This month:
RMR at the Stanley
Triple Bypass Tour
Summer Speed DE
Porsches & Horses
Continental Divide
250 COOK STREET
Denver, Colorado | Offered at $930,000

Row House with forward-thinking architectural elements:
- 25 foot Vaulted ceilings w/skylights
- Sweeping staircase
- Kitchen/island/great room
- 3 bed | 4 bath | 2709 finished feet above grade
- 1480 basement w/ 916 finished
- Immaculate original condition
- Move-in ready
- Great room /kitchen w/island
- Interior courtyard connects to 576 sq ft. garage
- Front elevated patio
- Courtyard
- Two main floor fireplaces

For additional photos and virtual tour, please visit: www.spotlighthometours.com/us/54206

Stacy Owen Resop  
c 303.506.3128  
o 303.893.3200  
stacy.resop@sothebysrealty.com  
fullersothebysrealty.com

Dan Fead  
c 720.300.9500  
o 303.893.3200  
dan.fead@sothebysrealty.com  
fullersothebysrealty.com
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Cover photo by Amanda Yuill
Cecil Morris’ 1997 street legal (but developed as a Spec racer) Boxster, #986, basks in the light of the setting sun after a DE at High Plains Raceway in July. Story page 12.
he “Best Ever” Club Race (officially the High Plains Thunder Club Race) was a superbly run event for the Rocky Mountain Region and will be difficult to top. Event Chairs Brian Leary and Vicki Earnshaw proved to have their ducks in a row, and put together a very well organized, fun, and safe event. September’s HighGear has extensive coverage and photos of the event. On the Club Race website and Facebook page (www.RMRClubRace.com; FB Group “Rocky Mountain Club Race at HPR”) you will find more details and photos from the event. Thanks to the entire event team that worked so very hard to make this event a mega success!

September and October are the final months of driving activities for the club until 2015. These two months are packed with activities, including Drivers Education events at HPR, an Autocross at Front Range Airport, fall tours including the Fall Foliage Drive to the Broadmoor, the Drive for the Kids Tour, AMR’s Fall Tour, and the Season Ending Drive to the Edelweiss. Check the articles in HighGear, the RMR website, and FaceBook pages for the latest information. Put these on your calendar and see you there!

I have written several times throughout the year about the planning and work performed by what is a pretty sizable group of member volunteers. We are already planning for the 2015 events and will be looking for volunteers to step up and assist in these events for your club. At any one of our events you will see many folks who have worked long and hard to make the particular event the “best ever.” Please send an email to me or another member of the RMR Board or talk to one of us at an event if you would like to help out in some capacity. We can always use more volunteers to balance the load, and you will in turn gain some personal satisfaction in knowing you are contributing to the RMR Community!

The RMR Board has formed a Nominating Committee which consists of the Past President (Rick Goncalves), President (Jim Widrig), and two non-board members (Cecil Morris and Doug Bartlett) to interview prospective candidates and make recommendations to the board for the 2015 slate of officers. As I wrote last month, the process as outlined in our constitution and bylaws provides that the nominees will be formally announced at the October membership meeting at Prestige Imports, the election will take place at the November membership meeting (location TBD), and the officers will be sworn in at the December membership meeting/holiday party. If you are interested in serving on the board and would like additional information, please contact me or another member of the nomination committee.

On a more personal note, I would like to thank all of the RMR Community for the well wishes and support when I was hospitalized in the middle of the RMR Club Race weekend. I completed the one-hour Enduro, and my condition declined once resting at home. I am now doing well and resuming my normal activities. I have not yet resolved what all of the causes were that led up to my condition, best described as over-hydration or hyponatremia, but hope to have a better understanding and means for prevention soon through further tests and evaluations. My objective was to be telling a different story from a club race driver’s perspective, but that will have to wait until next year! Thanks again for your support and hope to see you at an upcoming event!
New to RMR-PCA?

Page 41 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!**

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**Between 1956 and 1963, Porsche-Diesel Motorenbau GmbH produced well over 125,000 diesel tractors, many of which are still in daily operation today on farms and ranches all over the world.**
F or those of you who are anxious to see the footage and read the scintillating coverage (seriously, these drivers can write!) from last month’s Rocky Mountain Thunder at High Plains Raceway Club Race, you’ll have to wait until next month. There is so much to sort through on that über-successful, ginormous event that it’s going to take a few more weeks to put it in some sort of visually and mentally digestable order.

But fret not, my fellow Porsche pilot. There’s still plenty for your pupils to peruse through. This issue is packed full with five feature articles including a simply wonderful story penned by HighGear’s very own Assistant Editor, Bill Terry. Knowing that his stable includes a pair of ultra-fine sports cars as well as a pair of ultra-fine horses, I beseeched Bill to write about the similarities with these not-so-dissimilar life’s pleasures. So he saddled up to my challenge, took the reins, and within a week, a fantastic article had galloped into my InBox. Go to page 16 and see for yourself.

You’ll also discover eight announcements of upcoming events that you should consider attending. RMR-PCA membership gives you exclusive access to all kinds of automobilia fun—of which, many from just last month are also included here in this issue so you can kick yourself for not being able to attend or, if you did participate in some of these, you can scour the photos to see if you or your car made it into print.

I also want to point out an awesome new little inclusion that is making its debut in the issue you are now holding in your hands. Don Domenick, a fairly new member, thought perhaps we could start a column that serves to share ideas, tips and tricks with each other and he kicked it off in high style with an ingenious little contraption of his wife’ Rhonda’s own design. Cruise on over to page 30 and check out the half-page section dubbed “Klever Koncepts” and read all about it. Then please send me something for the next issue you’ve created, or utilized, or discovered that the rest of us just might like to know to make our Porsche-driving lives just a bit easier. Let’s keep this going like the ubiquitous ALS Ice Bucket Challenge and pay it forward by sharing something with the rest of the club. Simply send me an email at newsletter@rmrporscheclub.com and bring ‘em to life in an upcoming issue.

Speaking of upcoming issues, my tenure as your beloved Newsletter Editor is coming to a close. Since taking over in mid-2012, I’ve produced more than two dozen issues and I plan on handing over this wonderful newsletter to somebody else as of January, 2015. It has most definitely been a pleasure (well, almost always) and a true labor of love. I have met so many people because of this role whom I would not have gotten to meet normally. I’ve learned so much as well—as a graphic designer, writer, photographer, and, most especially, as a Porsche owner. I’ve gotten to work alongside some awesome people as well—the members on the Board of Directors, the Event Chairs, all the amazing photographers and writers who send me their stuff, and my right-hand man, Bill Terry, who does a great job of fixing a plethora of grammatical errors each month. Bill plans on staying on as Assistant Editor to help the new person stay on a successful course. So, my plea for a replacement goes out to the membership-at-large. I truly hope someone with a flair for design and a passion for Porsches will volunteer to take over HighGear. I’ll make sure the transition goes smooth and always be available for assistance and advice.

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

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

What do the following technical acronyms stand for?

1. ECU
2. OBD
3. CEL
4. ABS
5. DCT

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It's September, and there are still so many things to do, starting with our membership social at “Hanksville Hot Rods,” located at 3852 Norwood Dr # 1, Littleton, CO 80125. Hank is a long time RMR supporter and Porsche fabrication expert, and he is famous for his hospitality!

The Porsche Intelligent Performance DE event at High Plains Raceway on Sept. 20th and 21st is the next big track event, with the free pre-tech on September 10th at these participating shops: Eurosport Limited at 1855 W. Union Ave #C, Englewood, Simple Auto Solutions at 7191 Arapahoe Rd, Boulder, and Poudre Sports Car at 5806 S. College Ave, Fort Collins.

Next we have a non-track Charity event, the “Drive for the Kids” Charity Tour on Sept. 20th; see the RMR website for signup information.

We also have the AMR Fall Mystery Tour on Sept. 20th and 21st; see AMR’s website for more information. This is the last Tour this year, so sign up soon.

Early warning for the Oct. 4th “La Hunting Another Perfect Apex” DE at—you guessed it!—La Junta. We need 20 drivers minimum signed up. The La Junta DE is a low-key event and a great place to start out. Please see the RMR website for more Information.

So August is over, but didn’t we have a good time?! Thanks to Wine Country Motorsports for a great Membership Social. Did anyone attend the “Werks Reunion” in Monterey, CA? Also, we had the “Peak to Peak” Tour and the August RMR Autocross.

Last but not least! The RMR PCA “Rocky Mountain Thunder” 22nd Club Race and Solo DE. If you were there, WOW! And if you missed it, remember next year.

As always, please, RMR members, let us know about your ideas for events as we do use your input to plan our future driving and non-driving events.

Welcome our newest members!

<table>
<thead>
<tr>
<th>Jason Anderson</th>
<th>Steve Dunn</th>
<th>Ari Newman</th>
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<tr>
<td>Wes Anthony</td>
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<td>Christopher Attard</td>
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<td>Nikhil Bajoria</td>
<td>John Jones</td>
<td>Scott Sawyer</td>
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<td>Michael Ballard</td>
<td>Stephen Kent</td>
<td>Sarah Speights</td>
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<tr>
<td>Gary Cochrane</td>
<td>Amy Lynch</td>
<td>Shannon Ssoondal</td>
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<tr>
<td>1979 928, Lone Tree</td>
<td>2004 911 Carrera, Broomfield</td>
<td>2003 911 Carrera 4S, Louisville</td>
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<tr>
<td>Jim Dawson</td>
<td>Tim Mathis</td>
<td>Michael Wood</td>
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<td>2007 911 Carrera 4, Larkspur</td>
<td>2012 Panamera Turbo, Castle Rock</td>
<td>2011 Boxster, Littleton</td>
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<tr>
<td>Pat Dent</td>
<td>Bob McCarthy</td>
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<tr>
<td>1965 356, Golden</td>
<td>1997 911 Carrera Cabriolet, Fort Collins</td>
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<td>Kristen Devoto</td>
<td>Jim Mullins</td>
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<tr>
<td>1974 911, Longmont</td>
<td>2000 Boxster, Littleton</td>
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Alan Jones, Membership Chair
September Membership Social to be hosted by Hanksville Hot Rods!

Question: Which local shop specializes manufactures top-quality stainless steel exhausts for Porsche street cars, and has built over one hundred cages for Porsche race cars?

Answer: Hanksville Hot Rods!

Hank, Jen, and their family of friendly fabricators are happy to host the RMR-PCA September social on Thursday, Sept. 4 beginning at 6:30 pm. Come visit and enjoy an evening of refreshments, dinner and plenty of Porsche talk as you peruse their cool projects and array of products for Cayennes, Caymans, Boxsters, 911s and 944s, all manufactured in-house. Watch mandrel tube bending demonstrations and hear about the expansion that Hanksville currently has under way. If you attended Hanksville’s social last year, you know that Jen can serve-up a great feast. So, don’t miss this fun event!

Thursday, Sept. 4
6:30 pm to 9:00 pm

3852 Norwood Drive, Unit 1
Littleton/Highlands Ranch CO 80125
Phone: 303-470-1850

Upcoming Events Calendar

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

September

4  Membership Meeting/Social
Hanksville Hot Rods
3852 Norwood Dr., Unit 1
Littleton, CO 80125

5-7  Vail Automotive Classic
Downtown Vail

6  Porsche Breakfast Club
Village Inn restaurant
4100 E. Mexico, Denver

14  Fall Foilage Drive (RMR)
Denver to Broadmoor Hotel-Brunch

20  Drive for the Kids Charit Tour
Denver to Mountains, back to DTC

20-21  Caribbean Summer IV DE
HPR, Deer Trail

20-21  Fall Foilage Drive (AMR)
Turning Leaf Mystery Tour
Colo. Springs to Mountains

October

4-5  DE-La Junta Raceway (AMR)
La Junta Raceway

4  Cars & Coffee Car Show
Lafayette, CO

9  Membership Social/Octoberfest
Prestige Imports, Lakewood

11  Season’s End Drive/Tour
Village Inn restaurant, Denver to Edelweiss restaurant, Colorado Springs

11  Joint Board Meeting (AMR/RMR)
Colorado Springs

18-19  DE-OktoberFAST
High Plains Raceway, Deer Trail

25  Autocross
Front Range Airport
Hello fellow German Car Enthusiasts,

We are excited to bring the first-ever German Auto Festival to Beaver Creek, Colorado. The dates are September 12th and 13th; you will enjoy our beautiful and brief high country autumn.

The weekend’s festivities include scenic mountain drives, Concours d’ Elegance and car show (our Lead Concours Judge is Kathy Fricke of RMR), VIP tent for registered participants, lunches and beverages for both days.

$20 of every registration supports your local car club chapter or the ACC Automotive Technology School.

Full weekend registration is $95. Saturday-only registration is $55. Refer five friends and your registration is FREE! The weekend will certainly be more fun with friends! After you sign up, share this event information with your friends and encourage them to join you at the German Auto Festival. Click here for details: http://www.beavercreek.com/events-and-activities/german-auto-festival.

It is a beautiful time of the season in Beaver Creek; please sign up for the Saturday, September 13th Concours/Car Show. The Concours will be the highlight of the festival, so join in this competitive event or just wash and shine your beauty and park on the Plaza. But, you must get registered soon.

Thank you being part of the inaugural Beaver Creek German Auto festival. I can’t wait to see the Beaver Creek Plaza full of shiny German cars!

Sincerely,

Cat Coughran
Director of Events and Sponsorship Beaver Creek Resorts Company
Your BEST DE EVER* will be
(*which is also the next one)
September 20th and 21st
at High Plains Raceway
presented by Stevinson Imports

Sign up now for the DE that features the best weather of the year and timed runs on Sunday afternoon!

You must meet the prerequisite of Porsche Intelligent Performance.

Contact Dan Carlson or Dan Mayer with any questions about this event:
dan@401kpro.us
dan.h.carlson@marsh.com

Mark your calendar now for this special party date!
We don’t want you to miss out... more details coming in October!

Holiday Party and Award Ceremony
Rocky Mountain Region-Porsche Club of America

Hyatt Regency Denver Convention Center
Saturday, December 13, 2014 ~ 5:00 to 11:00 pm

Holiday party hosts: Nancy Warren, Marcia Hubbell and Kathy Fricke
On July 19-20, 2014, High Plains Raceway saw two sun-drenched days of high-speed thrills, with over 125 drivers participating in the RMR-PCA “Summer Speed” Driver Education Event. Dave Buehmann and Gavin Yuill, event chairs for the weekend would like to give a huge thank you to all the many volunteers who helped out and made this event run like clockwork, the equipment team who arrived at the crack of dawn to haul all the “stuff” out of the container, and Registration and Technical Inspection, who did a great job getting all those participants ready in time for the drivers’ meeting.

The driving portion of the event was handled expertly by the control team, grid, CDI, and driving instructors, some of whom did double duty, running from car to car to ensure that all students could participate.

A huge personal thank you to the safety team (amongst others), who, as well as looking out for the well-being of everyone at the event, helped me on Sunday when I was laid low by an insect bite that turned into cellulitis, leaving me with a fever, nausea, a nasty limp and a hospital visit.

Finally, thank you to all of our participants who played nice all weekend despite the temperatures soaring in to the high 90s, making for some tricky track conditions. You also raised $350 and donated 3 backpacks stuffed full of school supplies for the charity “Crayons to Calculators,” which helps over 9000 disadvantaged Colorado students with school supplies every year.

It was great to see so many smiling faces at the Mexican Fiesta Beer:30 on Saturday evening, enjoying enchiladas, draft beer, and good company as a beautiful Colorado sunset provided a fitting backdrop.
THE TIRE GUYS FROM ON-SITE TIRES are returning to serve Porsche Club racers, family and friends. We Bring the Tire Store to YOU... Whenever and Wherever YOU Want! We look forward to a memorable racing season and to helping each of you with your tire needs.

When thinking tires, don’t just think about your race car, we also sell and install tires On-Site for all of your vehicles.

THIS YEAR’S PCA SERVICES
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Mount and Balance ...................................................... $25 per tire (certain exceptions apply)
Nitrogen Fill and Top Off during all race weekends .......... $30 for all 4 tires
Tire Pressure Modeling (TPM) for the weekend Fri-Sun ........ $30 *limited availability
Both Nitrogen and TPM (discounted price) ..................... $50

WE ARE ALWAYS READY TO WORK WITH OUR RACING FRIENDS!!
*Call ahead to order tires and schedule service.

Contact us at 855-OnSite-5 (855-667-4835)
or info@on-sitetires.com to arrange your tire and race day needs.

South Denver’s German Car Specialists

Located just off C470, Autoworks Colorado specializes in Porsche, Audi, BMW, Mercedes and Volkswagen. We believe in fast service, experienced mechanics and preventative maintenance. We offer our customers the same excellence in service we would expect to receive ourselves and take pride in offering the right formula of experience, service, attention to detail, skill, integrity, and competitive pricing from our local Littleton repair shop.

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General Maintenance
- Oil Change & Services
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Repairs & Sales
- Engine Rebuilds
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- Drivetrain
- Braking System

8110 Shaffer Pkwy., Suite 100, Littleton
www.autoworkscolorado.com
303.932.9990
RMR’s sister club to the south, AMR (Alpine Mountain Region) held their annual always-popular Continental Divide Tour on Aug. 8th through Aug. 10th. Day One saw the participants drive through some spectacular scenery from Superior to Granby via Milner, Willow Creek, Muddy, Rabbit Ears, and Gore Passes. Day Two proved just as grand with a wonderful drive from Granby to Glenwood Springs via Berthoud Pass, Eisenhower and Johnson Tunnels, Loveland Pass, Fremont Pass & Tennessee Pass. Finally, Day Three routed the lucky Porsches from Glenwood Springs to Breckenridge via Independence, Cottonwood, Trout Creek, and Hoosier Pass. A total of 40 cars (80 people) participated with Colorado’s High Country on glorious display for all.
Noting that the Porsche crest features a rearing horse and that I am a horseman as well as the owner of an ’08 Cayman S and a Ferrari 360, our Editor asked me to reflect on whether the symbol represents a real similarity between horses and high-performance cars. Indeed, one is justified in thinking that there may be something to it: Porsche is not the only marque identifying itself with a horse; Ferrari and Ford’s Mustang also use the symbol.

The selection of the horse in the Porsche crest was not directly motivated by any appeal to the qualities of the horse. Instead, the crest is a juxtaposition of the heraldic emblems of the city of Stuttgart, where 356s were being made, and the Free People’s State of Württemberg, a political division in the old Weimar Republic, of which Stuttgart was the capital. The word Stuttgart means “stud garden,” or a breeding facility for horses, to acknowledge a horse-breeding compound in the original settlement of the city. If the settlement had had a cattle-breeding facility instead of a horse-breeding facility, Porsche’s crest might have featured a cow, like Lamborghini’s.

Nevertheless, the horse is a fitting symbol for high-performance cars. Its usefulness, its intrinsic qualities, and its upkeep have parallels to those of cars, and the art of riding has similarities to the art of high-performance driving. But there are also significant differences.

The most obvious similarity between cars and horses is that both can get you from Point A to Point B. But both horses and cars have many uses, mostly as transportation. Horses changed human capabilities by providing unprecedented mobility. A few thousand years later, cars did the same thing. Horses are also used as food in some places; people don’t eat cars, but mice do. Both horses and cars can carry cargo, pull trailers, or serve as mounts in warfare (think of the Jeep). And horses can get you to some Points B that cars, even Cayennes and Macans, can’t get to. Horses are also useful in herding livestock. Both are also used in many forms of sport. Motorsports include rallying, autocross, and many forms of racing. Equestrian sports include racing on tracks and cross-country, arena jumping, rodeo events, dressage, and some esoteric events such as vaulting.

My own involvement with horses is mostly in the discipline of dressage. The word is from Old French for “preparation,” or training. Dressage is a systematic program of exercises to increase the strength, suppleness, and gymnastic ability of the horse. The exercises are presented to the horse in an order of increasing difficulty. In competition, riders perform “tests” that comprise specific sequences of movements appropriate to the level of the horse’s development and the rider’s skill. The movements at a given level can also be combined in arbitrary order in musical freestyle, the most enjoyable form of dressage to watch. At the highest levels, dressage is as beautiful as pairs figure skating. Google “Edward Gal Moorlands Totilas” for excellent examples of outstanding musical freestyle tests at the Grand Prix level, the highest level. The picture accompanying this article shows me in full dressage regalia on one of my horses, Jens fan de Vries, with my Cayman S in the background. (Jens is a Friesian, imported from the

**ON PORSCHES AND HORSES**

*Story by Bill Terry, Photo by Julie Devine*
Since dressage is a system of exercises developed to improve a horse’s fitness, any horse can benefit from dressage as cross-training. But to succeed in dressage at the upper levels, a horse requires some exceptional qualities. The horse has to have good “conformation” (i.e., it has to have good proportions and limb configuration), so that it can perform the advanced exercises without uneven stresses in its joints. It needs to have a willing attitude: Some horses really seem eager to “strut their stuff,” while others prefer trail riding or harassing cows. It needs to be intelligent in order to perceive subtle differences among the “aids,” or the cues the rider gives, for different movements. And it needs to have good coordination, balance, and stamina.

Similarly, any car can get you from Point A to Point B, but a high-performance sports car has to have its own set of special qualities. It has to have good conformation to withstand the stresses imposed in rapid acceleration, high speed, and hard cornering. It needs to handle well, in analogy to a horse’s coordination and balance. It needs to be reliable, especially in endurance racing. A good sports car feels eager to be driven fast.

The successful dressage rider needs a good sense of balance, core strength, and coordination. A successful driver also needs these qualities. The rider has to be able to feel the horse’s movement with his (or, at least in the U.S., usually her) seat in order to give the aids at the right moment. In the same way, a good driver senses the movements of the car with his or her seat.

Horse racing, like automobile racing, is all about speed. Dressage is not. But to me, speed is not the most important thing about high-performance driving. Precision is. I had just as much fun driving my 1974 911 Carrera in DE events years ago as I have now driving my wife’s 2011 Boxster S, a much faster car. Precision is essential in dressage; if your circles are not round and correct in diameter, or if your transitions are not in the right places, you lose points. In both riding and driving, the feeling when everything goes right is exhilarating. During a good ride, I feel like a centaur. Someone coined the term \textit{Homo caballus}, combining the scientific names for humans (\textit{Homo sapiens}) and horses (\textit{Equus caballus}) to characterize the combination of a human on horseback, which is a partnership greater than the sum of its parts. If you have a good equine partner, you understand what he means.

Another similarity between Porsches and horses is financial. The costs of buying and maintaining a Porsche are not unreasonable for a high-performance car, but they can be quite a bit more than the costs of buying and maintaining a mundane car like a Honda. A good dressage horse will usually cost north of $10,000—sometimes very far north indeed—but within limits I often say that the purchase price of the horse is irrelevant. The annual costs of ownership include feed, veterinary and hoof care, training (for the horse and yourself), insurance, vehicle maintenance (for your truck and horse trailer), and boarding (or property taxes: Eventually, you won’t be satisfied to board your horse; you’ll need a home in the country with a barn to keep it in and pastures where it can live a proper horse’s life, and then your $10,000 horse will cost you hundreds of thousands or millions of dollars, depending on where you live).

A remarkable similarity between equestrian sports and motorsports is that men and women compete on equal terms. There are no men’s and women’s divisions in equestrian sports or motorsports.

And both horses and sports cars are usually beautiful. Many people (including me) think the horse is the most beautiful of all animals. Sports cars, because aerodynamic drag is an impediment to high-speed performance, tend to be sleek and pleasing to the eye. Some are downright gorgeous, as are the Porsche Cayman and most Ferraris.

An unfortunate similarity between driving and riding is that both are dangerous. We are all aware of the hazards involved in driving a car, whether in traffic or in motorsports. Overall, horseback riding poses risks comparable to those in motorcycle riding or skydiving. Some equestrian sports, such as horse racing and bareback bronc riding in rodeo, are more dangerous than others such as dressage. But horses are prey animals, and their first instinct in situations they deem threatening (which they sometimes find so for reasons known only to them) is to run like mad and ask questions later. This can cause the rider to depart from the horse and become an unguided missile at speeds up to about 30 mph. Even very skillful riders have been thrown by spooking horses and injured severely. I never mount a horse without a helmet.

The most obvious difference between cars and horses, but a profound difference nonetheless, is that cars are subject only to the laws of physics, but horses are living creatures with minds of their own and their own agendas. Sometimes the horse’s agenda is very different from its rider’s, and part of horsemanship is the ability to persuade the horse that the rider’s agenda is to be preferred. This takes tact, knowledge, sensitivity, and time. If all goes well, the horse learns to trust its rider, and then the horse will do remarkable things. I saw a horse show at Dolly Parton’s complex in Gatlinburg, Tennessee, in which a horse jumped through a hoop of fire, something highly counterintuitive for a horse. As with humans, trust takes a long time to build and can be lost in an instant. I offer the adjacent sonnet on the trust of horses.

\begin{footnotesize}
\begin{center}
\textbf{THE LOOK IN A HORSE’S EYES}
\end{center}

\begin{quote}
So great, and dark, and deeper than the sea,
A horse’s eyes are wells of mystery,
And oft I wonder at the soul concealed
Behind those ports where it should be revealed.

The quick emotions, anger, panic, pain,
Are on his eyes writ vividly and plain,
But subtler secrets are but slowly shown,
And only given when his trust is won.

Then says the look in those great soulful eyes:
“Though I am made to flee from all surprise,
For your sweet love and kindness, I will run
Until I drop, or leap beyond the sun,
And do your will whatever you require:
To battle go, or follow you through fire.”
\end{quote}

\begin{center}
\textit{William Terry, February 23, 2002}
\end{center}
\end{footnotesize}
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Registration opens July 9, visit: ClubRegistration.net
Tons of RMR merchandise available at the PCA Goodie Store!

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It is better to enter a corner slow, and come out fast, than to enter a corner fast, and come out dead.

-Sir Stirling Moss

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Join us for this wonderful one-day charity event on Saturday, Sept. 20! We will launch with brunch from west of Denver for a drive that takes in the stunning Colorado autumn colors.

Afterward, we’ll return to the DTC Hilton Garden Inn for the evening event.

The Denver Round Table, along with Rocky Mountain Region-Porsche Club of America and Rocky Mountain Jaguar Club, will be hosting the 8th annual DRIVE FOR THE KIDS. Our amazing Car Tour sponsors and participants have helped us raise over $130,000 last year for the Colorado Sports Program, providing year-round recreational programs for children with physical disabilities.

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

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

Two options are available. You may participate in the full tour that takes a drive in the beautiful vistas of Colorado, returning to Denver in late afternoon to start an amazing evening of great food, drink, special events and lively conversation. If that does not meet your schedule, then we will also offer a package for dinner and evening events only. Spend the night if you wish. Either way, you will have a great time and help the kids.

For more information, to request extra flyers, or add friends’ names to our mailing list, please call Andy Forberg (303) 399-3357 or email: daforberg@msn.com.

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Event sponsorships available to highlight your company or business include:
- Brunch Sponsor $1000
- Afternoon Treat Sponsor $500
- Cocktail Reception $2000
- Donated Dessert Vendor or Dessert Stations $500.

Unique auction item donations are the key to successful silent auction fundraisers. We are seeking adventures, life experiences, vacations, $25+ bottles of wine for the “Round Table Vineyard,” jewelry, services, art, dining, collectibles, leisure equipment, and other treasures. Even if you can’t join us, your individual support through sponsorships, donations, auction items, and raffle ticket purchases will provide major funding for this nationally recognized year-round sports program for special kids.

Sponsorships:
- Bronze Level - $150 cash donation (listing in the tour booklet)
- Silver Level - $250 cash donation (1/4 page ad in the tour booklet)
- Gold Level - $500 (1 car entry and 1/2 page ad in the tour booklet)
- Platinum Level - $1,000 (2 car entries and a full page ad in the tour booklet)
- Banquet Level - $1,500 (2 car entries and a full page ad in the tour booklet, plus signage)

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Robert Prilika is a certified Porsche/Audi sales specialist, and is a motorsports professional. Robert has been successful at all levels of motorsport, and continues to post great results in a Porsche GT3 Cup. Robert is a member of both RMR and AMR Porsche Clubs and has been a Porsche club member for over 25 years. He brings his passion and dedication to both brands and he looks forward to imparting his knowledge with you. If you have high performance competition needs, he is licensed with FIA, SCCA Pro Racing, IMSA Tudor United Sports Car Series, PCA Club Racing, and NASA.

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Once again, the Peak to Peak Drive/Tour to the Stanley Hotel for Brunch proved to be the most attended drive of the season! A massive throng of RMR members showed up at the Man Cave Westminster on Saturday, July 26th where they received their safety briefing, broke into two heats and headed out for a scenic drive through Coal Creek Canyon on their way to Estes Park with a short stop at Nederland. The weather was spectacular with a threat of rain but barely any precipitation fell and the clouds kept the summer heat at bay.

The Stanley Hotel set aside their beautiful and historic ballroom specifically for the RMR Porsche Club. Special parking in the "Porsche corral" behind the hotel was reserved as well and then a special opportunity to photograph several cars in front of the Stanley Hotel took place (fortunately, no weddings were booked that day).

Mike Pappas did a great job of stepping in for Erik Behrends who normally coordinates this event. Kudos also to Dave and Holly Jackson for helping with this always-popular event!
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All good things come to an end, so don’t miss your chance to head out to High Plains Raceway and participate in the last DE of 2014—OktoberFAST. Yes, it’s back by popular demand!

Last year offered perfect temperatures to post the fastest lap times of the year, and we’ll see if we can top that this year. Join other PCA members for all things German—fast cars, no speed limits, and Beer:Thirty featuring a tasty selection of German beer and wine. Mark Oct. 18th and 19th on your calendars now so you don’t forget!

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, BMWs, Audis and more on the track, so sign up early so you don’t miss out this year.

Last year’s participants received the highly-sought-after 50th anniversary 911 shirt, and this year we are trying to top that. Event participants who register by Oct 1 will be able to get a Spyder Jacque Peak half-zip pullover to help ward off the chill of those brisk October mornings. Now you’ll be able to show your Porsche pride and your track prowess year-round with this quality Spyder high-performance outerwear. A big thanks to our own JJ Collier and the rest of the team at Spyder for helping us make this happen.

This year we’ll be supporting the University of Colorado Cancer Center Fund with donations at the track and proceeds from noon-time track rides. The CU Cancer Center continues to innovate in the development of more effective approaches to prevention, diagnosis, and therapy of cancer and the deployment of therapies throughout the state.

You can always visit the HPR web at highplainsraceway.com or check out some of the videos of other people’s laps on YouTube to get ready. As always, registration will be through motorsportreg.com and will open in late August. Free pre-tech will be available at several locations in Denver/Boulder on Oct. 8th. 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 the event chairs, Dale Hartzell or Bill Emery.

This will be the time you’ll fondly remember when the snow is on the ground, the Porsche is tucked snugly in the garage and you’re warming yourself by the fire in your stylish Spyder OktoberFAST pullover. It’s the proper way to give your Porsche one last hurrah before winter, so sign up soon. See you at OktoberFAST!

Bill Emery: emery@Colorado.EDU, 720-352-3004
Dale Hartzell: dahartzco@msn.com, 303-641-0056
RMR’s annual drive/tour to Breckenridge, dubbed “Triple Bypass” because it originally by-passed three separate mountain passes (but now only bisects two since construction is clogging a major portion of I-70) was a rousing success based on the appearance of nearly 60 Porsches ready to rocket into the mountains.

The participants all gathered at 3Zero3 Motorsports in Wheat Ridge as a launching pad and broke into two groups for the drive. For those who missed it, this is a beautiful mountain drive accentuated by the palette of colorful Porsches and exhaust notes echoing through the Rockies! The day ended with a delightful breakfast at the Salt Creek Steakhouse in Breckenridge. Not a single speeding citation was issued, no cars failed the trip mechanically and smiling faces were all around. Kudos to Erik Behrendsen for another wonderful outing!
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http://www.motorsportreg.com

Region, Event & Hotel Info.
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otto@databaseguru.net
801 899 3511

Registrar - Kay Koellner
koelhunt@gmail.com
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This year’s annual AMR Fall Mystery Tour is even more exciting with the addition of a Poker Run! And you guessed it – your Five Card Stud Poker hand (which you will be dealt over the course of Saturday) may have a “Wild” colored leaf card which should lead to some amazing hands to win great prizes on Saturday night. Sign up today as this event is limited to 52 cars – yes, the same number as a deck of cards!

As in the past, this year’s tour will take you through some great viewing roads to enjoy the peak of the turning autumn colors. Come join your Porsche friends and Dana and Dwight Kasten who will be leading this fun weekend again this year. And, yes, the destination is still a mystery!!

Virtually everything is included! Breakfast (Doubletree Hilton / World Arena on Lake Avenue/I-25), lunch, dinner on Saturday, accommodations on Saturday night and a breakfast voucher for Sunday morning. We have a great evening planned for everyone on Saturday night including gifts for the best poker hands and other giveaways. Registration ends on Sept. 13, so register quickly on MotorSportReg.com. Fall Tours have sold out in the past so sign up today! Cost is $350 per couple or $300 for single person car (including everything above plus more). Sponsored by Elite Deck & Fence
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"Don’t want to drive your car on the track? Drive mine! This 996 C2 with full aero and ROW MO30 suspension is available for track day rental. It’s the perfect way to learn at the track!"

Submitted by Don Domenick

Nothing is more depressing than watching a scratch, nick, ding, scrape and/or dent happen to your car. You can’t avoid them all, but one is easily preventable: the one that happens when your car door hits the wall in your garage.

Our garage is barely wide enough for our 1983 911 SC and our SUV so the potential to leave Guards Red paint on the brick wall is there every time I open the door to get in or out.

My wife solved the problem for $1.50 with a pool noodle (those cheap tubes of polyethylene foam kids use when they go swimming). I just cut it in half and glued the flat side to the wall. It’s that simple! And I even used a red one to match the car!
Who are RON and MON?

If you look closely at the gas pump the next time you’re filling up your car’s tank, you’ll see that the different types of octane available at the pump are measured using the \((\text{RON} + \text{MON}) / 2\) method. Here in South Florida the typical octane ratings (also known as gasoline grades) are 87, 89, 91 and 93.

But what exactly is octane and who are RON and MON?

When crude oil is “cracked” or refined, it breaks down to produce hydrocarbon chains of different lengths:

- Methane \((\text{CH}_4)\) with one single carbon atom
- Ethane \((\text{C}_2\text{H}_6)\) with two carbon atoms in the chain
- Propane \((\text{C}_3\text{H}_8)\) with three carbon atoms in the chain
- Butane \((\text{C}_4\text{H}_{10})\) with four carbon atoms in the chain
- Pentane \((\text{C}_5\text{H}_{12})\) with five carbon atoms in the chain
- Hexane \((\text{C}_6\text{H}_{14})\) with six carbon atoms in the chain
- Heptane \((\text{C}_7\text{H}_{16})\) with seven carbon atoms in the chain
- Octane \((\text{C}_8\text{H}_{18})\) with eight carbon atoms in the chain
- Nonane \((\text{C}_9\text{H}_{20})\) with nine carbon atoms in the chain
- Decane \((\text{C}_{10}\text{H}_{22})\) with ten carbon atoms in the chain
- and others, including Kerosene, Fuel Oil, Lubricating Oils, Grease, Vaseline, Parafin Pitch, Tar and Petroleum Coke, each one with consecutively longer carbon chains with up to 26 or more carbon atoms in the chain as is the case of Petroleum Coke.

In an internal combustion engine, its compression ratio is a single number that can be used to predict the performance of the engine. It is the ratio between the maximum volume of the combustion chamber and cylinder, when the piston is at the bottom of the stroke, and the minimum volume, when the piston is at the top of its stroke.

In a properly firing cylinder, the spark plug ignites the air/fuel mixture at just the right time and a flame front starts on one side of the piston and burns across the top to the other side, which creates a rapid and evenly expanding gas that pushes down on the top of the piston and thus makes the engine rotate its main shaft. When the air/fuel mixture is ignited prior to the spark plug firing as with pre-ignition, the two flame fronts collide, causing a ping and knocking noise and a loss of peak power.

High performance cars generally have high compression engines, such as the ones found in our normally aspirated, flat-6 Porsches, because the higher the compression ratio, the more mechanical energy an engine can squeeze from its air/fuel mixture. However, higher compression ratios also make detonation more likely.

An octane number or octane rating is a measure of the resistance of gasoline and other fuels to self-ignite or pre-ignite from compression in an internal combustion engine. As the compression ratio of an engine increases, so does the required octane number of gasoline if you want to avoid knocking.

In order to account for differences in the performance quality of gasolines, two engine octane numbers are routinely used: The most common type of octane rating worldwide, RON (Research Octane Number) which simulates the fuel performance under low severity engine operation and is determined by running the fuel in a test engine with a variable compression ratio at 600 rpm, and MON (Motor Octane Number), which simulates the fuel performance under more severe engine operation using the same test engine, but with a preheated fuel mixture, at 900 rpm and with variable ignition timing to further stress the fuel’s knock resistance. The octane number is then reported as the average therefore we see: \(\text{RON + MON} / 2\).

It turns out that heptane \((\text{C}_7\text{H}_{16})\) handles compression very poorly. Compress it just a bit and it self-ignites spontaneously. Octane \((\text{C}_8\text{H}_{18})\), on the other hand, handles compression very well – you can compress it quite a bit and nothing happens.

By definition, the RON and MON of n-heptane and iso-octane are exactly 0 and 100.

So, ninety-three-octane gasoline is gas that contains 93% octane and 7% heptane (or some other combination... continues, next page
Understanding Octane Ratings

of fuels and additives that have the same performance of the 93/7 combination of octane/heptane.

Other fuels and their RON and MON values are shown in the table.

An octane number doesn’t relate to the energy content of fuel as some people tend to believe, it is just a measure of the fuel’s tendency to burn in a controlled manner rather than exploding in an uncontrolled manner.

Another misconception that some people have regarding gasoline is that if they use a higher octane level than recommended by the manufacturer they can obtain better gas mileage or higher horsepower. That is not so because switching to a higher octane rating does not add any more hydrocarbon or oxygen content. The different octane ratings exist so that each particular engine can have the best fuel possible for its internal design (compression ratio).

However, burning fuel with a lower octane rating than recommended often reduces the power output or efficiency on the engine because of the knocking. Modern Porsches have anti-knocking systems integrated into the engine which are controlled by the ECU (engine control unit or main computer). These systems retard the ignition timing to reduce the tendency to detonate, but by the same token retarding the timing reduces power output and fuel efficiency.

To obtain the maximum power out of your engine, follow the manufacturer’s recommendation for gasoline octane requirements for your particular engine.

### Table: Fuels and their Octane Ratings

<table>
<thead>
<tr>
<th>FUEL</th>
<th>RON</th>
<th>MON</th>
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</thead>
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<tr>
<td>hexadecane</td>
<td>&lt; -30</td>
<td></td>
</tr>
<tr>
<td>n-octane</td>
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<td></td>
</tr>
<tr>
<td>n-heptane</td>
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<td>0</td>
</tr>
<tr>
<td>diesel</td>
<td>15-25</td>
<td></td>
</tr>
<tr>
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<td>25</td>
<td>26</td>
</tr>
<tr>
<td>1-pentene</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>2-methylhexene</td>
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<td></td>
</tr>
<tr>
<td>n-butane</td>
<td>91</td>
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<tr>
<td>Regular Gas (USA)</td>
<td>91-92</td>
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<tr>
<td>iso-octane</td>
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<td>hydrogen</td>
<td>&gt; 130</td>
<td>10</td>
</tr>
</tbody>
</table>
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Here we are in September! I hope everyone’s had a great summer and that you’re making plans for more PCA involvement for the rest of the year. During the third weekend of July, I went to Farmington, NM, to join my fellow Roadrunners for a weekend of autocrossing at the Sunray Casino parking lot. This is always a treat because the parking lot is HUGE and the drivers always get a lot of seat time. I would have taken some pictures but I was busy either driving or helping out as a corner worker.

Then in early August, I drove to Amarillo to join the Llano Estacado Region members for their monthly breakfast at Furr’s Cafeteria. For such a small Region, they always get great participation and I was pleased to hear that some of their members have been participating in West Texas Region’s events.

As of this writing, I’m planning to attend and help out at Rocky Mountain Region’s PCA Club Race in mid-August. I attended the Club Race and HPDE at High Plains Raceway last year and I’m really looking forward to going over there again. If you’ve never been to High Plains, I highly encourage traveling to Byers, CO, for the Club Races. Once you take a look at that spectacular track, you’ll want to drive on it!

To continue on the topic of PCA Club Races, Intermountain Region will host their Club Race and HPDE at Miller Motorsports Park on the weekend of September 20th and 21st. I wasn’t able to attend the event last year so it’ll be fun to join everyone this year. Intermountain Region has HPDEs earlier in the summer where the drivers get to use about half of the track each time. For the HPDE in September, the full track is used.

Before the month of September is over, I’ll travel to French Lick, IN, with the Parade Committee. Michelin will be on hand and we’ll go to the site for the Parade 2015 Autocross and Drive & Compare.

I’d like to extend a big thank-you to the Regions that have submitted articles for Panorama’s “From the Regions” column. It’s great to read about their events so keep contributing those articles! If your article doesn’t make it into one issue of Pano, it will probably make it into the next issue.

Finally, be sure to check the calendars for Zone 9 and all 7 of our Regions and sign up for the events! Here’s a snapshot of what’s happening in the next few months:

**August**
- 15–17 – Rocky Mountain Region PCA Club Race, High Plains Raceway, CO
- 16 – West Texas Region Autocross, Lubbock, TX
- 17 – Roadrunner Region 44th Annual Corrales Round-up, NM
- 23 – Rocky Mountain Region Autocross, Front Range Airport, CO
- 31–Sept. 1 – Intermountain Region Tour Jackson Hole, WY

**September**
- 5 – Roadrunner Region Tour to Cloudcroft, NM
- 6 – Alpine Mountain Region Car Show, Rally and Social, Colorado Springs, CO
- 6 – Llano Estacado Region Monthly Breakfast Social, Amarillo, TX
- 13, 14 – Roadrunner Region Autocross, Sunray Casino, NM
- 19–21 – Intermountain Region PCA Club Race, Miller Motorsports, UT
- 20, 21 – Alpine Mountain Region Fall Mystery Tour, Colorado Springs, CO
- 28 – Carrera Region Autocross, Arroyo Seco Raceway, NM

**October**
- 4 – Roadrunner Region Balloon Launch Party, Porsche of Albuquerque, NM
- 4 – Llano Estacado Region Monthly Breakfast Social, Amarillo, TX
- 4,5 – Alpine Mountain Region HPDE, La Junta, CO
- 18 – Roadrunner Region Drive-out, NM
- 24 – 26 – Carrera Region OktoberFiesta, NM
- 25 – Intermountain Region Fall Social, UT
Classifieds

Classified ads are free to RMR/PCA members for items personally owned by the member. No commercial ads. Ads for non-members are $10 for each month (send payment to RMR Treasurer - Rick Seiferth, 7889 Canvasback Cr. Littleton, CO 80125). Ads must be 75 words or less. Deadline for classified ad submission is the 15th of the previous month. Member ads will run for two issues. Ads will also appear with an optional photo on the rmr.pca.org Web site. E-mail your ad to newsletter@rmrporscheclub.com.

FOR SALE

porsches

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


miscellaneous

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

2002 23-ft. Pace custom-built enclosed V-Nose trailer – Lightweight aluminum raised tracks to allow easy entry & exit from car when loaded in trailer. Electric winch, tire racks, new tires, new battery and anti-sway bar. Maintained regularly with records available. Located at High Plains Raceway and ready to go. Easy pull with truck or SUV. $3,000. Contact jfc4321@aol.com or cell: 361 549 3990 for pictures or information. [Sep]

wheels/tires

None at this time

DRIVER COACHING

Get the most from your track time with instruction from Scott Anderson, a professional driver from Colorado currently competing in the Pro Mazda Championship Series!

Scott is experienced in working with professional instructors from the Skip Barber Racing School including Peter Dempsey, Derek Daly and others.

Scott is also the 2011 Skip Barber National Series Champion and the winner of the MAZDASPEED Development Driver/Scholarship.

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Scott Anderson, 970-219-8776 info@scottandersonracing.com www.scottandersonracing.com
STUTTGART, August 21, 2014 – To prepare for the second part of the FIA World Endurance Championship (WEC) the Porsche Team has been testing with the Le Mans Prototype Porsche 919 Hybrid for three days at the Eurospeedway Lausitz near Dresden in Germany. The Porsche works drivers Neel Jani (Switzerland), Romain Dumas (France) and Mark Webber (Australia) covered 2,031 kilometres in total. The other three LMP1 works drivers, Timo Bernhard (Germany), Brendon Hartley (New Zealand) and Marc Lieb (Germany) tested in July in Paul Ricard, South of France, where they did 2,167 kilometres.

Conditions at the Eurospeedway were fine from Tuesday to Thursday inclusive. The track was dry with ambient temperatures up to 20 degree Celsius and occasional gusty winds.

Team Principal Andreas Seidl drew a positive conclusion to the test: “The target is to systematically improve the 919 Hybrid's performance. That wasn’t possible before the Le Mans 24-Hours as we had to focus on reliability and had to freeze the car specification. Nevertheless we saw the car’s potential and learnt a lot during the first three championship events. Now we are working our way through the job list. We have successfully tested here with improvements in all areas of the car. The introduction of our new aero update was important. It provides a higher downforce level and should help to improve the 919 Hybrid’s race performance for the remaining rounds of the championship. The team did an excellent job in preparing and conducting the test. Thanks to this we were able to complete our program in its entirety and are really pleased with these three days.”

Early in September the Porsche 919 Hybrid will undergo another test before 20th September when the fourth of eight rounds of the FIA World Endurance Championship is held in Austin, Texas (U.S.). The further four six-hour-races will take place in Fuji (Japan, 12th October), Shanghai (China, 2nd November) and São Paulo (Brazil, 30th November).
Hey, it’s a business!

It seems like, as enthusiasts, we tend to forget that our beloved automobile industry is a business.

And what we read doesn’t help. Sure, we have a plethora of buff books and a burgeoning slew of on-line sites to peruse and view. But most of the content screams a latest horsepower rating or 0 to 60 time or Nürburgring lap record or flat-out banzai run.

And the car reviews don’t help. They overlap like crazy. Which isn’t surprising, since the reviewers all attend the same ride-drive events and product introductions. It’s all a bit numbing. Can you remember where you read something? I can’t.

Not so if you read Automotive News!

For some reason—maybe a come-on through my subscription to sister publication Autoweek—I’ve been receiving, gratis, daily and weekly on-line missives from the car industry’s premier trade publication for the past few weeks, and it’s been fascinating.

Automotive News has been data-dumping a steady stream of depth-defying content that you just don’t see in Road & Track or Car and Driver or Automobile or Jalopnik or even Autoweek. Here’s a short “best of” that I’ve collected. And, remember, this is maybe from a three-week span.

“How do you insure a driverless car?”

The pub seems to be really into digging deep on the subject. This article says that getting drivers on-board may be the easiest part. It’s regulators and insurers that are the challenge.

The article notes that “traffic jam assist” for low-speed traffic is, like, a year away. And robotic control—up to 40 mph—is five years away.

The challenge? Not the technology, apparently. It’s state legislatures ... as if we couldn’t guess ... and insurers.

The former can’t agree (some surprise) on rule-making. For example, one potential rule would require event data recorders aboard every self-driving car, and the unit would have to be capable of retaining 30 seconds of data before a crash.

And the insurance industry says they would need to see lower costs, reflected in real-world experiences, before making coverage decisions.

Fascinating. Sounds like a classic Catch-22 to me.

Then Automotive News ran an interview with Volvo’s R & D boss. He says Volvo wants to take the lead in self-driving cars, because their “heritage is safety and will always be.” So Volvo is developing a fleet of 100 self-drive cars for the roads around Gothenberg, Sweden.

Next, the guy says, and I quote, “I am an old motor head, so maybe I’m too conservative, but I don’t think autonomous driving is going to happen in the next 10 or 15 years. That’s not a big deal. People enjoy driving.”

And ownership of data collected in cars? “For us, it is very clear, data belong to the owner, the driver, nobody else. ...”

Has this man ever met a U.S. insurance company? Or driven the Beltway around DC? Or the 405? Or ... never mind.

The most interesting piece I found for Porsche people was a magazine-length article with the headline “Porsche’s rapid growth brings risk” and the subhead “Sports car brand is booming, but is quality, exclusivity at risk?”

We’ve all read about Porsche’s goal of 200,000 units sold worldwide by 2018. The article says they’ll reach it next year—if not this year.

And that’s with an operating profit of 700 million Euros in Q1, alone. For comparison, the VW brand wouldn’t have matched that profitability if it boosted earnings by half ... despite selling 26 times as many cars.

And that’s with a number 1 rating in J.D. Power’s US Initial Quality Study, this year and last, along with a number 1 rating in their Germany car satisfaction study this year and a number 1 Assembly Line in Europe rating for Leipzig, Germany.

What’s the problem?

Let’s start with the Macan. Porsche plans to build 50,000 Macans a year, and the total could rise, as the waiting time is already six months. According to the article, “managing such an expansion in a controlled fashion can prove problematic, especially for a brand that lives off exclusivity.”

Is it already starting? Witness the 911 GT3 recall to replace whole engines, and the brake booster problem with Macans.

For a solution, the article cites the head of automotive research at ISI in London, who “fears VW Group is killing the golden goose and argues that Porsche needs to make headlines with trailblazing new technology rather than churning out more model lines to fill vacant market segments.”

Direct quote from the researcher: “Being an innovation leader is a different story, and that’s where I haven’t seen a lot coming from Porsche in the last decade. What BMW is doing with the i3, what Tesla is doing with the Model S, that is innovation-leading. ...”

Interesting? Yeah, I know!

So, will I subscribe, when my comp experience runs its course?

What, are you kidding? I just checked. A digital subscription to Automotive News is $99 per year, and both print and digital is $159/year. It’s a business!
This month’s random question asked to five random members:

“What do you like most about racing and high-performance driving at the track?”

Mike Pederson, ’14 Cayman S
“The new Cayman is phenomenal, but what I actually enjoy at the track is watching other people. Racing is a great laboratory of human experience.”

Vicki Earnshaw, ’82 911 SC
“I like racing PCA because we have clean competition—we run cars that are legal and fair and fun. It’s a racing group that is always fun, competitive, and at the end of the day, you have a lot of friends.”

Robert Prilika, ’10 GT3 Cup Car
“I love the competition at the track and I love making friendships there and I love all the different cars that show up to compete.”

Menelaos Karamichalis, ’87 944 Turbo
“I love being able to drive with my foot all the way to the floor!”

Gennie Hemingway, ’99 Spec Boxster
“Club Racing helps me with the motivation I need to stay in good physical condition (and traveling the country to drive other tracks).”
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928
Volunteer to be the RMR 928 specialist and help others!

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Cayenne
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GT2, GT3, Cup Cars
Chris Cervelli: 303.809.6173, chrisercell@msn.com

Monthly board meetings are always open to club members. See the list of upcoming events (next page) for schedule. You may contact the entire board at board@rmrporscheclub.com. 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.
What we do

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

DRIVING EVENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

NON-DRIVING EVENTS

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

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

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

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

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

RMR participates in a handful of local concours events each year, including the annual Exotic Sports Car Show and Concours d’Elegance, benefiting United Cerebral Palsy Colorado. The annual Porsche Parade also hosts a major concours each year.
It’s German for “Driving School”

Fahrschule 8.5 was held on September 7-8, 1974. It was a multi-region event limited to 40 cars, and registration was $17.50. Best time of the day was driven by Bill Jackson in 1:15.162.
If you are a sports car aficionado and consider yourself a true driving enthusiast, there has never been a better time than right now to drive one of the purest, best handling and most fun cars to drive on the planet – The Lotus Evora.

If you are the current registered owner of a qualifying competitive make vehicle and you’d like to add an Evora to your garage, simply visit our Lotus of Denver showroom and receive an additional factory conquest rebate of $4,000.

This offer is valid on any new 2014 Evora or Evora S. Hurry in today as this offer ends July 31st, 2014.

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