GUEST COLUMNIST: WHICH CAME FIRST…?
pg 16

SOCIAL DISTANCING WHILE DRIVING A PORSCHE
pg 18

THE COMPLETE BOOK OF PORSCHE 911
pg 23

THE BEST CAR MOVIES
pg 24
OPEN, Light, Spacious, PRIVATE and COMPLETELY Remodeled with Level 5 Finishes throughout.

Oversized 2 Car Garage with Storage and Drive. Lock & Leave Convenience w/NO HOA! INCREDIBLY PRIVATE & WALKABLE: Home is nestled among the Pines with no neighbors to the North & Unassuming Exterior.

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FEATURES
16 Guest Columnist: Which Came First...?
18 Social Distancing While Driving a Porsche
23 The Complete Book of Porsche 911
24 The Best Car Movies

DEPARTMENTS
3 Advertising Rates
4 Board of Directors
4 Region Coordinators / Technical Resources
5 Membership Updates and Anniversaries
6 Presidential Thoughts
7 Upcoming Events Calendar
8 Members’ Corral
13 Upcoming Event : Flying Solo on the Plains
14 Track Talk
22 Upcoming Event : Vail Automotive Classic
31 2020 Driver Education/Autocross Schedule
32 In The Zone
35 Creative License
35 Advertiser Index
36 I Get Around
38 Classifieds
40 Dear Tire Guy
41 What We Do
42 In The Rearview Mirror

Vol. 62, Edition 7 • July 2020
Editor: Tom Champion
Creative Director: Bill Simon

ON THE COVER
Brumos inspired 911 at the 2018 Rennsport Reunion
Photo Courtesy: Bill Simon
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@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 November for club voting in November. Most positions are two-year terms.

RMR-PCA BOARD OF DIRECTORS

President
Jim Thorburn
president@rmrporscheclub.com

Vice President
Vicki Cox-Jones
1stvicepresident@rmrporscheclub.com

Second Vice President
Scott Henderson
2ndvicepresident@rmrporscheclub.com

Treasurer
Tom Radow
treasurer@rmrporscheclub.com

Secretary
Russ Rydberg
secretary@rmrporscheclub.com

Membership Chair
Holly Jackson
membership@rmrporscheclub.com

Newsletter Editor
Tom Champion
newsletter@rmrporscheclub.com

Past President
John Mackin
pastpresident@rmrporscheclub.com

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Equipment
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Insurance
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Socials
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Registration
Nancy Warren (720) 556-0806 nanru@hotmail.com
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Scott Henderson / Bo Jensen (303) 521-9007 / TBD sshjd@aol.com
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Josh Wyte (303) 587-0796 DocWyte@comcast.net
Timing
Doug Bartlett (970) 214-7279 doug@dbartletts.net
Tours
Erik Behrendsen (303) 840-7361 ebehrendsen@comcast.net
Webmaster
Scott Rogers (970) 690-8343 rmrwebmaster@gmail.com
Zone 9 Representative
Rich Sanders (801) 231-0400 RichSanders2020@comcast.net

TECHNICAL RESOURCES

356
Tom Scott (303) 819-0101 tomlynns@aol.com
911
Dave Stirling (303) 238-8101 DaveStirling@PrestigeImports.net
912
– Volunteer to be the RMR 912 specialist and help others! –
914
Dale Tuety (303) 670-1279 d2t@aol.com
924
Dan Semborski (303) 884-7913 DanSemborski@yahoo.com
928
– Volunteer to be the RMR 928 specialist and help others!
944
Richard Winnick (303) 429-5213 re winnick@cs.com
968
Zach Schroeder (970) 229-0990 info@PoudreSportsCar.com
Boxster/Cayman
Doug Bartlett (970) 214-7279 doug@dbartletts.net
Cayenne
Zach Schroeder (970) 229-0990 info@PoudreSportsCar.com
GT2, GT3, Cup Cars
Chris Cervelli (303) 809.6173 ChrisCervelli@msn.com
## HAPPY PCA ANNIVERSARY! —

### 30 Years!
- Santino & Jeannie Antonucci
- Neil Worley & Bev Bergum
- James & Marcia Zeeb

### 20 Years!
- Brian & Jerry Thornton

---

## WELCOME MAY NEW MEMBERS

<table>
<thead>
<tr>
<th>Name</th>
<th>City, CO</th>
<th>Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nate Bale</td>
<td>Littleton, CO</td>
<td>2006 911 Carrera S Cabrio</td>
</tr>
<tr>
<td>Joseph Jonas</td>
<td>Windsor, CO</td>
<td>2015 Macan S</td>
</tr>
<tr>
<td>John Moody</td>
<td>Littleton, CO</td>
<td>2012 Cayenne Turbo &amp; 2007 911 GT3</td>
</tr>
<tr>
<td>Jack Tornquist, Jr</td>
<td>Parker, CO</td>
<td>2006 Boxster</td>
</tr>
<tr>
<td>Dennis Bauer</td>
<td>Denver, CO</td>
<td>1986 911 Turbo</td>
</tr>
<tr>
<td>Don Leuenberger</td>
<td>Littleton, CO</td>
<td>2019 Macan</td>
</tr>
<tr>
<td>Jess Parr</td>
<td>Colorado</td>
<td>2016 Macan S</td>
</tr>
<tr>
<td>John Allstadt</td>
<td>Castle Rock, CO</td>
<td>2004 911 Turbo Cabrio</td>
</tr>
<tr>
<td>John Bendle</td>
<td>Highlands Ranch, CO</td>
<td>2002 Boxster</td>
</tr>
<tr>
<td>Gregory Long</td>
<td>Windsor, CO</td>
<td>2013 Boxster</td>
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<tr>
<td>Roderick Richards</td>
<td>Denver, CO</td>
<td>2013 Cayenne GTS</td>
</tr>
<tr>
<td>Chad Clark</td>
<td>Westminster, CO</td>
<td>1990 911 Carrera 2</td>
</tr>
<tr>
<td>Thomas McAdam</td>
<td>Englewood, CO</td>
<td>1999 Boxster</td>
</tr>
<tr>
<td>John Quackenbush</td>
<td>Denver, CO</td>
<td>2013 Cayenne GTS</td>
</tr>
<tr>
<td>Todd &amp; Vera Dickinson</td>
<td>Broomfield, CO</td>
<td>2008 911 Carrera S Cabrio (Transfer in from Chicago Region)</td>
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<tr>
<td>Doug Bruski</td>
<td>Littleton, CO</td>
<td>1995 911 Carrera</td>
</tr>
<tr>
<td>Jeremiah &amp; Jennifer Christiansen</td>
<td>Westminster, CO</td>
<td>1990 911 Carrera 2</td>
</tr>
<tr>
<td>Gregory Long</td>
<td>Windsor, CO</td>
<td>2013 Boxster</td>
</tr>
<tr>
<td>James McMurtry</td>
<td>Aurora, CO</td>
<td>2017 Carrera 4S</td>
</tr>
<tr>
<td>John &amp; Anne Ehrhart</td>
<td>Evansville, WY</td>
<td>1999 Boxster (Transfer in from Allegheny Region)</td>
</tr>
<tr>
<td>Joseph Jonas</td>
<td>Windsor, CO</td>
<td>2015 Macan S</td>
</tr>
<tr>
<td>Vlad Merkulov</td>
<td>Centennial, CO</td>
<td>2016 Cayenne GTS</td>
</tr>
<tr>
<td>Javier Rosenberg</td>
<td>Denver, CO</td>
<td>2015 911 Targa 4S</td>
</tr>
<tr>
<td>Chad Clark</td>
<td>Westminster, CO</td>
<td>2007 911 Turbo</td>
</tr>
<tr>
<td>James McMurtry</td>
<td>Aurora, CO</td>
<td>2017 Carrera 4S</td>
</tr>
<tr>
<td>Phillip Schultz</td>
<td>Basalt, CO</td>
<td>2003 Boxster S</td>
</tr>
<tr>
<td>Orlando Gonzalez</td>
<td>Steamboat Springs, CO</td>
<td>2018 911 Carrera GTS Cab, 2016 Cayenne Diesel, &amp; 2015 Macan Turbo (Transfer in from Gold Coast Region)</td>
</tr>
<tr>
<td>Doug Bruski</td>
<td>Littleton, CO</td>
<td>1995 911 Carrera</td>
</tr>
<tr>
<td>Monnie Elliott</td>
<td>Denver, CO</td>
<td>1979 911 SC</td>
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<tr>
<td>Vlad Merkulov</td>
<td>Centennial, CO</td>
<td>2016 Cayenne GTS</td>
</tr>
<tr>
<td>Daniel Monfort</td>
<td>Aurora, CO</td>
<td>2000 Boxster</td>
</tr>
<tr>
<td>Tomasz Strzebonski</td>
<td>Greeley, CO</td>
<td>2003 Boxster S</td>
</tr>
<tr>
<td>Justin &amp; Julie Fulton</td>
<td>Fort Collins, CO</td>
<td>2002 911 Turbo</td>
</tr>
<tr>
<td>Jason Montgomery</td>
<td>Parker, CO</td>
<td>2006 911 Carrera Cabriolet</td>
</tr>
<tr>
<td>Norm Thiele</td>
<td>Highlands Ranch, CO</td>
<td>2019 718 Cayman</td>
</tr>
</tbody>
</table>

---

## WELCOME TEST DRIVE MEMBERS

<table>
<thead>
<tr>
<th>Name</th>
<th>City, CO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curtis Frank</td>
<td>Cherry Hills Village, CO</td>
</tr>
<tr>
<td>John Irvine</td>
<td>Glade Park, CO</td>
</tr>
<tr>
<td>Glenn Fuller</td>
<td>Centennial, CO</td>
</tr>
<tr>
<td>Ilan Jenkins</td>
<td>Denver, CO</td>
</tr>
<tr>
<td>Damon Martin</td>
<td>Evergreen, CO</td>
</tr>
<tr>
<td>Blake Snowden</td>
<td>Silverthorne, CO</td>
</tr>
<tr>
<td>John Moody</td>
<td>Littleton, CO</td>
</tr>
<tr>
<td>Jack Tornquist, Jr</td>
<td>Parker, CO</td>
</tr>
<tr>
<td>1958 - 2020</td>
<td>Celebrating 62 Years</td>
</tr>
</tbody>
</table>
After a lot of work and research, the Board was able to approve Flying Solo on the Plains HPDE, July 25-26, 2020. In doing the research, I attended two track events at HPR. I saw the various ways the state-mandated social distancing was being accomplished. Members of our Chief Driving Instructor committee, including Dan Carlson and Doug Bartlett, did the same. After investigation, we all agreed that a safe COVID-compliant event could be done.

"Flying Solo" unfortunately will not be an instructed event. The Board has not found any acceptable ways to conduct a satisfactory instructed event that is also COVID compliant. We are still working on it and hopefully we can go back to instructed events soon.

Also, all of our social and tour events through August have been cancelled. We are working towards reinstating these events in a COVID-compliant manner. Follow our eBlasts for more information.

It is likely that our Club Race in September will go on as planned. We will be learning a lot from the Flying Solo DE which can be applied to the Club Race. Again, follow our eBlasts for more information.

June 21-27 was supposed to be the Porsche Parade. As will most PCA events, this was cancelled too. However, the National Board did promise that it would issue the national awards normally awarded at Parade, including Region of the Year. So far, we have not received any notices of these being awarded yet. We are hopeful that RMR is in the running for several of these awards.

Tom Scott volunteered to be the 356 specialist in the Technical Resources section of the RMR newsletter. Tom has been an active member of RMR and PCA since 1982 and with 356s since 1975. Tom currently owns and operates 356 Consulting, LLC (www.356consulting.com). Thank you so much, Tom, for volunteering! We greatly appreciate it.

Bis Später

Jim Thorburn, RMR President
president@rmrporscheclub.com
SOCIAL EVENTS

June 4  RMR Membership Social – Ferrari of Denver  1480 E. County Line Road, Highlands Ranch, CO 80126  – POSTPONED – (Details to come)

June 14  CO Concours d’Elegance & Exotic Sports Car Show  Arapahoe Community College, 5900 S Santa Fe Drive, Littleton, CO  – CANCELLED – (Details page 22)

June 20  RMR Membership Social – Poudre Sports Car, Fort Collins, CO  – CANCELLED –

July 11  RMR Breakfast Club  The Perfect Landing Restaurant, Centennial Airport, Englewood, CO  – CANCELLED –

July 14  RMR Board Meeting  – via conference call  6:00 p.m. — 8:00 p.m.

August 1  RMR Breakfast Club – North  First Watch, 2809 South College Avenue, Fort Collins, CO  – CANCELLED –

August 11  RMR Board Meeting  – via conference call  6:00 p.m. — 8:00 p.m.

NOTE: All types of socials have been CANCELLED through August!

DRIVING EVENTS

July 15  Pre-Tech Inspection for Flying Solo on the Plains HPDE  Various Times  Various locations;  See www.motorsportreg.com for complete details

July 25 - 26  RMR’s Flying Solo on the Plains HPDE  All Day  High Plains Raceway, Deer Trail, CO 80105  (Details on page 13)  NOTE: It’s very important to read this month’s TRACK TALK (page 14) for all pertinent information about this HPDE!

August 8 – 9  Ladies’ Day and Novice Day DEs  – CANCELLED –

DRIVING TOURS

July 18  Tarryall Tour  – CANCELLED –

July 29 – August 2  The Grand Loop Tour  – CANCELLED –

August 27 – 28  Saratoga Tour  – CANCELLED –

SPECIAL EVENTS


UP-TO-DATE EVENT INFORMATION

Visit the RMR website at: RMR.PCA.org/calendar
While being stuck at home, I received an offer from one of those photo sites that put your photos on many different items for your enjoyment. Well, I took advantage of one. I bought magnets, a coffee mug, a luggage tag, and a canvas bag with my favorite photo of my favorite P-car! I'm certain I really didn't need any of these items, but it was a great coupon! LOL! You must have a little fun now and then! I do plan on using this bag for carrying all my RMR stuff to future socials. Although, I think I should have bought four bags!

One amazing thing I have noticed during this pandemic is the continued interest in the Porsche Club! We continue to stay steady with new member registrations! This is fantastic! It is just wonderful to see people continuing to have interest in PCA and especially their P-cars! Just remember you can use the RMR Facebook site to share Porsche related posts, ask questions about your car, and stay in touch with the greater membership!

Hopefully you are finding creative ways to stay connected and possibly finding your inner creative self! I have been working on some crafts that are Porsche related. As soon as I get them done (I'm not very fast as my job gets in the way!), I will share with all of you! If you have any Porsche crafts you have done, please share with all of RMR! Just send in a description and a photo or two!

Email the HighGear team at:

newsletter@rmrporscheclub.com

Continue to take care of yourself, family, and friends!

Prost!

Holly Jackson, RMR Membership Chair

membership@rmrporscheclub.com

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FLYING SOLO ON THE PLAINS HPDE
July 25-26, 2020 : High Plains Raceway
Event details, see page 13.

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UPCOMING EVENT: SAVE THE DATE

FLYING SOLO ON THE PLAINS

It’s imperative that you read this month’s TRACK TALK (page 14). It gives pertinent information regarding the COVID-19 guidelines imposed by PCA National on RMR’s first HPDE event of the 2020 track season.
—Tom Champion, Editor, HighGear

WHAT: High-Performance Driver Education (HPDE)
WHEN: July 25 – 26, 2020
WHERE: High Plains Raceway (17 miles East of Byers on US-36)
REGISTRATION: www.MotorsportReg.com
CO-CHAIRS: Chérie Talbert and Al Talbert
QUESTIONS: Chérie Talbert  chtdenver@hotmail.com
            Al Talbert  al.talbert@hotmail.com

Register Today:
Celebrate summer by flying around High Plains Raceway! Mark your calendars...and don’t miss valuable seat time!

We Need Volunteers:
Please Help
We need volunteers to help us run the event – please help! Even if you are not driving, volunteering is a great way to be involved in the action, learn more, have fun and help the club.

Charity for This Event:
The Challenge Foundation
We are so excited to support our charity for this event – The Challenge Foundation. The Challenge Foundation is a 501(c)3 non-profit organization that helps smart, ambitious, and hard-working students break the cycle of poverty through education opportunities. We are proud long-term mentor supporters and we know you will enjoy learning more and supporting this well-run and important charity.
More information at: www.TheChallengeFoundation.org
It seems like forever since we’ve hosted a track event – our OctoberFAST HPDE was nine months ago!

“Flying Solo” means just that – only approved solo drivers will be allowed to participate. There will be no instructed run groups (Novice Green and Blue-Instructed) given PCA National’s COVID-19 guidelines where instructors are not allowed to be in the cars with students. This is unfortunate, but we must adapt.

The good news is that there will be plenty of track time for our “seasoned” drivers.

Despite limiting participation, the demand for this event is high due to the long layoff and limited track availability. We will see drivers, even PCA Club Racers, who haven’t been to one of our events in a long time.

While in a lot of ways this will seem like a normal DE once we take our first laps, it’s been an entirely “different animal” preparing for it. So many have stepped up to make the July 25-26 Flying Solo on the Plains DE happen – let me name a few...

- The RMR Board has spent an incredible amount of time reviewing PCA National’s COVID-19 guidelines, doing research about its transmission, locating hand sanitizer/masks, working with the state, Tri-County Health, and the CAMA Board that oversees High Plains Raceway (HPR). In particular, “elbow bumps” (formerly “high fives”) go to Jim Thorburn, Vicki Cox-Jones, and Scott Henderson.

- Board Second VP in-charge of all performance driving events, Scott Henderson, has been lining up the long list of event volunteers.

- Event Chairs Chérie and Al Talbert were to lead the June DE and after it was canceled, they volunteered to do the same for this month’s event. As first-time Chairs, they are learning on-the-fly since much of the Event Chair Manual doesn’t apply due to the short notice and COVID-19.

- Vicki Cox-Jones is the Event Registrar – she scrambled to get MotorsportReg.com up and running and is attempting to simplify the document hand off process that is typically done the morning of the event at the track.

- Josh Wyte has organized the July 15 Pre-Tech Inspection locations and volunteers with new “keep it safe” protocols.

- Doug Bartlett is the Event Lead CDI and I am Co-CDI. We have visited HPR at least three times, and have had lengthy communications about best practices with the team that led the Utah HPDE in early June.

For the event itself, here is what we know so far…

- Doug and I will be hosting a webinar for all drivers and volunteers on Tuesday night, July 21. Emphasis will be on both on and off track safety, what to expect, the schedule, etc.

- Masks will be required.

- The morning mandatory Driver’s Meeting will occur with social/physical distancing.

- There will be no classroom sessions.

- Since there are no novice drivers, your CDI Team won’t be hosting Walk the Track.

- Beer-Thirty Social…we’re figuring out how to do this, but we will find a way!

- The logistics for food, ice, water, and other beverages are being discussed.

Your leadership team is extremely confident that this will all come together and that we’ll have a safe, fun, and successful event.

To everyone involved – THANK YOU!

Are there any topics that you’d like me to cover in a future Track Talk column? Feel free to email me at dhcarlson5031@gmail.com.
# NEW TO TRACK

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Helmet – Most recent Snell rated helmet (PCA loaner helmets are available)</td>
<td></td>
</tr>
<tr>
<td>□ Insert front tow hook (at track)</td>
<td></td>
</tr>
<tr>
<td>□ Torque wrench (range: at least 90 – 110 ft. lbs.)</td>
<td></td>
</tr>
<tr>
<td>□ 3&quot; extension (so wrench doesn’t hit car)</td>
<td></td>
</tr>
<tr>
<td>□ Lug nut socket for torque wrench (typically 19 MM)</td>
<td></td>
</tr>
<tr>
<td>□ Tire pressure gauge (range: at least 25-50 PSI)</td>
<td></td>
</tr>
<tr>
<td>□ Car number signs for each side of car – use painters tape or have them made (at least 9” high)</td>
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</tr>
</tbody>
</table>

# COMBO STREET / TRACK CAR

<table>
<thead>
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<th>Item</th>
<th>Cost Estimate</th>
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<tr>
<td>□ Tools / tool box</td>
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</tr>
<tr>
<td>□ Lug nut breaker bar</td>
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</tr>
<tr>
<td>□ Torque wrench</td>
<td></td>
</tr>
<tr>
<td>□ Metric socket set</td>
<td></td>
</tr>
<tr>
<td>□ Metric wrenches</td>
<td></td>
</tr>
<tr>
<td>□ Note pad / pen / highlighter</td>
<td></td>
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<tr>
<td>□ Scissors</td>
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</tr>
<tr>
<td>□ Razor blade</td>
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<tr>
<td>□ Sunscreen</td>
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<tr>
<td>□ Flash light</td>
<td></td>
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<tr>
<td>□ Spares batteries</td>
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<tr>
<td>□ Trash bags</td>
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<tr>
<td>□ Impact drill for lug nuts</td>
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<tr>
<td>□ Pliers</td>
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<td>□ Scissors</td>
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<tr>
<td>□ Temperature gauge</td>
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<tr>
<td>□ Plastic cable ties (various lengths)</td>
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<td>□ Micro-fiber &amp; paper towels</td>
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<td>□ Razor blade</td>
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<td>□ Sunscreen</td>
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<td>□ Hand soap</td>
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<td>□ Lap timer / data acquisition</td>
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<td>□ Light-weight battery</td>
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# TRACK CAR

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<td>□ Roll cage</td>
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<td>□ Aggressive car weight reduction strategy</td>
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<td>□ Steering wheel / quick release hub</td>
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<td>□ Multiple tire / wheel sets</td>
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<td>□ Upgrade timing / data acquisition device</td>
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<tr>
<td>□ Custom paint / wrap</td>
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<td>□ Other</td>
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WHICH CAME FIRST…?

by Robert Watt, Rocky Mountain Region PCA

Prospective new Porsche buyers often complain when presented with the sheer number, scope and cost of available options. When given the “option philosophy talk,” they either embrace its logic and thoughtfully order My Car or defer to an existing car that is likely a My Car compromise or worst case, simply walk away. The Porsche Option Tradition (POT), as Porsche loves its “P-based” acronyms, is one of those rare opportunities in life allowing you to craft a unique piece of engineering magic with even more intrinsic value and personality that should be enthusiastically embraced. But was Porsche the first to employ this carpe car-um philosophy?

In the late 19th century, after completing his then traditional Grand Tour educational experience, Peter Carl Fabergé returned to his retired father’s jewelry business in Imperial St. Petersburg, Russia, home of Tsar Alexander III. Peter had now experienced the great art, architecture, fashion, music and traditions of Europe and its classical roots. One influential stop on the Tour was the Green Vault Museum in Dresden, GR. There he marveled at the largest treasure collection in Europe (still today) with over 3,000 pieces of priceless jewelry and other rooms full of incredible riches amassed by the Saxon King Augustus II the Strong of Poland. It made a profound impression on the young jeweler.

Now home, Carl, with his brother and their master craftsmen, carried on the family business, one of many such businesses in Imperial Russia supplying an unbelievable stream of fabulous riches to the crown (at the crushing expense of a destitute populace who eventually rose up). For the Pan-Russian Exhibition in Moscow in 1882, the House of Fabergé re-created a famous piece of gold jewelry that caught the Tsar’s eye due to its superior quality. Appointments, access to the court and coveted commissions ensued when the Tsar appointed Fabergé the royal Goldsmith. By 1885, Fabergé had been commissioned by the Tsar to create a special surprise Easter-themed gift for his wife. The House went to work designing and producing a simple but exquisite piece that was unique and worthy of the Tsar. The first Imperial Easter Egg created contained a “surprise chicken” inside its elegant but beautiful exterior.

Similarly, the first elegant, simple but exquisite Porsche 356 was hand-built in Gmünd, Austria, only about 60 years later and was just as surprising inside and out. Closely compare these two similar icons of design. So do we now know the answer to the age-old riddle? Both the chicken and the egg came first...or did they?

The Tsarina (and thus the Tsar) were so pleased with this initial gift that the Tsar ordered another “egg” for the next year and every year thereafter, when his son Nicholas II became the last Tsar. Fabergé eventually made more than 50 Imperial Eggs, each more spectacular than the last. For a monarch who provided 100s or even 1000s of gifts to dignitaries, ambassadors and courtiers each year, the sole instruction for the Imperial Eggs was: make each unique and conceal a surprise inside. There were no other requirements. Fabergé had carte blanche and took full advantage of this unique situation since most wealthy patrons of the day either just wanted a piece to look like something they’d seen or wanted a bigger and more ostentatious ex-
ample of what someone else had. They really didn’t put much thought into their orders. It was rare that a jeweler was allowed artistic license to customize a piece of art any way he wanted. Sound familiar?

The first Porsche had a direct and simple design on the outside, but contained a surprising engine, chassis and fit/finish inside that garnered instant appeal based on its quality and performance. Porsche Jr. (Ferry) only expected to make 1500 cars, but after 78,000 356s were produced over 17 years, the marque was on its way to history, with each car a unique piece of art with many now residing in their own museums...and your garage if you’re lucky.

So when you make the not insignificant decision to buy a new Porsche, take full advantage of the rare, unique situation you have to customize an individual piece of functional art for you; it is not common in the industry any more. Such decisions are now usually made for you by marketing departments based on careful analyses of what sells. Everything from the type of car or truck to every detail, option and color is quantified, measured, weighed against the local demographics and sales figures with a resulting set of cars ordered mathematically and coldly generated to maximize sales. Those cars in the showroom or on the lot siren call you to just settle for their “special car just for you.” Stop! Instead, take a second to remember the POT and Messrs. F&P and make your “egg” truly yours.

PS: Although close in geography and time, there is no known connection between Carl F. and Ferdinand P. Sr. From the above recounting, it seems the first fabulous golden egg of the House of Fabergé did indeed come first, but the same lessons in design, quality, engineering and richness in variety was soon adopted by another famous House established on the site of a stud farm in Baden-Württemberg, GR in AD 950, today’s Stuttgart. So, maybe the question of which fabulous tradition came first is still up for debate, and we may never really know the answer to: Which Came First? But you decide.
Back in 1999, I left behind a job to dive headfirst into dotcom. You can probably guess the end of that story. Dotcom turned into dot bomb and I had to pivot jobs very quickly. The job I left had me going into an office every day except for business travel. Dotcomming hipness had me working from home, virtually. I was a telecommuting pioneer. To be frank, I do not know what I would do if I had to go back into an office every day.

I suspect I would hate it.

My usual work attire is jeans and a long sleeve Porsche T-shirt. The thought of dressing up, even just a little, turns my stomach. Most weeks I have 15 plus conference calls which are, usually, routine. However, over the past several weeks as COVID-19 has become a major part of our lives, the company I work for, like many others, has mandated that office-bound employees adopt and adapt to WFH a/k/a working from home. Now phone calls include background noises like dogs and kids, and I hear the frustration in the voices of people who have never done this before. But it’s an experience we are all sharing right now.

Every week I usually get out of the house by going to the gym early, then at some point maybe run a few errands, but with the COVID-19 thing not so much. Like a lot of us, I’ve been cooped up in the house for days, now weeks on end and, no surprise, I’ve gotten stir crazy. The weather hasn’t helped. We’ve had more than a week of very steady, sometimes heavy rain. Every day, same forecast: Yep, more rain. Great! But last week I saw a break in the rain. Exactly one day, a Saturday no less. Sunday more rain. But Saturday, chilly and dry. In other words, perfect.

My plan was to head out midmorning and take my usual run up to a secret bridge over the Red River, the wet border between Texas and Oklahoma. But the more I thought about it, the more I thought – hey, I bet other people have been cooped up, dealing with self-isolation, social distancing and might need to stretch their legs so to speak and do some driving. As a group, our PCA region is very socially active every weekend, (sometimes two or three activities on the same day), midweek pop-ups and a variety of other regularly-scheduled events. I figured others needed to get out of the house and run for a bit.

I posted my idea on our Facebook page and was not surprised when many people said, “Hell Yeah.” I said we’d practice social distancing by just waving at each other when we arrived and then would be safely ensconced in our cars for the rest of the trip. Many people said they’d join, but you never really know until you go. I’d posted the route so everyone going would have an idea of our general direction. I asked that everyone have a full tank of gas and maybe water and snacks. I was so happy to see the rain tail off Friday, heading into Saturday. Perfect, the promise of a dry day.

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The forecast promised clouds, but lo and behold – the sun! Wow, a sunny day to boot. Even better. I arrived early to find the place I
told everyone to meet was blocked due to road construction. What a great start to the drive! Nothing like having to quickly improvise. I asked my wife to post on Facebook a nearby location along the highway next to where we were supposed to meet, and I added my phone number for people to reach me just in case. There’s always that moment when you’ve put something together and you’re not sure if people will show up or not, so it was a relief to see the first Porsche arrive, then another and another. My relief turned to excitement as it appeared there were many people needing to get out of the house. We filled up the side of the road, 11 Porsches strong and one BMW X5M (the owner worried that his older 944 couldn’t keep up). We got out of our cars, greeted each other at a distance, maintaining our social distancing protocol and spread out to take photos of our assembled jelly bean-colored cars as the drivers and passengers of other cars gawked at the row of gleaming Porsches. Our group assembled; it was time to hit it.

We managed to keep our social distancing by following each other, no worries there! Everyone keeping pace, our string of cars stretched out over a quarter mile. I had to manage some local traffic to keep us all together. Once we got out in the country, we found little traffic. One kind driver in a pickup truck even pulled aside so we could all pass. I must admit, there may have been a time or two (but only a time or two ;-) when we cooked it up a bit. Just saying. We pressed deeper into the country, the route I selected providing a good combination of fast sweeping corners, longish straights in between crests with good sight lines for a mile, sometimes more. Here the string of Porsches would stretch out, giving the engines a chance to breathe right up to red line.

As we piled on the miles, I could feel it. There is a perceptible change and it sweeps over you. The car helps. Man and machine, the sympathetic beating of human and mechanical hearts. The road makes you focus, pay closer attention to the details. It can transport you if you let it, leaving our trials and concerns behind, if for only a couple of hours. We turned onto a road that leads across the river, the border between two states. There was a sight line of almost two miles down a hill before a bridge. I saw clear road ahead. I may have gone just slightly above the speed limit, just a smidge. In the distance I could start to make out a red car shape on the left side of the bridge, and I could also see some tiny stick figures near the car. I must admit, I lifted. Then I realized it was Porsche people waiting to cheer us on, so I punched it again, giving them a show. We roared past them in a blurred whoosh of sound, color and speed.

A brief stop to meet and greet the Porsche people and then we were back at it, a little more relaxed on the return. Cars peeled off as they needed gas or headed home in other directions. The final two cars, my 981 Cayman S and a 951 drove the last few miles to together before we finally parted ways. I don’t know about you, but I needed that. It helped me reconnect to — me. And every once in a while, that blast in the country is just what the doctor ordered. Pulling into the garage, I turned the key and the great beast of an engine stilled. I let out a long slow breath too. I feel good after a drive like that; just the right amount of edge, adrenaline and seat time.

Times like this offer perspective on who we are, on our priorities. But it’s nice to know that we can escape, even if it’s just for a little while, reconnect with others that share a common passion and experience the love of driving our cars. We may be alone in our cars, but in this case, we are together at the same time, practicing a good measure of medically mandated social distancing — at maybe just a few miles over the posted speed limit.

Photos: Rob Turner

Rob Turner is the author of The Driver, a series of action adventure novels, available in both print and ebook on Amazon (more info at: www.thedriver-series.com). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.
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The Vail Automotive Classic is always the weekend following Labor Day. This will be our 11th year. While our schedule is under development, all events will be based in Vail. Please mark your calendar and plan to attend.

We (meaning Mark) have been procrastinating to see how the public health orders affect our event. I am pleased to report that Eagle County is doing very well at reopening. We should be in very good shape to offer one of the very few large shows of the year. We will offer “risk free” registration so that in the event of cancellation, participants will be given a choice of a refund or applying payment to our 2021 event.

Our event schedule is available at www.VailAutomotiveClassic.com. Registration will be $95. Those who wish to register more than one car or motorcycle will be offered a discount on additional vehicles.

New this year, we are excited to announce that The Sonnenalp Hotel is our lodging partner offering discounted lodging and deals on all of their amenities including dining, spa and golf. We will host our Friday social and check-in at the Sonnenalp.

Barrett-Jackson is sponsoring the Mountain Road Tour lunch. We will try to kick this event up a notch!
The Complete Book of Porsche 911: Every Model Since 1964
by Randy Leffingwell, published July 30, 2019 by Motorbooks, Beverly, MA

The prolific Randy Leffingwell has come to supplant Karl Ludvigsen as the modern guru of Porsche lore. Ludvigsen, the engineer, focused on the technical development of Porsche engines and automobiles. Leffingwell, the photo-journalist, focuses on the ownership and use of these cars. Ludvigsen is famous for producing two classic multi-volume tomes on Porsche; Leffingwell seems to produce a new gem for the coffee table almost every year – books that are very well illustrated, both in quantity and quality of photograph, and also contain a wealth of textual information.

Randy Leffingwell is noted as a photographer and, indeed, the photographs in this book are superb. But this shows that a tremendous amount of effort was devoted in researching the stories and data of all the variants of the 911 theme, even the Ruf editions. The book justifiably claims to be “the ultimate single volume resource for every 911 aficionado” and, whether you are interested in the pictures, data blocks, or the stories of cars, this is a great book. It begins with a very valuable bonus feature: a comprehensive 29 page discussion of the predecessor 356 models from ‘48 to ‘65. It continues with a model by model overview for each year of 911 production, starting with the 901 prototype of 1963, and progressing to the 2020 models.

The Complete Book of Porsche 911 is not a book most people will read from cover to cover. However, every owner will find the discussion of their year/model to be enlightening, and potential purchasers can learn more about any car they are considering than the current owner probably knows. Though not a purchasing guide, it can be a very useful resource for the purchaser uncertain as to what model/year would best fit their intended Porsche life style.

In addition to production cars, the book includes some of the factory’s racing, prototype and special-production cars, illustrated with both current and archival photography. Throughout the book, comprehensive specification charts, are included, and factory selling prices are listed. For each year/model of 911 production, the characteristics of that model, their genesis, and the market/racing performance achieved, are discussed in great detail, well illustrated by exterior and interior photographs of a current example of that model. Some of the more modern vehicles are illustrated with Porsche Press or Porsche Cars North America photos. Data tables are sufficiently detailed as to show weight differences between cars equipped with PDK and those with Manual transmissions.

The Complete Book of Porsche 911 is indeed a massive work, with multiple pictures of the inside and outside of most examples of the roughly 150 911 models covered in eight ‘generations’ from 1964 through 2020+. Specialty versions, with production runs as low as 21 vehicles are illustrated and described in considerable detail.

The Complete Book of Porsche 911 has hard covers, complete with a carbon-fiber look, with quality printing on heavyweight, glossy paper. There are 344, 9-1/2x11 inch pages, and 450 photos. There is a very comprehensive index. A book like this is a bargain at $50.00. By the time you read this it should be available from your favorite bookseller (ask for it), or from www.motorbooks.com (click on the magnifying glass to open a search box).

NOTE: The first 285 pages of this edition of ‘THE COMPLETE 911’, are exactly the same as in the 2012 edition.
There is a handful of movies that I’m sure we each have as our favorites. I’d guess that for most of us they’d have to be action movies with cars, car chases and racing (Porsches preferably).

Some of Tom Cruise’s early movies have Porsche content, such as 1983’s “Risky Business” (a Porsche 928S) and 1986’s “Top Gun” (a Porsche 356). Some don’t, such as “Days of Thunder” (all about NASCAR).

There’s Charlie Sheen’s 1987 “No Man’s Land” where the entire movie is about stealing Porsches. There are some other ones that have almost no Porsche content but are great nonetheless, such as “Bullit” * (the greatest non-Porsche car chase with Steve McQueen starring as Lieutenant (SFPD) Frank Bullit, and the cult-classic “Le Mans” which has a lot of racing Porsches AND Steve McQueen.

(*)Frank Bullit’s girlfriend drives a beautiful Canary Yellow ’64 356C)

All of the twenty six (26) James Bond movies have car chases, but 007 has yet to drive a Porsche! Maybe he never will. Bummer.

There have been some good racing movies, we mentioned “Le Mans” and “Days of Thunder” above, but Ron Howard’s “Rush” from 2013 about the rivalry between James Hunt and Niki Lauda and “Grand Prix” from 1966 with James Garner give us a great perspective of Formula One racing.
ing in the 60s and 70s.

There’s also Sylvester Stallone’s 2001 “Driven” which was supposed to be about F1 but ended up being about Champ Car because of Formula 1’s secrecy with which teams protect their race cars.

Disney’s 2006 award-winning, animated “Cars”, starring Sally Carrera (a Porsche 996), “Cars 2” and “Cars 3” are really fantastic, and if you watch them closely and really pay attention, they are full of trivia and history. They also have the voices of Paul Newman as Doc Hudson, Michael Schumacher, Mario Andretti, Dale Earnhardt Jr., Darrell Waltrip, David Hobbs, Jacques Villeneuve, Jeff Gordon, Lewis Hamilton and Richard Petty among many others.

There are funny ones, such as “Talladega Nights: The Ballad of Ricky Bobby” from 2006 and serious ones such as “Senna”, a documentary about one of the greatest F1 drivers of all time, Ayrton Senna, from 2010.

Those are some of my favorites as of today, and that’s because I’m anxiously waiting the release of “The Art of Racing in the Rain” which is the screen adaptation of one of my favorite books: “The Art of Racing in the Rain” by Garth Stein, where a very loyal, apex-loving dog named Enzo recalls the life lessons he has learned from his racecar driving owner, Denny.

Be warned that if you watch it with someone else, you may have to say: “it’s just something in my eye, I’m fine, really”.

Patrick Dempsey, who professionally races Porsche GT3 RSRs, is one of the movie’s producers. For authenticity he brought over Jeff Zwart as second-unit-director. Jeff has been an 8-time Class Champion of the Pikes Peak International Hill Climb in Colorado, driving 10 different Porsches in a
period of 14 years and a world-renowned Photographer and Cinematographer who has a deep love of dogs and Porsches old and new.

I’m sure that “The Art of Racing in the Rain” will become one of my all-time favorites too.

For more information on Porsches and more, please visit my website: www.PedrosGarage.com.

Happy Porsche’ing,

Pedro

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# RMR & AMR: 2020 Schedule

## High-Performance Driver Education (HPDE) and Autocross

### High-Performance Driver Education (HPDE)

- **CANCELLED** - April 18 – 19 — AMR HPDE at Pikes Peak International Raceway
- **CANCELLED** - May 2 – 3 — RMR HPDE at High Plains Raceway (HPR)
- **CANCELLED** - May 30 – 31 — AMR HPDE at Pueblo Motorsports Park (PMP)
- **CANCELLED** - June 13 – 14 — RMR HPDE at High Plains Raceway (HPR)
  - Sat-Sun July 25 – 26 — RMR HPDE at High Plains Raceway (HPR)
- **CANCELLED** - Aug 8 – 9 — Ladies’ Day/Novice Day
  - Sat-Sun Sept 5 – 6 — AMR HPDE at Pueblo Motorsports Park (PMP)
  - Sat-Sun Sept 19 – 20 — Club Race/Advanced Solo DE
  - Sat-Sun Oct 3 – 4 — AMR HPDE at La Junta
  - Sat-Sun Oct 17 – 18 — RMR HPDE at High Plains Raceway (HPR)

### AMR Autocross (at Pikes Peak International Raceway — PPIR)

- Sat Aug 8 — Autocross

### RMR Autocross (at Front Range Airport — FRA)

- **CANCELLED** — April 25 – 26 — Autocross University and Autocross *(NOTE: No future date)*
  - Sat Aug 15 — Autocross *(NOTE: Date changed from Aug 30th to Aug 15th)*
  - Sat Oct 24 — Autocross
By now you all probably get that I like to write about more than current events. But I figure that in times of important changes in our routine of operating PCA regions, it’s probably a priority to err on the side of over communicating on the topic of “what’s going on.”

Last month, I addressed the higher hurdles that your region leaders are now required to address prior to gaining insurance approval for any moving-car event. The inevitable result is going to be that your club’s committee leaders will face one of two choices - either earn permission to run the event with lots of health and safety hurdles to assure the national office, or cancel it. You can trust that it is heartbreaking for an organizer to cancel any planned activity. A lot of work goes into simply getting it on the calendar to begin with. Further, if the stars align and an event is proven to be insurable, then it’s that much more work for the unpaid, unreimbursed volunteers that give up their time to bring it your way!

Not to beat a dead horse, but the reason for stressing the work in the paragraph above is to restate one sentence from last month’s “Back to Normal?” column. It said, “Please be patient with your region’s volunteer activities leaders who will be responsible for implementing this new expectation.”

Last Sunday, I attended one of the four (yes, four versus maybe 20 in a normal year) moving-car happenings approved across the zone for June. One of the restrictions that was required to hold the autocross was that no car could contain more than one person. Among other things, this meant no in-car instruction. This conflicted with one of the guide- lines in the region, which is that every first-time autocross participant must be released to solo by an experienced person approved by the committee chair to instruct. So midway through the weeks of online registration, three of the allowed twenty participants (yes, local restrictions limited the organizers to a total of twenty people on site) needed to be informed that their money would be refunded and that they could not participate. This put the very people-oriented volunteers in a position they did not enjoy at all. And to make things even more awkward, one of the denied participants chose to show up, make a scene and make critical comments about the organizer who had already been through lots of anguish, just trying to keep the program alive. This was disappointing, heartbreaking and embarrassing. We need to keep in mind that ALL OF US, both members and volunteers, are likely feeling a lot more general frustration with 2020 than most years in the recent past. So let’s all just count to ten. Then count backwards if you need a little more time. Then try to find some hint of a silver lining in whatever just set things off.

At the time of this writing, Friday, June 20, I was to have been on the road to the 65th Porsche Parade in a new toy. Parade was canceled, but our meetings are still on. So instead of being in the California sun, I’ll spend tomorrow on a 6-hour Zoom call with all of the other zone reps. And then, Sunday will be a several hour “Go to Meeting” call with the EC and the rest of the national staff. Further, the new toy, originally due in May, isn’t here until next month due to the March coronavirus shutdown of the Zuffenhausen factory.

So I’ll count to ten and then backwards. And then I’ll look for the silver lining. The highs in Palm Desert during the planned days of Parade will range from 106 to 113 degrees. Here in Utah it will be 70-90 degrees. That’s silver lining #1. And as to the delayed car delivery, well I guess that’s 1200 miles I won’t be putting on the car on a boring I-15 between here and SoCal. The car deserves better! So that’s silver lining #2. And besides, both problems are a first-world issue and a selfish concern if I seriously consider either in the context of everything that’s happening around us at this moment in history. So I have ZERO reasons to be upset and to simply count my blessings in addition to counting to ten. I hope we can all do the same.

It’s about the cars and the people. We have our cars, however if you are anything like me, you are missing the people part as well. But this too shall pass! Until then, keep your cool.

Rich Sanders
Zone9Rep@pca.org
Photos: Rich Sanders

Social distanced driver’s meeting

Radios – Social Distanced and Disinfected

Disinfecting of flags and radios will be the new normal

Cars at autocross always seem to be more color forward!

Colorful IRPCA Past President and autocrosser Gigi C.
Serious Storage ♦ Great Investment!

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“IBECNU” = I Be Seein’ You

License plate on Tim Osborne’s 911 Turbo...after leaving others behind in his Turbo’s dust!

Photo: RMR member, Tim Osborne

ADVERTISER INDEX

All Copy Products 28
Autoworks Colorado 09
Carquip 43
Colorado Lending Group, Matthew Cooke 20
Conorso Auto Detail 26
Dart Auto 30
Dave Brown, Targa Tops 10
Denver Auto Shield 29
Eisenbuds 10
Eurosport Automotive 10
Fine Airport Parking 21
GarageCondos 34
Glen Shelly Auto Brokers 27
Lamborghini Denver 11
LIV | Sotheby’s International Realty 02
On-Site Tires 40
Pedro’s Garage 26
Poudre Sports Car 43
Prestige Imports 44
Sarian Motorsports 43
Smokin’ Fins Restaurant / Lucky Fins Restaurants 20
Stevinson Imports 12
The Man Cave 10
Tom Ludlow, Equity Colorado Real Estate 43
Wine Country Motor Sports 30

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www.pcawebstore.com
It was harder than I thought. In today’s world, all I figured I had to do was type the words in Google Search and out would pop exactly what I was looking for. But no! Here I was, trying to capture vague memories of memorable words in magazine print from many years ago, in order to impress on you dear reader, the joys of great monthly automotive journalism. And I was being sent subscription offers, modern photo files of someone’s idea of a 40-year old classic, and jerky in-car videos of cars chasing motorcycles.

Oh, in one case, I actually identified the magazine and its table of contents. But then I was directed to buy the magazine if I wanted to actually read the damn thing. It was Car and Driver (May 1965) with an article by David E. Davis, Jr. in a Ferrari 275 LM on the New Jersey Turnpike in the wee hours traveling from Philadelphia to New York. If you happen to have the issue, keep it! And send me a copy of the piece. I want to see if it really is as good as my vague recall. Because I do know that it hooked me on the flat-out joys of well-done print journalism. And David E. became my paragon. All I remember from that piece was his description of coming up on semitrucks at 150, with the wail of the banshee close behind his head. I was glowing.

Although I did, of course, try to double my pleasure with Road & Track. Am I the only one who found the mag kind of goofy, a bit frumpy, with a sense of humor that was a bit oblong? I mean, the April issue always featured a satire road test – one year, the Goodyear Blimp, another year, the Space Shuttle. Yeah, OK, but I’m still hungry. And then there was the Cyclops series (see photo above). Don’t know what I’m talking about? Google it.

Funny, I can’t recall a single story that “sent” me. But I do recall gobbling up the Formula 1 reviews from the one, the only, Henry N. Manney III. I never embraced his idiosyncratic style, but he did feed my wanderlust for far-flung, exotic locales.

No. For writing excellence, David E. and his merry band struck the chord, again and again. Not only that, but in certain instances they actually created automotive mythology. The BMW 2002, for example, in 1968. You could argue that this one piece actually created the BMW mystique.

In an interview shortly before he passed, David E. admitted that he thought it was the best car review he ever wrote … and it got him fired. The headline read, “Turn Your Hymnals to 2002. David E. Davis, Jr. Blows His Mind on the Latest from BMW.” What made it so great? “To my way of thinking, the 2002 is one of modern civilization’s all-time best ways to get somewhere sitting down. It grabs you. You sit in magnificently adjustable seats with great, tall windows all around you. You are comfortable and you can see in every direction. You start it. Willing and unlumpy is how it feels. No rough idle, no zappy noises to indicate that the task you propose might be anything more than child’s play for those 114 Bavarian superhorses…. What you like to look for are Triumphs and Porsches and such. Them you can slaughter, no matter how hard they try. And they always try. They really believe all that jazz about their highly-tuned, super-sophisticated sports machines, and the first couple of drubbings at the hands of the 2002 makes them think they’re off on a bad trip or something.”

Why did he get fired? For criticizing the Blaupunkt radio in the car, which he said “couldn’t pick up a Manhattan station from the far end of the Brooklyn
Bridge.” The publisher wanted him to apologize to Blaupunkt, and he refused. So he walked. Although he came back for a second stint as editor, years later, before going on to found Automobile.

Personal admission: I bought a 2002, as soon as I could, which was after college. Drove it for five years. Every word he wrote about it was true. And then I bought my first Porsche.

But my ultimate, all-time, balls-out thrill ride came in the form of a piece that ran in the July 1982 issue of Car and Driver. And it had nothing necessarily to do with cars. For this article, I found the story on my first Google search. Hooray. Can’t believe I even had the year right. The headline: “Bend the Sky: Riding Shotgun in One of the Most Potent Fighter Planes Ever Built.” For years, I’ve called it The Ultimate Ride.

Larry Griffin: “… I’ve been for rides as insanely fast as David Hobbs’ McLaren BMW back in the days when it was a match for any Porsche 935 and fast enough to give me a whole new window of reference, but it simply has no bearing on what’s happening in the F-4. There are none of the familiar points of reference you have in the car, corners and hills and guardrails and trees and bridges, stuff you can assimilate even at hyperspeed because it’s familiar territory. The Phantom takes all that away and throws it down the supersonic laundry chute. Here we are sitting on the ground. ZzZSSSHAP! Here we are at 5000 feet. This is not the Friendly Skies.”

Here’s more: “Then, with the gentleness that always accompanies his first move of the controls, Scott Campbell lifts the gray malevolence, call number Two-One-Five, up out of the funnel, rolls it over and aims the canopy back down into the ditch where the 600-gallon belly tank was a moment ago. We are hanging upside down at almost 700 mph, close enough to comb our hair with underbrush, and Campbell is reciting ‘… and there’s the target, aaaannd we’re outa here…’”

There’s more. A lot more, if you’re interested. But I do have a footnote. In the ‘90s, someone worked for me who was ex-Navy public affairs. He told me they had a copy of the story, this story, hanging on a bulletin board in their offices, at the Pentagon.

Yeah, if print ever disappears as a communications medium, it will be too, too bad. If that day ever comes, just pray they don’t also eliminate your computer search function. A gem, in whatever form, if you can access it, can last a lifetime.
PORSCHE

1983 911SC $36,000
Platinum Metallic. Brown interior. 105K Miles. Folder of all maintenance records since 1993. Always well maintained with all necessary maintenance upgrades, ie pop-off valves, etc. New turbo tie rods. Continental DW tires with only 7,000 miles. Porsche COA. AC delete but have all parts.

Jason McGowin  (303) 859-1543 jamegowin@yahoo.com

1986 944 Turbo $22,900
Guards Red over Black Leather interior. This car has only 55,000 miles. I believe I am the third owner. All records from new. The car is nearly all stock with the exception of… A) An Autothority chip and exhaust added by the original owner and B) Cross-drilled front rotors and performance brake pads added by me. I purchased this car with the intent to modify it for DE and other track events, but it is too nice. I have a track-prepared 944 on the way, so I reluctantly need to make room.

Eric Elliff  (303) 810-9663 ericelliff@mac.com

1996 911 Carrera 4 Cabriolet $42,900
Beautiful Guards Red, Black interior & top. 6-speed. AWD. 71,500 miles. All original paint & body, new top. Looks great, runs great. 3rd owner of 4 years. Fair weather car, always garaged. Clean Carfax.

Fred Jauch  (303) 653-3984 fjauach@comcast.net

2003 Boxster S Race Car $23,500

Ari Natkin  Home: (303) 670-5366 Mobile: (303) 263-8559

2003 996 Cabriolet $19,900
This 996 is in really nice condition and has about 99,000 miles. The engine should be good for another 100,000 miles and all of the 996 M96 engine issues have been addressed. I have all receipts for my work and am obsessive about maintenance.

Doug Bartlett  (970) 214-7279 doug@dbartletts.net

This has been my project car for the past 6 years and it is time for a new project. Original equipment includes: Heated seats, Blue leather interior, 18” Carrera wheels, 6-speed manual, Litronic headlights and Bose sound system. I installed a H&R spring set to lower it 2cm. In 2016 at 87K miles, I discovered a crack in cylinder #3 so I had a new set of LN Nickies installed in the case by LN Engineering (new nikasil cylinders and forged pistons) that increased the displacement to 3.8L. I also added a new clutch assembly, LN IMS bearing, AOS, engine mounts, 6 coils, O2 sensors and both catalytic converters. Main and rod bearings were still within original spec.

Keith Hall  (720) 273-1402 keith_hal@msn.com

2006 911 Cabriolet $34,500
Beautiful White 2006 911 cabriolet w/ Brown top and Espresso interior. 6-speed manual with 48,000 miles. Original LA car, it is in excellent condition w/nav and heated seats. I purchased it from the 2nd owner and doubt the car has ever seen snow. All new rotors, pads and front Michelines less than 100 miles ago. All original, other than upgraded LED running lights. Alternate set of bronze Avant Garde spoke wheels available if preferred to originals.

Bill Frye  (720) 261-7195

2007 Cayman S $29,000
Cobalt Blue/Stone Grey interior. 77000 miles, 14000 since original engine rebuilt to 3.6L. All the “right” upgrades for a reliable HPDE and autocross car. Factory options: Bi-Xenon headlamps, Heated seats, PASM, Automatic Climate Control, Sport Chrono & floor mats. Modifications: Clear bra, Fire extinguisher, Mantis Sport deep sump oil pan, Motorsport OAS, GT3 lower control arms, PS cooler, Center radiator. Race-quality engine rebuild and oil-fed IMS. Original owner meticulously cared for car with all records. Additional details and photos at www.dbartletts.net/Cayman-4Sale. New GT4 on order, so time for my baby to find a new owner.

2016 GT4 $75,000.00 OBO

Lisa Bryan  (720) 217-9750 LisaBryan617@gmail.com

2017 Carrera 4S $95,000

David Shepard  (303) 819-4118 anti_robothoc@yahoo.com

1979-1982 911SC WANTED!
Mint condition. Low mileage. One owner. Looking for Chiffon White/ Lobster Red interior. Thank You!

Vince Vranesic  (303) 888-5087

2010-2013 Cayenne WANTED!
Wanted! Cayenne 2010 thru 2013 with both reasonable mileage and price. We are reasonably flexible as to how the vehicle is equipped and of course, color. We would be more interested in maintenance records and meeting the owner personally. We would also want to be able to have the car inspected to determine its condition. I currently have a 1988 944 Turbo which I will sell when I get the Cayenne. As much as I love the 944, it’s getting a little difficult for me to get in and out of it.

Wally Weart  (303) 985-8167 wlg@nilenet.com

2017-2019 Macan S or GTS WANTED!
We need roof rails, trailer coupling and Premium Plus. Prefer no white or black.
Tires have just under 7/32” tread depth.

Rear Tires: 265/35ZR20 Eagle F1
Rear Rims: 20 x 9.5 x ET45
Front Rims: 20 x 8 x ET57

with no curb rash. Wheels come with all 4 wheels and tires. Wheels are Gloss Black For 981 Cayman S Carrera. Selling 4.

Bob Meetin     (303) 926-0167

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SealeyRhodes@msn.com

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Dear Tire Guy

There’s nothing like a new pair of shoes. Fresh, clean, no holes in the soles, suuuper uncomfortable and chafe-y because you haven’t worn them in yet... who doesn’t like blisters right? Everyone. That’s who. Race tires and new shoes are not so different in that they need to be worn in first to really feel comfortable. This is where heat cycling comes in. What is heat cycling? Why is it important? DE newbies, this one’s for you!

What is heat cycling? The easy answer: It’s “breaking in” the new tires. Now the long answer: Track and competition tires are manufactured to be very aggressive, and need to be broken in first to perform consistently later. Tires flex under load and duress as they roll into and out of contact with the road surface. As a tire flexes and heats up it breaks some of the weaker bonds between the rubber molecules. After an initial heat cycle the rubber bonds will link again after they cool, this time more uniformly and stronger. A full heat cycle therefore consists of heating and flexing the tire to break weak rubber bonds and then allowing it to cool for at least 24 hours so the rubber compounds re-link stronger and more track-ready. This can be done one of two ways:

1) By running an easy 10-15 minute lap session on the track. Don’t push too hard though. Start easy and work your way up, just enough to properly and equally heat all 4 tires without any spinning or burnouts (That’s cheating and it won’t work!)

2) With a specialized machine that applies pressure to the tire as it spins off the vehicle until it reaches its ideal temperature. Either of these is a viable method, though this one will afford you more time on track.

So why does this matter to you? Because if a tire is initially run too hard, (Under real race conditions for instance) rather than being properly heat cycled, it will break not only the weaker rubber bonds, but the stronger ones as well. This will reduce their grip, therein lessening YOUR ability to stomp that guy who was talking trash in the pits. Laaame. Proper heat cycling will also allow for more consistent performance on the track, as well as longer tread-life. That’s more money back in your pocket per lap. Who doesn’t like more money, right? No one. That’s who.

Until next month, drive on!

-The Tire Guy

Austro-Daimler "Sascha"

Ferdinand Porsche was a pioneer in the industry and proved invariably that a smaller car could be more successful on track than its larger contemporaries at the time. The "Sascha" (built in 1922) weighed only 598 kilograms, which lent itself to improved maneuverability and fuel efficiency. Its excellent power-to-weight ratio helped it earn a record 43 competition wins! The "Sascha’s" power-to-weight ratio characteristics have since become key attributes of all Porsche’s today.
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 several tours each year; AMR typically offers several as well. A number of tours are usually offered at Porsche Parade.

**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.

Additionally, autocross is a major event at Porsche Parade.

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

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

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

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

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

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

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

**NON-DRIVING EVENTS**

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

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

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

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

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

RMR participates in a handful of local concours events each year, including the annual Exotic Sports Car Show and Concours d’Elegance, benefiting United Cerebral Palsy Colorado. The annual Porsche Parade also hosts a major concours each year.
The 25th Porsche Parade held in Portland Oregon was another great event for RMR. Forty plus cars made the trek to Oregon at a total of 2,400 miles round trip. Highlights included: Region of the Year, President’s Parade Cup, and First in Class IV for RMR’s Newsletter.
When the time comes to acquire a new-to-you Porsche, or when you’ve decided to part with a car you’re no longer driving, Poudre Sports Car is the place to go. We have decades of experience in buying and selling Porsches and other European sports cars. **Let us take on the burden of listing, showing and negotiating your car sale!**

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