggy at penglert@q.com, 303-399-3357 or cell 720-312-3467.

Harness guide bar, Brey-Krause Type 304 stainless steel for '74 - '93 911 Targas. \$215 Contact Peggy at penglert@q.com, 303-399-3357 or cell 720-312-3467.

Set of 4 18" wheels with new Dunlop SP Wintersport 3D snow tires, 225/40R/18 and 265/35R/18. \$800 Contact Peggy at penglert@q.com, 303-399-3357 or cell 720-312-3467.

Nitto NT01 tires: Two 255/40R20 and two 315/30R20. Like new with less than 100 miles. \$900 for all four plus shipping. Mark Mitchell, Lakewood, Colorado, (303) 759-9597, terrcomm@msn.com. (Sep)

Continued on page 34.

Pedro P. Bonilla, PCA GCR Columnist

Speed Doesn't Kill

... it's the sudden deceleration that does.

And that's precisely why first the seat belts and then the airbags were introduced as safety features in automobiles.

In general, most humans can just barely survive a sudden deceleration of 40 G.

In a typical frontal crash at a speed of 60 mph, the driver and passengers can probably survive if they are using restraint systems such as safety belts and their car is equipped with airbags.

Part of the reason that the passengers can survive is also the car's safety design. All modern car manufacturers, Porsche included, take into consideration, in the design of the vehicle, safety crush zones to further reduce the "sudden stop" of the passengers in a frontal crash.

By the act of the car's crushing, the passengers are slowed down over four feet (that's how much the car shrinks by the impact), and the airbags will slow down the passengers over another 18 inches.

Federal Frontal-Impact Standards now call for a maximum of 60 G on the chest of the crash dummy, for 35 milliseconds.

To give you an idea of what 60 G is, it's the equivalent of stopping from 30 mph in less than 1 foot. If the person involved in this sudden deceleration normally weighs 200 pounds, during this sudden stop his body will weigh 12,000 pounds (6 tons), and his head, which normally weighs around 10 pounds, will briefly weigh 600 pounds.

The first safety restraint system was the seat belt, which was patented by Edward Claghorn in 1885. Seat belts were offered as optional equipment by Nash in 1949 and Ford in 1955, but it was Saab that first introduced them as standard equipment, in 1958.

Because of the low usage of the by-then-standard seat belts in the 70s, auto manufacturers decided to develop the

Supplemental Restraint System (SRS), also known as the airbag.

In 1980, Mercedes-Benz introduced the airbag (which they had patented in 1971) on their high-end S class.

In 1987 Porsche introduced the first automobile in the world to have as standard equipment driver and passenger airbags. That car was the 944 Turbo. The 944 and 944 S offered them as optional equipment that same year.

By 1998 the National Highway Traffic Safety Administration (NHTSA) mandated as standard equipment dual frontal airbags.

Today, the technology has evolved to also include side-impact airbags to protect the vehicle's occupants further.

According to the NHTSA, in 2009, in the US alone, 15,403 lives were saved by the use of child restraints, seat belts and airbags.

Because of the still-low utilization of the safety belts by drivers and passengers in the US, airbags fitted in cars registered in the US have to trigger much more forcefully than airbags for the rest of the world. This created uneasiness in some, and today many of our modern cars now use electronic controllers that can recognize if the safety belts are being used or not by the passengers and alter the airbag's deployment parameters in accordance to increase the passenger's survivability further in a crash.

Make sure your car's SRS (airbag) is working properly.

Check that the airbag light first comes on when you turn on the ignition, but then shuts off after the engine is running.

If it stays on, there is an issue with the system, which should be checked.

If it doesn't light up at all, the bulb may be burnt. Have it checked as well.

So buckle up, and Happy Porsche-ing,

Pedro

Classifieds

miscellaneous

Michelin Pilot Super Sport high performance summer tires. Size: 265/35/18. 80% tread left. \$150/pair Came off 2000 Boxster S. Call 719-640-0540 or email jonhollyb@comcast.net. Jon in Littleton, CO. (Aug)

AIM Solo-DL Lap Timer and Data Logger. OBDII Cable/Connection and RAM Windshield Mount. \$475 plus shipping. Mark Mitchell, Lakewood, Colorado, (303) 759-9597, terrcomm@msn.com. (Sep)

Adjustable rear upper control arms: Set of four fits all 996/997 911s, 1999-2008. Lowering a 911 with a factory suspension results in excessive rear wheel negative camber that cannot be adjusted to correct factory specifications. This results in excessive inner tire tread wear. Replacing the non-adjustable original "dogbones" with these Heim-joint adjustable arms overcomes this problem. This set from Innovative Speed Solutions is used, but in good condition. Asking \$350/OBO. Please contact Jim at 970-232-4936 or jlsafry1@msn.com. (Sep)

Mufflers for 911/997 Carrera 4. OEM right and left mufflers (997.111.121.02 and 997.111.122.02) in very good condition with 41K miles of use. Brackets (996.111.238.03 and 996.111.237.03) and exhaust tips (997.111.151.00 and 997.111.152.00) included. Left over from a sport exhaust conversion on a 2006 Carrera 4. Ideal for replacement or "gundo hack." Asking \$600/OBO. Please contact Dick at (303) 988-6819 or dickberls@hotmail.com.

Wanted: Michelin Pilot Sport tires (new or slightly used) size 315/25ZR19 for 2002 996 turbo. Please contact Mark at mark.fenner@arcadis-us.com or call at 720-233-9093. (Oct)

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

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

DRIVING EVENTS

Tour

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

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

Rally

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

Between RMR and AMR, a handful of rallies—at least one of each type—are offered. Porsche

Parade also hosts a TSD rally, and sometimes a Gimmick rally, each year.

Autocross (AX)

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

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

Driver Education (DE)

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

As DE events are not racing, nor preparation for racing, lap times are not recorded. However, some

DE events are followed immediately by a time trial event, which gives drivers a chance to quantify their performance. Lap times may then be used to measure personal improvement or for bragging rights amongst your peers, etc.

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

Club Race

A club race is a wheel-to-wheel racing event. A race weekend consists of a number of practice sessions and "heats" (race sessions), often involving both "sprint" and "endurance" races.

Since a Club Racing license (issued by PCA National) is required for competition, club racers are serious and experienced drivers. The cars they bring with them to the track can be quite impressive! As a point of interest, the PCA Club Racing program was inaugurated with the RMR-hosted "First Ever Anywhere" club race at Second Creek in 1992.

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

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

NON-DRIVING EVENTS

Membership Social

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

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

the Committee Chair or a Board member!

Tech Session

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

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

Concours d'Elegance

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

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

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In the rearview mirror - 1975

Amy Legg-Rogers, *Historian*

The Great Punk-In Rally was held October 26, 1975. It was the only charity event of the year, and the entry fee was \$3.50 per car. The proceeds went to the Colorado Hearing and Speech Center. The Rally itself was straightforward with no tricks or sub-plots. The surprises were held at the checkpoints. Surprises included fastest tire-changer, fastest blindfolded banana eater, two-minute tech quiz and tricycle slalom. First place went to Grady Clay and Debbie Pink; second place went to Ed and Jennie Vanderpool; and third place went to Joe and Kathy Brack.



Frank Barrett Photos!



Trivia Answers:

1. Porsche 360 Cisitalia;
2. Italy;
3. Dan Gurney, USA, and Carel Godin de Beaufort, Netherlands;
4. False. The 1962 French Grand Prix is the only race won by an air cooled engine;
5. True! The 804 F1 car was designed by Professor Ferdinand Alexander Porsche, A.K.A "Butzi."



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

"What tricks or treats are in store for your Porsche this fall?"



Robert Baumgartner

"The brakes I burnt out today at HPR."



David Schmidt

"New Borla exhaust for the Boxster."



Denise Jordan

"A spa day at Elite Auto Salon after the Junta DE!"



Lisa Hunsicker

"A new wrap. Tires. Synchro. Clutch. Any gear other than 3rd."

(Krista Turner

"And a healed-up driver.")



Rich Spritz

"Which Porsche?"



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2012 Porsche 911 Turbo S

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Transmission: 6-Speed PDK

Exterior: Black

Interior: Black

Price: \$115,310

Stock #: 70335



2014 Porsche 911 Carrera S

Miles: 4,350

Transmission: 7-Speed PDK

Exterior: Anthracite

Interior: Black

Price: \$99,996

Stock #: 70332



2009 Porsche 911 Turbo Cabriolet

Miles: 29,100

Exterior: Carrera White

Interior: Black

Price: \$81,792

Stock #: 70337



2014 Porsche Carrera C4S Cabriolet

Miles: 955

Transmission: 7-Speed PDK

Exterior: Rhodium Silver

Interior: Black

Price: \$119,456

Stock #: 70338

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