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COLORADO CONCOURS D'ELEGANCE!

ROCKY MOUNTAIN THUNDER CLUB RACE!

STEAMBOAT SPRINGS DRIVING TOUR!

This Month:

Stick-n-Paddle DE!

Foothills Driving Tour!

Rally Quest Poke Run!





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Assistant Editor: **Tom Champion**

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Cover photo:
Dave Chance

Dave attends many RMR/PCA functions and events, like last year's Colorado Concours d'Elegance!

Region Coordinators



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

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High Plains Raceway

**Stick n Paddle DE
May 6th & 7th**

Come Out and Drive!
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**DE pricing \$190.00 per day or \$300.00 for the weekend
Registration is open and closes on May 1st on motorsportsreg.com.**

Please Donate to Our Charities

Center for the Arts, Evergreen Funding a New Community Art Center
&
The Lung Cancer Colorado Fund.

Chief Driving Instructor: Dan Carlson.
Registrar: Vicky Cox Jones.

Event Chairs: Rome Chelsi romec4@gmail.com and Pete Romanesko PCA422@gmail.com
Contact Rome or Pete with your questions



On-Site Tires: Chris Macarak and the crew will be at HPR to take care of your tire needs. Get your tire orders in early: 720-410-7007, or 855-667-4835, info@on-sitetires.com

Beer 30 Trackside Dinner: Chris of On-Site is graciously sponsoring a Saturday Track-Side Dinner. RSVP required when you register.

Plan on having your car inspected at no cost at one of our Pre-Tech sites. Tech inspection at the track is \$50.00. Watch your email for locations and times.

Helmets: SA2010 or SA2015 helmets are now Mandatory



Presidential Thoughts

John Mackin, *President*

APRIL SAW OUR FIRST HPDE/Autocross 101 class.

We had about 65 enthusiastic attendees looking forward to getting out to the track.

April 23rd was a great day for the first driving event of the season; a driving tour to Edelweiss Restaurant in Colorado Springs. Nearly 70 people in 40 cars enjoyed the scenic drive down to Colorado Springs. While the weather was somewhat cool and overcast and not the 75° and sunny that had been predicted, it was a beautiful day nonetheless. And what a collection of cars we had! We had at least three 356s, a 918 Spyder, a couple of late-model 911 Turbo and Turbo S, a 911 GT RS, a 911 Speedster, Panameras, Caymans, Boxsters, a 1971 911T Targa, several mid-80s 911s, and a 944. What a great site to see them all on the road together. While driving through the town of Salida, we passed a group of hot rods and other classic cars driving past. As usual the German fare at Edelweiss was superb. Many thanks to Erik Behrendsen for setting up and running this event.

As I write this, we are looking forward to our Autocross School and first Autocross of the season at Front Range Airport. With about a week left, we have 67 persons signed up so far. We just hope that the weather cooperates better than last year.

Our first Driver Education event occurs on May 6 and 7. With about two weeks to go, we have nearly 120 drivers signed up. It is always good to get out to High Plains the first time after a long winter's break.

May's membership social will be on Saturday, May 13 at Autoworks Colorado. Erik tells me they will have a great BBQ spread and have been looking forward to hosting us. This should be a social not to be missed.

I know several of our members are planning on attending Fiesta

New Mexico over the Memorial Day weekend. I did not get signed up in time, and the event sold out early. For those of you who have not been to this multi-region event, you might consider it next year which is always a great time in scenic Santa Fe. The Roadrunner Region always hosts a great series of events.

So far for this year's Porsche Parade in Spokane, Washington, we have 40 Rocky Mountain Region members signed up. It should be a great Parade. Florence and I recently got back from the Spring preplanning visit to finalize preparations for the banquets. Spokane is a vibrant city and will have plenty of interesting places to explore. The Concours site at Riverfront Park should provide a scenic backdrop to display all the cars participating. The Welcome Party will be on the grounds of the convention center overlooking the Spokane River and also should be a very picturesque venue. You should have about 1200 people at the welcome party.

See you out there!



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 and 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 website at rmr.pca.org and click the Newsletter link. Back issues are also available on the Web site.

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Holly Jackson, *Membership Chair*

WE ARE RUNNING AT FULL SPEED!

Starting in April, our club has its first tour and autocross event with a track day (DE) early this month! Please look for the emails from enews@enews.pca.org.

We had a great time at the Wine Country Motor Sports April social! Thank you to our hosts for some wonderful raffle items, as well. Maybe you will see Dave Schmidt in his new driving shoes! If you missed the social, you missed the special sale on helmets as well as meeting our special guest, Zone 8 Rep, David Witteried. I think David had a great time meeting members in our club and just hanging out with fellow PCA members. Remember, as a PCA member, you are encouraged to attend other region's events, no matter what zone they are in! The best way is to email the President, Membership Chair, or Social Chair so you can arrange a contact at the event.

This leads me to another similar topic. If you are a "seasoned" member (over a year and a few events under your belt), please consider reaching out to someone new at an event! There is just so much going on in our club that it is overwhelming when you attend your first event! I still keep in touch with the first two people that reached out to my husband and me at our first social event. Thanks, David and Frank! I wish there were clones of me to say "Hi" to everyone at all the events I attend, but that just won't happen anytime soon! Plus I don't think my husband could handle multiples of me! So I am relying on all members to help say "Hi" and start up a conversation. A good start is to talk about the cars we drive, of course! We want all members to feel welcome. As a new

member, please come seek me out as well! I will do my best to meet each and every one of you!

As for those who ordered name badges, I will have them with me. Unfortunately, my next events are on May 20 and 21! Are you signed up for either one of these? Please visit the RMR website calendar of events!

We are also setting up a Detail Clinic at Adam's Polishes over the Memorial Day weekend. If you are not leaving town, please come to this event on Saturday, May 27th at 10am! I know Adam is very excited about seeing all of us Porsche owners! Hope to see everyone soon!

NAME BADGE ANYONE?

If you ordered a name badge back in March 2016, please send me an email! membership@rmrporscheclub.com.

If you don't have a name badge and would like one, please email me the form found on our webpage: rmr.pca.org.

Do you know someone interested in joining? Bring them along to an event! We would love to have a larger family of Porsche enthusiasts!



The May RMR-PCA Membership Social at Autoworks Colorado!

Come out and join your fellow Porsche fanatics at this Saturday social! Autoworks Colorado is a full service independent auto repair shop for all makes of German cars. With over 25 years of experience and personal attention, they are a top notch full service repair shop. They will be inviting us in to check out the facility while serving a BBQ lunch and of course...beer! Here are the details:

Saturday, May 13th

10:00 to 2:00 p.m.

8110 Shaffer Pkwy S. 100

Littleton, CO



March New Members

Axel Allgeier, Parker, CO, 2014 Cayman S

Chris Baumgartner, Denver, CO, 2003 911 Turbo

Kent Buffington, Denver, CO, 2012 911 Carrera 4S

Jeffrey Cohen, Denver, CO, 2015 911 Turbo

Craig DeWolf, Aurora, CO, 2013 911 Carrera

Bradd Faxon, Breckenridge, CO, 1983 911 SC

David Hix, Elizabeth, CO, 2004 911 Carrera 4S

Scott Jefferson, Arvada, CO, 2017 911 Turbo S

Mark Johnson, Denver, CO, 1998 911 Carrera 4S

Lloyd Johnson, Littleton, CO, 2005 Boxster S

Candace Johnston, Denver, CO, 2016 Macan Turbo

Rashad Khan, Denver, CO, 2014 911 Carrera S

Craig Kish, Lakewood, CO, 1996 911 Carrera 4S

Alex Martinez, Thornton, CO, 2006 911 Carrera S

David Mellor, Denver, CO, 2013 911 Carrera 4S

WELCOME!

Upcoming Events Calendar

May

- 6-7** 'Stick n Paddle' HPR DE
High Plains Raceway
Deer Trail, CO
- 6** HPR Hot Laps/Lunch at Helga's
The Perfect Landing Restaurant at
Centennial Airport
- 13** 8:00 a.m. Breakfast Club
The Perfect Landing Restaurant at
Centennial Airport
- 13** 10:00 a.m. - 2:00 p.m. Membership Social
Autoworks
Littleton, CO
- 20** Foothills Tour
Autoworks
Littleton, CO
- 21** Rally Quest Poker Run
Humane Society of Boulder Valley
Boulder/Broomfield, CO
- 27** Detail Clinic
Adam's Polishes
Louisville, CO

June

- 1** 6:00 p.m. Membership Social
Sill-TerHar Motors
Broomfield, CO
- 10** 8:00 a.m. Breakfast Club
The Perfect Landing Restaurant at
Centennial Airport
- 10** Northern RMR Social
Poudre Sports Car
Fort Collins, CO
- 11** Colorado Concours d'Elegance
Arapahoe Community College
Englewood, CO
- 17-18** Rocky Mountain Thunder Club Race
High Plains Raceway
Deer Trail, CO
- 24-25** Steamboat Springs Tour/ w. Overnight
3zero3 Motorsports
Wheat Ridge, CO



Ladies' Day: Fast Curves Ahead

Saturday, July 29, 2017

Colorado State Patrol Track



Ladies, registration opens May 29th for the event planned just for you! RMR-PCA and our sponsors Poudre Sports Car, 3zero3 Motorsports, Dan Fead of Sotheby's Realty, Dr. Lisa Hunsicker of Revalla Plastic Surgery and Medical Aesthetics, Prestige Imports, Candlelight Tavern, Wine Country Motor Sports, Autoworks Colorado, On-Site Tires, and Adam's Polishes are pleased to announce our Ladies' Day Driver Education event at the Colorado State Patrol Track in Golden, Colorado.

Whether this is your first time on the track or you have many years of experience, we have a run group to match your skills. For our new and less experienced drivers, we have one-on-one instruction provided by our PCA-trained instructors, who will cheerfully guide you through the process. We will also accommodate our advanced drivers and every level in between.

The event is open to all women and all makes of cars (Convertibles must have roll-over protection. SUVs must be Porsche or BMW – if you are unsure contact our CDIs and they will make the final determination). Cost is \$105 per driver, which includes a fun-filled day of driving, catered lunch, and a commemorative gift. Additional lunches for your friends and family can be purchased when registering for an additional \$10 per lunch. There are no concessions available at the track, so please plan accordingly with snacks and such. Please be aware that due to the layout of this track, you will not be able to enter or leave while the track is "hot" or in operation. Coming and going will only be available at the start of the day, during lunch, and after the event.

Cotton clothing and closed-toe shoes are required when driving. Bring or borrow a helmet (Snell rated 2010 or newer). There will be a few "loaner" helmets available as well. Also, cars must pass a technical inspection. We will provide information on technical inspection as we get closer to the event.

Registration opens May 29, 2017 @ <http://pcarockymtn.motorsportreg.com/>. You will need to go to this site and register your personal information first (unless you are already registered at motorsportreg.com), then the site will allow you to click on Ladies' Day for registration. This event is limited to 70 drivers. **This is a very popular event and we encourage you to register quickly before the event sells out!** We need volunteers too! Volunteers can also register through the link above.

Join us for a Q & A information session sponsored by 3zero3 Motorsports On Saturday June 24th from 8am to 10am. This is a great opportunity to get your questions answered and to meet other women attending the Ladies' Day Event. 3zero3 is providing brunch. To RSVP or for more information on the Q & A, please contact: info@3zero3motorsports.com. Any further questions or comments, please contact the event chairs Vicki Cox-Jones at vickijns@gmail.com or Lynda Love at rxiris@comcast.net. CDIs for the event are Vicki Earnshaw; vicklm@aol.com, Doug Bartlett; doug@dbartletts.net, Scott Henderson; sshjd@aol.com,



Show Us Your Car!

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

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

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

We've all been there; maybe you're experiencing the newness of that first special car. Perhaps you're climbing the ranks in a competitive series of races. Have you found the perfect wash and wax routine to deliver the trophy? (Some secrets are worth sharing.)

The point is that the club's members are its true strength. Your membership is your key to unlocking the wealth of knowledge and friendship the club represents. The membership socials are the first step to a deeper understanding, a deeper relationship with your vehicle. Come share the experience!

Russ,

I am sending you a picture of our 2016 Turbo S taken at the entrance of SilverRock Golf Course in La Quinta, California. We are able to drive all winter long here away from the cold and snow but exited to return home for all the joys of our mountain driving.

Karl Roberts



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April 2017 Member Social at Wine Country Motor Sports!



Photos by Russ Rydberg





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For program information and registration details,
see the Treffen website: treffen.pca.org
or email the Treffen North America staff at: treffen@pca.org



YOUR INSTRUCTORS ARE READY!

Track season is in full bloom – FINALLY!

Several of our instructors have caught that contagious “track fever” and have already instructed at AMR DE’s, participated in open lapping days, attended out-of-state performance driving schools, and raced at Sebring, Daytona, Thunderhill, Circuit of the Americas (COTA), and Road Atlanta to name a few.

And we are more ready than ever to share our driving wisdom with others at the track – WE’RE PUMPED!

How pumped? Approximately 75 instructors attended our annual RMR-AMR Annual Instructor Clinic at the end of March. That’s right – 75 of us!

This year’s theme was “Back to the Basics.” The enthusiasm, eagerness to learn/share, and spirit in the room was absolutely amazing.

Topics included formulating this year’s goals and initiatives, lessons learned from last year, proper use of hand signals, teaching braking technique, safety, more safety, the importance of the initial student-instructor meeting, reviewing topics covered at classroom briefings at the track, flags, more safety, etc.

The last third of the day was spent in breakout groups discussing best practices, how to handle both aggressive and timid students, sharing favorite instructing tips, how we can improve the DE experience for students, particularly for first-timers – all with the underlying theme of “Raising the Bar” to improve the quality, consistency, and most importantly, the safety of our instruction program (hmmm...do you get the message...SAFETY?).

Ten Instructor candidates were introduced along with two instructors that moved here from other regions - Bill Sisco and John Kenworthy. Welcome Bill and John!

We hope to see you at the track, even if it’s just to watch, sit in on a drivers meeting, or participate in the lunchtime “safe speed” drive around the track for charity! Please don’t be shy to introduce yourself – we want to make your experience the very best.

Lastly, to our instructors...THANK YOU for your dedication to excellence, safety, and commitment to instruct at as many performance driving events as possible! You are the heart and soul of RMR’s performance driving program, and are respected and appreciated by all!



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PORSCHE

MAY 21, 2017 ■ BOULDER/BROOMFIELD

RALLY QUEST



ROCKY MTN REGION, PORSCHE CLUB OF AMERICA

Hurry! Registration closes May 18!

The adventure starts at **9:30 AM** at the **Humane Society of Boulder Valley** which is also the recipient charity for this fundraiser! Rally Quest is a non-timed, scavenger hunt-style course that will take less than 90 minutes from start to finish and covers approximately 60 miles. It ends at **Gordon Biersch German Brewery Restaurant at Flatirons Crossing** where winners will be announced and a private lunch awaits.



After the mandatory drivers meeting, four Porsches will be launched simultaneously every four minutes headed on four different routes. Rally participants are given a large envelope containing clues to where they must go to find their rally stop and retrieve their poker card. Two other games take place concurrently during the Poker Run: Color Chip Trivia and Road Sign Word Jumble (sorry, can't give away too much - details will be given out during the actual event). Each team scores points in all three games and the winner is the team with the most points.

Register at www.motorsportreg.com. For questions, contact the Rally Quest Event Chairs, David and Jody Schmidt, at 303.662.1162 or email dasmal2@comcast.net.



9-1-1...Winner!



Royal Flush... Worthless!



3-5-6...Winner!

A Tale of Two Porsches

Story and Photos by Jack Chesnut

AS IN FISHING, the story of “the one that got away” also applies to cars, especially Porsche 911s. You can be haunted for years by memories of that other car, the one you had, and then sold. But unlike the fishing yarn, this is the story of the one that got away that also has a happy ending.

THE BARN FIND

Spin the wheels back 30 years. I was visiting my mother in Missouri and she wanted me to meet her new neighbor who lived up the hill about a quarter of a mile away. This is rolling Missouri farm land and very rural. I was glad my mom, who lived alone, had a good neighbor. We had dinner at Vicky’s big farm house and the subject turned to cars. Vicky mentioned in passing that she had “an old Porsche” out in the barn. I sat up in my chair and started asking questions. It was a 1980 model 911 SC.

She seldom drove it but she loved it. She had bought it in California years before when she lived on the coast, “young, blonde, and single” and it reminded her of

those sunny days. Of course I asked to see the car. White, with a dark brown interior. No sunroof and a set of classic Fuchs wheels. When I noticed a large tray under the engine, Vicky told me it “leaked a little oil” and she didn’t like to get oil on the concrete floor of the barn. As we were leaving that night, I told Vicky to please let me know if she ever wanted to sell the car. She just smiled and said, “not anytime soon.”

Years passed and I would joke with Vicky about selling the 911. My younger brother (a motorcycle rider and all-around gearhead) talked wistfully about the white 911 in the barn up the road from Mom’s house. Then, in 2012, my brother called. He was visiting Mom in Missouri. He was a bit breathless, “Vicky wants to sell the 911!” I almost dropped the phone. My brother probably would have bought the car on the spot, but he had (and still has) a garage full of motorcycles. Still, I felt pressure to make a deal in a hurry. Vicky said she

had been expecting my call. Yes, the car was now for sale because she had inherited a huge late-60’s Chrysler and she needed the barn space for parking. She was happy to sell the 911 to a friend of the family (me!) but



HIGHGEAR

wasn't sure what it was worth. I had already combed Pelican, Rennlist, and several other classified sites for prices and told her it might be worth anywhere from 8 thousand to 18 thousand dollars. She laughed and said it couldn't be worth 18, and suggested 7500, "because it's old and it has that oil leak."

It was a critical moment. I wanted to give her a fair price, but I also knew I was violating the most primal law of used car sales and especially used 911 sales: I was about to buy a car over the phone without having it checked out by a good mechanic. I hadn't even driven the car! My brother, the gearhead, became my eyes and ears. He drove the car. "It pulls like a thoroughbred! It ran right up to 100 on the interstate!" Good brakes. No smoke. No expensive noises. And, a stack of maintenance records. I pulled the \$7500 trigger.

Two months later I flew to Missouri with my mid-20's son. We had the plan. Pick up the white 911 and drive together back to Colorado. That evening, the final check was written, bill of sale and title signed, and keys handed over. I started the car in the barn. Oh what a sound. After a short warmup, I backed it out and headed down the long driveway to the highway in first gear, stopped to check traffic and pulled out. There is no sweeter sound than an air-cooled flat-six revving up. Second gear, just starting to wind out... Suddenly with a heart-stopping THUMP, it popped out of gear, and there was an ominous ticking noise in the transmission. There is no sound more sickening. It wouldn't go into second or third. I coasted to the shoulder. I had driven about 250 yards.

There is always hope in the heart of a used Porsche

buyer. When the little foreign car repair shop in town received the white 911 from the flatbed, the prognosis was "oh, probably just a transmission bushing." I prayed to the gods of German engineering. A day and a half and \$200 later, the problem was not at all fixed. Not even remotely. The great father and son excursion in a 911 turned into a slow father and son U-Haul truck/trailer drive to our home in Colorado and a first-rate mechanic in Boulder. We did get some "thumbs-up" gestures along I-70 from passing Porsche drivers. Little did they know. Little did I know! The prognosis from the mechanic: Bad transmission - at least two gears in need of replacement. Also, ominous sounds from the overhead cam-chain tensioners and at least one cylinder not firing at all. After learning that I was already out \$8600 on the car and truck/trailer rental, the mechanic declared that the car was not worth the cost of fixing it. "Underwater" was the heartbreaking term he used.

It was a rapid switch from a worried sense of impending checkbook depletion to growing desperation to sell the 911 before divorce papers were filed. The same day I received the deadly diagnosis, I listed the car on several websites. The ideal buyer would own a Porsche shop and have an extra transmission on the shelf. That buyer found me.

NEW LIFE FOR AN OLD 911

Mark White was the first caller who did not hang up as soon as he heard "bad transmission and bad engine." I was totally up-front about what was wrong with the car. I even connected Mark with the

Continued on page 21





mechanic in Boulder and urged an honest exchange of information. Sale price: \$8500. I was out a white 1980 911 SC and a hundred bucks. My marriage was intact, but my heart was broken. I never thought Vicky (or my brother) was aware of the problems that were lurking in her car.

In addition to owning a high-end Porsche tuning shop near Milwaukee called Accumoto (www.accumoto.com), Mark is a perceptive guy. He could see that I was parting company with a car that had emotional and family ties. Accumoto is primarily a tuner shop where Porsches and Audis are prepped for racing. The white 911 SC was to be a new business venture for the shop- a street/track-day car built to the highest quality.

For the next several years, Mark kept me and Vicky up to date with emails and photos of his work on the 911. A tired and dated interior was stripped out. The suspension needed an upgrade. There was mouse poop and more than one wasp nest under the hood but it was structurally sound. He called it "Dirk." The project was nothing short of a Cinderella transformation.

New Accumoto-designed lightweight fiberglass bumpers replaced the heavy "accordion style" bumpers. Supple black leather with diamond stitching was carefully chosen to line the interior - and even storage areas under the hood! Seats came from a 996 GT3. The fuel cap was moved to the center of the bonnet. Little touches like drilling the door handles (to add lightness) and a hollow/vented shift-knob made the build unique. The power plant is still at its heart a 911 SC, but with larger pistons, twin-plug ignition, and PMO injection system.

The coil-over suspension system is the result of brain-storming sessions between Mark White and the techs at JRZ. The paint and striping are just the right look that says "street and track"! And, for me, the best part is that it's still a white car... with attitude.

The work took more than three years, and the result is nothing short of a car fit for a centerfold. Publicity followed: it was featured on the car culture website, Jalopnik and most recently, the January 2017 issue of the PCA magazine, PANORAMA. My letter to the editor in the March issue of

PANORAMA tells a very abbreviated version of this tale and lets me bask in the reflected glory of what is now a famous 911 valued in six figures. Sometimes it is a good thing to let go of an old Porsche and actually watch it head down the road and out of my life. I had owned it for all of 3 weeks.

THE 2ND PORSCHE

I had several years to reflect on my mistakes with that car and I knew there would be another 911 in my life. Another SC or Carrera was the goal, so I studied and shopped for four years. Mark at Accumoto was a helpful advisor when I'd forward him an ad for a good looking car. I considered cars all over the United States. Black, silver, lots of red ones.

Then in the summer of 2015, an ad in Pelican jumped off the page. Another white 911 SC. This one an '82. Rebuilt engine. Rebuilt transmission. New shocks. Turbo tie-rods. Upgraded cam-chain tensioners. Sport exhaust. Air Conditioning and plumbing deleted. All my boxes were checked off. I had the green-light from my wife. I didn't know where the car was, but I didn't care and Mark White approved of the way the car sounded in the ad. How far away was it? Oh! In Broomfield, CO - only a half hour away. No plane ride. No tricky PPI coordination- it passed with a glowing condition report. A local car and a very good one. So good, there have been no breakdowns, no flatbed pickups on the side of the road. No drama over the last 2 years and 7500 miles.

It's not "Dirk", long gone but not forgotten. Still, for me it's a great car in the canyons and mountain roads of Colorado... heck, any 911 spun up to 5000rpm on the road to Mt. Evans is a joy! So, this no-name car is just fine. You might have seen me at some of the C&C's and Porsche socials. I'm the guy with no regrets, standing near his second white 911 SC, and sporting a big grin.

*Jack is a member of RMR-PCA
Accumoto photos used with permission.*





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THE UNINTEDED FINANCIAL

Consequences of Porsche Fun!

Compared to many in PCA, I'll admit to being a relative newcomer to Porsche ownership and club membership. My first Porsche purchase was in 2008. Convinced of the reliability of the brand, the second slot in the garage was filled in 2009. As a guest attendee at some club events in 2010, I joined PCA in 2011. Until that time "cost of ownership" was defined only by frequency of maintenance and repair. To my pleasant surprise, those costs were negligible.

The first unintended financial consequence was the "cost of fun". We all heard that it is a slippery slope. Weighing the fun factor of socials, autocross, track days, Parade, reunions and the like, against the cost of those items- I find that I'm still miles ahead on the smiles chart. As a result, I'm happy to accept the unintended financial consequences as I remind myself that the story began when I said "but honey- it's only \$46 per year".

HOWEVER, the second unintended financial consequence is one that I just have to buck up and accept. Now that I'm well entrenched in the region PCA scene, I find spring to be the time where I'm figuring answers to questions like what's the season cost of track day entry fees? How many sets of what size tires? Will these new Pagid racing pads get through the season? And what month will my brake rotors need to be changed? Having accepted all of this as the first unintended consequence, I now find that I am forced to also accept the second consequence. The shoe is now on the other foot (literally and

figuratively), and the story continues as I'm frequently reminded- "but honey- this (substitute here- Dress, garden plan, tennis racket, pair of ASICs, etc.), is less than the cost of a new tire!" So I've learned that quietly accepting this type of financial comparison is part of the cost of ownership and domestic tranquility!



Things to do NOW!

For the month of May- here's your suggested PCA list to-do list!

-Spend a few bucks at pca.org and buy tickets for the Spring Raffle that ends on the first of June. Have you seen that new 911 Carrera GTS?

-Sign up for Werks Monterey also through pca.org. Registration opened May 1 for the August 18th event. Werks Amelia Islands was over the top, and Monterey is expected to be just as cool!

-Register for the Zone member dinner on your way to Porsche Parade 2017. If your planned route finds that Salt Lake City is a mid-point to Spokane, stay in town and join us for dinner downtown at Porsche Salt Lake City, from 5:30-8:00 pm on July 7th. Registration is at www.msreg.com/ParadeOrBust.

Next Up

I just attended my first Treffen. What a 5 star experience Austin turned out to be! Sandwiched between flooding rains until the day prior, and tennis ball sized hail on the day after, the weather in the middle was perfect. Tour routes through the hill country were a joy and the parade laps at Circuit of the Americas were like icing on a cake. I really enjoyed meeting Zone members from RMR, AMR and Roadrunner regions.

After spending some time with Harry Season, coordinator of the next really big multi-day event in the Zone, I'm even more excited about attending Road Runner Region's sold out Fiesta 50 later this month!



Annual Driving Instructor's Clinic



Acronym Apex



Dave Liddle Photo

PCA - Porsche Club of America

RMR - Rocky Mountain Region
(Denver)

AMR - Alpine Mountain Region
(Colorado Springs)

DE - Driver Education

AX - Autocross

CDI - Chief Driving Instructor

HPR - High Plains Raceway

PPIR - Pikes Peak International Raceway

FRA - Front Range Airport

CHP - Colorado Highway Patrol Track

OEM - Original Equipment of Manufacturer

HP - Horsepower

SCCA - Sports Car Club of America

POC - Porsche Owners Club
(Club Racing)

PBOC - Porsche and BMW Owners Club

NASA - National Auto Sport Association

BSR - Boxster Spec Racing

GCR - General Competition Rules

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Photos courtesy of David Chance



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JULY 9-15, 2017

Join in the fun!



Join your fellow Porsche Club of America members at the 62nd Porsche Parade on July 9-15, 2017. Parade is PCA's annual, weeklong event enjoyed by several thousand of your fellow members, who will gather this year in Spokane, Washington.

Parade participants will enjoy Driving Tours and a Gimmick Rally to explore eastern Washington's mountain vistas and high desert, the Concours at Riverfront Park, an Autocross, and a Time-Speed-Distance Rally to test your competitive spirit.

When you want to step away from driving, Spokane is a walkable city with award-winning eateries, the Cork District tasting rooms, craft breweries, and boutique shopping. Bring the kids, too, as they'll be kept busy with activities such as model Porsche Concours, RC Car racing, and an ice cream social (well, adults can join in the ice cream, too).



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PHOTOS: VISIT SPOKANE/JAMES RICHMAN, JEFF SCHINDLER, RANDY WELLS



I NEVER DID LEARN HOW TO PRONOUNCE HIS NAME

I'm talking about Ferdinand Piech. And, yes, I also have no idea how to add the two dots over the e. Use your imagination. Because that should no longer be a challenge.

As reported in Autoblog and a host of other media outlets, Piech has sold his holdings in Porsche SE, which owns 52.2 percent of the voting shares in VW, to his younger brother Hans Michel Piech. The estimated value of the stock is \$1 billion, give or take.

And here's the second shoe to drop. Porsche SE chairman Wolfgang Porsche told a German newspaper recently "That no family member is active in the operating business must apply to Porsche SE and the whole Volkswagen group."

So Piech is out. Out out. Financially and from any form of managerial role. As an enthusiast, I have mixed feelings about all this.

On the one hand, let's just tick off some of this man's accomplishments. The 906. The 917. Creating the modern Audi, and starting with the rally car that evolved into the four-wheel drive Audi Quattro.

Let's go on. Acquiring Lamborghini, and bringing some semblance of stability to the marque. Acquiring Bentley, and finding a place for the ill-fated Phaeton platform in the Continental. Bringing Bugatti back from the dead.

I mean, you can hardly imagine what it must have been like when he dropped by the office of some chief engineer, sat down and said something like "I want you to design for me a road car with 1,000 hp. And handling to match. Don't worry about the price point."

On the other hand.... It's not the first time that Porsche-Piech family members have been banned from active roles in the organization. The first exile occurred way back in 1972, when all family members were banned from working at what was then just Porsche. That's when Piech went to Audi, after a few years as a consultant. And when

Butzi Porsche started Porsche Design as an independent organization.

Why has this happened, yet again? Well, Piech is a very complex man. His penchant to oust executives who do not perform to his standards is legendary. Let's name a few names. Pischetsrieder. Wiedeking. It backfired with Winterkorn.

It's his management approach. Maximum Bob Lutz wrote a column in Road and Track, about a year and a half ago, on Piech and his leadership style. I dug it up.

In it, Lutz came out and more or less just said that Piech was responsible for the VW diesel-emissions scandal.

"Whether he specifically asked for, tacitly approved, or was even aware of the company's use of software to deliberately fudge EPA emissions testing is immaterial," Lutz said.

What he did, Lutz noted, was lay down the gauntlet. Either you achieved the results he was looking for, or you were out. "The guy was absolutely brutal," Lutz stated. He called Piech's approach a reign of terror. And it created a culture where performance was driven by fear and intimidation.

Regarding Diesel-gate, Lutz opined that the VW engineering team probably came in and said, "We don't know how to pass the emissions test with the hardware we have." And Piech's reply was probably something like "You will pass! I demand it! Or I'll find someone who can do it!"

It's a very dangerous approach. One in which you can get great short-term results, but also have a disastrous longer-term effect. Lutz likens it to the actions of a dictator. Because dictators can often wind up "by destroying the very countries they thought their omniscience and omnipotence would make great."

Then I came across an article in Autoweek, which covered a recent interview Reuters conducted with VW's head of human resources, Karlheinz Blessing. Blessing acknowledged that the way the company is run needs to change. But he said it will take time.

How much time? It's hard to say,

he noted. Because the company's way of doing things is so embedded. The Piech way of doing things? That's the implication.

To which I sigh a huge "oh well." The article notes that VW reported a record total of 10.3 million cars delivered, worldwide, across all brands last year, and financial results that will go a long way to help recover from a cost of at least \$24 billion for the diesel crisis. It doesn't sound like the organization is going under, any time soon.

But, as an enthusiast, you do have to wonder, don't you? About just what Piech would have in mind, if he popped into your office nowadays ... what engineering, or marketing, or brand identity challenge he would lay down.

We'll never know.



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Dear Tire Guy



ON-SITE TIRES



Dear Tire Guy,

I hear a lot of hype about **Nitrogen fill vs. regular air**. What is the scoop here?

-Turbo "Joe" 911



Dear Turbo "Joe" 911,

Here are the facts. Nitrogen (N2) is completely dry whereas compressed air has moisture in it. Ideal Gas Law tells us that dry air or Nitrogen increases in pressure by 1.9% for every 10 degrees F of temperature change. The industry standard however is to assume that for every 10 degrees of temperature change your tire pressure will change by .8 psi. Most air compressors do not have dryers so moisture goes into your tires. The moisture inside a cold tire is in the form of water. At higher temps, such as in a running tire, the water evaporates in the tire and becomes a gas thus increasing the pressure > 1.9%. If over time you have used multiple air compressors to top off or fill up, then you could have different moisture levels in your tires. This makes predicting the change in pressure for each tire difficult.

Regular air is 21% Oxygen. Oxygen molecules are smaller than Nitrogen molecules so they permeate the rubber of the tire much quicker. The size of the molecule has another effect on the tire pressure: Since it is a larger molecule it takes longer to heat up and therefore the tire pressure gain or loss happens much slower. Over short periods of time on the track the permeability of the molecules is of little concern, so what we are really looking at is the effect of the temperature changes on the tire pressure. Off the track losing air owing to permeability is a whole different story, especially when most vehicles need new tires about every 3 years. Of course this is not a problem since *everyone* checks their tire pressure *every month* (or is it every 3 years..?)

The bottom line? Nitrogen is more predictable and heats up slower. On the track this equates to you being able to set your cold tire pressures more reliably and knowing that you will be in your ideal hot tire pressure longer. Off the track you'll find your tire pressure stays more consistent over time, decreasing wear and increasing fuel economy. Until next month, drive on!

-Tire Guy



- Mom, why is my cousin Diamond named like that?
- Because your auntie likes Diamonds.
- But what about me?
- Enough questions Porsche 911 GT3 RS.



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Porsche Throwback Trivia:



I scream, you scream, we all scream for Porsche designing far more than just exquisite cars. In fact they designed the nifty control panels pictured above. Do you know what they belong to?

Last months winner was Steve Clemens! You could win too! Submit trivia entries to info@on-sitetires.com and you could be our next featured winner!

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 - Blair Whitaker, 161 Race Street, Denver, CO 80206). 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 rnr.pca.org website. E-mail your ad to newsletter@rnrporscheclub.com.

PORSCHEs

2011 GT3 Cup available in stock configuration for GTC5 or current configuration for GTA2. Current is PMNA 4.0 Grand AM spec motor (30hr) and RSR Gearbox (0 hours) Panel axles, 1 year old Carbon Racetech seat, Motorsport ABS. \$175,000. Stock setup \$115,000. Motor (100hr never unsealed), gearbox 24 hours. Podium national championship last 3 years in a row. Josephsbank@gmail.com 303-332-5018 (May)

1985 911 Race Car 3.2 stock E, Custom chip. Moton remote canister shocks, Front strut tower bar, Freshly rebuilt trans, Guard LSD, New clutch and pressure plate, New shifter, 3 sets of new Hoosier tires including rains. Exterior with extensive cosmetic refresh and concour straight. New fiberglass front/rear bumpers. Maintained by Rennstall. Contact Lisa Hunsicker at 720-641-0686 or LMHDENVER@YAHOO.COM (May)

2007 Boxster S Orange/Black Alcantra. 31,000 miles. RARE. Built by PCNA in 2007 for New York Auto Show to introduce the 2008 Boxster S Limited Edition. Documentation from PCNA that the car was their show car. Car is in meticulous condition with records and certification. \$30K in upgrades. Extremely rare. Consider it #000 of 250! \$45,000 (720) 493-9603 bob@telosproject.org (May)

2009 Cayenne GTS \$35,000 Silver/Black Alcantara, 50,100 miles, Excellent condition, Build sheet has \$11K in upgrades including triptronic, moonroof, Bose surround sound system, xenon headlights, PCM with navigation module, Brand new Pirelli Scorpion winter tires (\$1,300) plus very low miles on summer tires. Bob Beltz, Littleton, Colorado (720) 493-9603 bob@telosproject.org (May)

1978 911 Turbo White/Dark brown. 65,100 miles. Complete service history. All original accessories: Blaupunkt radio, tool kit, etc. 3 owners: 1st in Ca, 2nd in Co, purchased by me in 1995. Original engine unmodified except SC cams and

Euro exhaust. Major maintenance at 63,243, including new clutch. Flawless original interior, no dash cracks. Original white paint with minimum road wear and minor repairs. Unrestored 930 in excellent condition. \$129,000 Dennis Dexter 720 849 5281 dennisdexter39@gmail.com (May)

1996 - 911 Carrera 4 Coupe Blk/Blk 6spd, 116K miles. Books & Records, Original sticker & paint, OEM 17" cup wheels on newer Bridgestone Potenzas. Alpine stereo CD. Mostly driven to PCA events. Garaged. Needs only some minor TLC, cosmetics. \$46,900 pobrien053@gmail.com 303-243-4004 (Apr)

1996 993 Carrera 4 Cabriolet – Two Denver, Colorado owners, immaculate condition, only 49,775 miles driven, Iris blue with gray leather, no accidents or modifications except clear bra, almost every power option available, AWD with limited slip, six speed, new tires only 500 miles driven, all maintenance is current and ready for Spring and Summer driving. \$69,000. Last of the air cooled 911's. Photo album at: <http://imageevent.com/356consulting/1996993cabriolet> Tom Scott 303-819-0101 (Apr)

1982 911 SC Very good running 82 SC coupe. RS theme. Platinum metallic with brown interior. Michelin Pilot Sport A/S tires. Whale tale. Elephant racing front strut brace. Spearco B pillar bar. Cayman S center exhaust stainless. Bursch steel headers. 5-speed manual. A/C redone with rotary compressor. 134a coolant. Wevco shift kit. New iridium BOSCH plugs. Owned 10 years with records. Have bought another Porsche. This one needs to go. 150K miles. \$25K. It will be at the June 3rd car show if not sold by then in Colorado Springs, CO. Serious inquires only. Stored inside. Driven summer and fall. Tom Howe, Laramie, Wyoming. 9112fast@gmail.com (Apr)

2006 911/C4S Two owner, very nice and clean car, never tracked, 6 speed manual ,bose, navigation, sport chrono, black full leather, Atlas Grey Metallic , carbon trim, heated seats, remote disc. This car also has

a warranty until 74727 miles or 4/28/2020 purchased through Ed Carrol Porsche in Ft Collins, CO. 28,357 miles. \$49,000. Greeley, CO. Jerry at 303-870-0222 or ga_goldston@yahoo.com (Mar)

1990 944S2 Cabriolet - \$11,500. Guards Red w/ black top, partial leather linen/black interior w/ power front sport seats. Mileage is 63,000, 5 speed, A/C, ABS, air bags, cruise. Always garaged with paint and top in very good condition. Seller has owned since 1992 w/ all maintenance records since and original window sales invoice. Contact Tom at 303-791-0628 or tomferg52@comcast.net. (Feb)

2002 Boxster S Stunning, one of a kind in Lamborghini Yellow, one owner 2002-2016, 86K miles, 5 speed tiptronic. Super rare factory Porsche speedster humps, recent service, heated seats, great condition. \$13K cjlennon@comast.net (Feb)

2015 Cayman, one owner, 6-speed, black on black, 7.6k miles, clear bra and tinted windows, asking price \$51,000. Please contact Lisa Bryan at 720-217-9450 or email at LisaBryan617@gmail.com for pictures. (Feb)

MISCELLANEOUS

Porsche 997 Lobster claw wheels 19 inch - Set of 4 in boxes. In as new condition off a 2005 997 Carrera S Launch Edition. Removed from car when new - no tires \$1,500 OBO - Darin Squires call/text or email darinsquires@msn.com 303-520-6099 (May)

2006 24ft Featherlite V-Nose car trailer \$11,000. All aluminum construction. GVWR 9,600 lbs. Deep-cycle batteries power on-board LED lights and 3,700lb capacity WARN winch. New tires. Extended aluminum ramps welded to drop gate to accommodate low-rise cars. Adjustable and removable tire and equipment racks. Buyer to arrange transport from Loveland, CO. Call Dave (970) 988-7258 (Apr)

G-Force GF3 SA2015 Full Face Racing Helmet. Matte black. Worn one May morning. My face is too oval for fit. It has an additional soft carry bag. \$200 + will pay for half of shipping or may deliver to local tracks or RMR socials. Harry Jones at 970-372-8852 harryb80526@yahoo.com (Apr)

1985 915 Transmission. 5 speed, open differential, 13,500 miles. Street driven, All case, S#374F05879. Excellent shape, No leaks. \$3,650.00
Bill Eisenhart 970.726.8549
billhicountry@yahoo.com (Apr)

DE / Track Goodies! 4 X 5 Clamshell trailer, ideal for wheels, jack, tools, etc - \$450
GTech RR GPS Lap timer with map display, sector times, G force, memory, like new - \$250
Pics on RMR website. Mike Ferguson 303.881.2297 (Mar)

Cup II Wheels: 2 sets of OE Wheels 17*7 ET 55 / 17*9 ET55. One Black set - some scuffs but no rash - great track wheels \$400 / One Silver Set - just re-finished \$750. Email or call/text Brad: 2723smith@gmail.com or 303.885.8191 (Mar)

Porsche Panamera 20" Pirelli Soto Zero winter tires.
Two 285/35 R20 104v m/s 6/32 tread (rear)
Two 255/40 R20 101v m/s 8/32 tread only used one season. (front)
Asking \$400 Jim Latsis 720-373-1997 Jklatsis@comcast.net (Mar)

2005 911 Turbo S Exhaust System and Headers - only used for 10 months. Will sell separately - \$1,300 for Exhaust System and \$600.00 for Headers. William 303-877-7717 or bill.magaziner@comcast.net (May)

HANS Sport II Adjustable with sliding tethers for sale. Used, Medium size, post anchors, SFI and FIA certification, made 9/12. New HANS sell for \$510, I will sell for \$300.
Email or call Kathy: katfricke@msn.com or 303-499-6540 (Feb)

Drink cup holder from 2007 Porsche 911 (will fit some Boxsters and Caymans). Everything works except cover won't stay closed. Should be good for parts. Make offer. Contact Ken at 970-481-9111 or kenhst407@gmail.com (Feb)

Porsche Panamera 18" Wheels w/Tires.
Set of four.
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JUNE 11, 2017
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COVERED PARKING PEOPLES CHOICE CAR SHOW
FAREWELL BANQUET AND PEOPLES CHOICE AWARDS
A PARADE THROUGH TOWN (with police escort)

The poster is a vertical advertisement for the Rocky Mountain High Way 2017 Snowmass event. It features a scenic background of a mountain range with a waterfall and a road. The text is arranged in several sections, including the event name, dates, location, and promotional information for a Westin Hotel stay and a one-day HPDE at Aspen Raceway. Logos for the Alpine Mountain Region and Porsche Celebrado Springs are also present.

THE 34TH ANNUAL COLORADO CONCOURS D'ELEGANCE AND EXOTIC SPORTS CAR SHOW

Sunday, June 11, 2017, 9AM - 3PM
Arapahoe Community College
5900 S Santa Fe Drive
Littleton, Colorado 80120
A Benefit for Ability Connection Colorado
<http://www.coloradoconcours.org>

The Colorado Concours d'Elegance & Exotic Sports Car Show, which was founded in 1984 by Porsche Club members Tom Scott and Stim Kennedy, is the largest gathering of priceless and exotic sports, classic and exotic automobiles in the Mountain States area. Over 450 treasured cars from early classics and collector cars to vintage race cars and current models will be on display. Many of these incredible cars come out only once a year for this show, to help the children of Ability Connection Colorado (ACCO).

Nearly 100 local and regional car clubs, businesses and media sponsors draw more than 14,000 spectators to generate funds for ACCO. Now in its 34th year, the show has become one of the grandest, most entertaining and most anticipated car shows in Colorado!

To date this spectacular event has raised over \$2,000,000 for ACCO's Creative Options Early Childhood Education Centers which provide early care, intervention, prevention, support and education services to nearly 700 infants, toddlers and pre-school children and their families each year. At Creative Options, at-risk children receive developmental screening and assessment services, individualized mental health services and other services tailored to their diagnosed disability.

The Concours d'Elegance and Exotic Sports Car Show is also an excellent opportunity for corporate sponsors to experience tremendous exposure for their company. This prestigious show reaches a well educated and influential audience of car collectors and enthusiasts as well as the general public. The kids win and the corporate sponsors win. Contact Terri Armstrong at: tarmstrong@abilityconnectioncolorado.org or by calling 303-691-9339 for more information.

There are four ways our club members can support this fundraising:

1) Bring your special cars out to be judged or displayed. Click on <http://bit.ly/34Concours> to sign up.

2) Be a spectator. Bring the family out and enjoy the fabulous array of Porsches, Jaguars, Ferraris, Corvettes, Mercedes Benz, BMWs, Lotus, Maseratis, as well as a long list of other marques. Log on to the Concours website and you will find a coupon offering a \$1.00 discount on the \$10.00 spectator entrance contribution.

3) Volunteer to help us on the day of the show. The exotic car clubs in Denver join together to host and manage this show so that all of the income can be provided to help the children. Click on <http://bit.ly/34ConcoursVolunteers> to sign up as a volunteer for helping with staging cars, judging and scoring, and other needed positions.

4) Donate a little extra. An additional \$10 donation on the registration form would bring in more than \$750 extra from our club. Of course, even if you don't register a car you can write a separate check to ACCO, 801 Yosemite St., Denver, CO 80230.

Registration Information:

All registrations include two event passes.

<http://bit.ly/34Concours>

Registration Fee \$50.00 per car – Must be received by May 25, 2017.

Late Registration Fee \$75.00 – Received after May 25 or on the day of the event, these are DISPLAY only entrants, no judging.

Spectator Donation - \$10.00/Adult, Children 12 and under FREE

Please note these critical and very important deadlines:

May 17, 2017 – Final date for inclusion in the event program.

May 25, 2017 – Final date to have your car judged.

All Porsches will be placed in the following categories:

Judged – All judging will performed on the exterior, interior, storage and engine compartments, no undercarriage or wheel wells.

Display – No judging will be performed.

Please refer to the April HighGear for Porsche Divisions and Classes.

There is also a special Concours judging classification (\$100.00) for elite level concours cars:

Pre-World War II 1900 to 1945

Post-World War II 1946 to 1960

1961 to 1971

1972 to 1985

1986 to 2000

2001 to 2017

A complete packet of rules, score sheets and other information will be mailed to all entrants one week before the event.

Contact Tom Scott if you need additional information – tomlynns@aol.com.

Thank you for your support!



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 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.

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 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.

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In The Rearview Mirror

Amy Legg-Rogers, *RMR Historian*

The 1977 Fiesta del Porsche in Sante Fe, New Mexico was a three day event held over the weekend of May 6, 7 & 8. Events included a Concours in the Plaza, rally, and time trials. Between RMR and AMR, over 40 trophies were brought home that weekend.



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June 17th & 18th, 2017

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- Access to the track beginning at 3 PM Thursday
- Test and Tune all day Friday (Not a PCA event)
- Brats, Brews & Blues party Friday night
- Hosted dinner Saturday evening
- Registration will open May 1, 2017 through ClubRegistration.net (<http://register.pca.org>)



Visit the race website and our facebook page to stay updated on the race details
www.rmclubrace.com

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