

JULY 2008
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RMR

PORSCHE NEWS



**ROCKY MOUNTAIN REGION
PORSCHE CLUB OF AMERICA
50TH ANNIVERSARY YEAR**





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www.rmrporscheclub.com

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EDITOR'S NOTE

Martha Vail, newsletter@rmrporscheclub.com



It has been a busy month! We had a great time in Hastings, followed by an awesome time in Pueblo, and then a fantastic time at Ladies Day...that s a lot of seat time. So, the *Tech Quiz* is on summer vacation. (Maybe he s at the beach

with the CarTalk Puzzler.) Besides, Alan Fritze was walking away with the prize every month; we ll have to come up with some harder questions when the *Tech Quiz* returns in the fall.

Please keep those articles and photos coming. We ve got lots of great events coming up!

GET PUBLISHED!

Submission Deadline

10th of each month to newsletter@rmrporscheclub.com

Format for Articles Word documents, attached to an e-mail are best. Please use Times New Roman font, in 12 point type. Please avoid italics, bolding and underlining.

Format for Photographs TIFF and EPS and JPEG are okay. Photo CD and Windows Metafile are fine. Please send your best shots, and please label the file with a descriptive name.

RMR ONLINE DISCUSSION GROUP

Want to discuss Porsches, RMR or simply something that other Porschephiles might be interested in? If so, you can join the RMR Yahoo! discussion group at http://autos.groups.yahoo.com/group/rmr_pca/

NEWSLETTER ON THE GO!

To read *RMR Porsche News* on the Web go to www.rmrporscheclub.com and click on the Newsletter button.

Cover: *Flags Over Hastings*
Cecil Morris



JULY 2008

RMR PORSCHE NEWS



FROM THE BOARD

Bruce Waddle, Secretary

What an experience the past two years have been. From the first lap at my first DE, riding with Alan Fritze (OMG, what am I doing here!) to meeting and getting to know many wonderful new friends and on to learning how my fourth Porsche (and first 911) is put together, it's been remarkable. Also impressive is how RMR has so many talented and hard working people volunteering, giving so much of their time and effort to enable things to happen. Your club's Committee and Event Chairs, Corner Workers, Instructors, Board members and numerous others without a title per se contribute so much to improve training, offer a variety of Porsche oriented gatherings and to make these events happen.



With the Fourth of July holiday falling on Friday and the resulting long weekend, there will be no monthly Membership Meeting for July. However, we are encouraging folks to participate in the May Farms Fourth of July Car Show. Head on out to Byers and help support the community supporting our High Plains Raceway efforts.

This month will include the first RMR DE of 2008. July 12th and 13th is a perfect time to drive the fun and challenging seven turns of La Junta Raceway. Gabe assures me that the weather will be beautiful!

Speaking of updates to your calendar and learning to drive faster, we are planning a special RMR 50th Anniversary Super DE. This event will give us three days of Driver Education, September 12th thru 14th at Pueblo Motorsports Park. Jim Widrig and I are looking forward to hosting this opportunity for you to come and set your new Personal Best Time at Pueblo.

Also, speaking of "where will we drive?", the new track at Byers is getting closer, ever so slowly, to becoming a reality. High Plains Raceway has satisfied all of the conditions to complete the USR from Arapahoe County. Concrete barriers for the track and paddock are on site and bids for grading and asphalt are being analyzed. Funding continues to increase, but donations are still needed. Just think of what you'll save in gasoline expense when we hold DEs at HPR! Check it out at:

www.highplainsraceway.com.

RMR offers so much to improve your overall Porsche experience. So join the fun and participate! Whether it's a Concours or a Tour, a Membership Meeting or an Auto-Cross, a DE or a Dinner, you'll improve the quality of your life by spending time with Porsche people.

*Prost!
Bruce*





EVENT CALENDAR

July

Wednesday	7/2	La Junta Pre-tech
Friday	7/4	Celebrate at May Farms!
Sat/Sun	7/12-13	La Junta DE cs
Wednesday	7/23	Pueblo Pre-tech
Saturday	7/26	AMR Golf Tournament

August

Sat/Sun	8/2-3	Pueblo DE cs
Monday	8/4	August Board Meeting
Thursday	8/7	50th Anniversary Event
Sat/Sun	8/9-10	AMR Tour cs
Saturday	8/23	Roundtable Tour cs
Sunday	8/31	Rocky Mountain Concours

September

Tuesday	9/2	RMR Board Meeting
Thursday	9/4	Membership Meeting
Saturday	9/6	AMR Autocross cs
Fri-Sun	9/12-14	Super 50 DE at Pueblo cs
Thu-Sun	9/18-21	Porsche Escape
Sat-Sun	9/27-28	AMR Fall Tour
Monday	9/29	RMR Board Meeting

Board meetings are open to club members

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

www.rmrporscheclub.com

or

www.pca.org/alp

GOT A QUESTION ABOUT YOUR CAR?

These members may be contacted for information regarding the maintenance and modification of your Porsche. They are specialists with detailed information about specific Porsche cars.

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924 Dan Semborski
303-420-2708

944 Richard Winnick
303-429-5213

NEW MEETING PLACE!

We have moved our membership meetings to a new location: the Courtyard by Marriott Denver Cherry Creek, located at 1475 S. Colorado Blvd, just north of I-25 and Colorado Blvd.

This is a bit more central for most of our membership and we hope to have more of you attend meetings in the future.



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**CELEBRATE THE 4TH
AT THE
3RD ANNUAL INDEPENDENCE DAY CAR SHOW!**

In lieu of the RMR July Membership Meeting, please join us in Byers for a fun 4th of July at the 3rd Annual Independence Day Car Show. It's being held at the wonderful May Farms Event Center, only a short drive from Denver.

This will be a neat way to spend the day with the family, get to know some of our new High Plains Raceway neighbors, and enjoy some neat cars. What's not to like? Last year there were probably 100 really nice custom cars as well as race cars. And the kids will have a great time. It's good old small town fun.

If you wish, register to bring a street or race car (registration is from 7:30-10:30 AM) or just circle the day on your calendar to come out to enjoy the day, starting with the parade at 10:30. It's a great day for the whole family with live music, good food, an up-close look at great collector cars and hot-rods, hay rides, barrel train rides, animal barnyard, bounce castle, and much more.

You can also tour the High Plains Raceway site. If you want a tour, please drop a note via the Questions/Comments form at www.highplainsraceway.com.

2008 Bedbug Hat Trick

Saturday, September 6th is set for the 3rd annual fundraising event for the David L. Bucknam Memorial scholarship fund. We'll be up around Nederland this year and have the usual events, biking, hiking, driving, and running with a picnic to follow. Details to come.

1975

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This year, we'll be holding the annual AMR golf tournament on Saturday, July 26th. We are returning to the beautiful and private Woodmoor Pines Golf and Country Club in Monument, CO (conveniently located between Colorado Springs and Denver)

This is always a great chance for AMR and RMR members to get together and have some fun. As in past years the format will be a scramble, making it friendly to both regular and occasional golfers. Prizes will be awarded for top gross and net teams, as well as plentiful door prizes.

Any surplus generated will be going to the Pink Ribbon Foundation, and we'll be doing our best to raise even more money this time. Registration is open to any and all club members, their friends, and family.

When: Saturday, July 26th, 2008

Where: Woodmoor Pines Golf and Country Club, Monument, CO

Cost: \$100 per player (includes greens fee, cart, unlimited range balls, door prizes, and a BBQ after the round!). Anyone not playing in the tournament can join the BBQ for a mere \$10!

Registration: Sign up online at pcaalpine.motorsportreg.com. Deadline for registration is Friday, July 11th, 2008.

Questions: cjlennon@comcast.net or 719-487-2842





MISSION POSSIBLE. . . A DRIVER EDUCATION EVENT

Good day Porschefiles. Your mission, should you decide to accept it, is to infiltrate (OVERTLY), the Alpine Mountain Region s annual "Mission Possible D.E." August 2nd and 3rd at the predetermined location: Pueblo Motorsports Park. Your teammates (PCA driving instructors and other members of the club) will be the usual band of hard driving, fun loving operatives, who will enhance your Porsche driving experiences On and Off the track.

If you want to learn how to drive your Porsche to its limits and enjoy the camaraderie of fellow club members, submit yourself for this special operation.

If contact is needed sooner than the initial day of operations at the track see Agent Phil Rader at 719-685-3200 or phil.rader@synovate.com. This message will not self-destruct in five minutes.

DIRECTIONS FROM THE DENVER C-SPRINGS AREA: I-25 south to Hwy 50, turn west, approx 2.6 miles Hwy 45 (Pueblo Blvd.), turn south (or left), entrance to track approx 1/2 mile on right hand side of road, then follow the very twisty windy road to the track crossing and paddock area.

Schedule Saturday

Gates open 0700
Mandatory drivers meetings 0815
Novice meeting 0845
HOT TRACK 0900
Beer Thirty 1730

Schedule Sunday

Gates open 0700
Mandatory drivers meetings 0815
HOT TRACK 0840
Timed runs 1400-1600

ATTIRE: Snell 2000 rated helmets, long cotton pants, and a long sleeve cotton shirt (light colored; not red, black or yellow for working corners).

ONLINE REGISTRATION IS NOW AVAILABLE

The link to the registration website is www.pcaalpine.motorsportreg.com

2 day cost..... \$175/same car, second driver \$155

1 day cost..... \$145/same car, second driver \$130

PRE-TECH IS REQUIRED FOR ALL CARS: Wednesday, July 23rd

Colorado Springs 5:00-8:00

European Performance (free happy hour) AND German Motorcraft
406 S. Sierra Madre 2320 Robinson St.
719-475-1046 719-633-2277

Ft. Collins 5:30-6:30

Poudre Sports Car
5806 S. College Ave
970-229-0990

Denver 5:30-7:00

Dart Auto
4801 Monaco St
Commerce City
303/296-1188

Boulder 6:00-7:30

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A COOL TIME IN HOT LA JUNTA LA JUNTA, JULY 12-13, 2008

OK, all you Porsche hot shoes, plan to come on down and have A Cool Time in Hot La Junta! Yes, come on down for an exciting weekend at the La Junta Raceway. For those who have not driven here before, the track is considered non-technical. It is short, 1.5 miles and six turns, at 4100 feet altitude with no elevation change.

This is one of only two RMR Challenge Series DEs.

This event is for drivers at all levels. A plentiful supply of PCA instructors will be there to offer instruction and advice on negotiating this track. If you have never had your car out on this track before it is great track to start on. If you have driven this track many times, it is fun to see if you can beat the 60 second lap time. Some have, most have not! It is truly a very fun track. Cool down at the end of the day at "beer-thirty".

On Saturday night, those who want to are invited to swap stories at 7:00 pm over some good food and beverages at the (in)famous Boss Hogg's Saloon. (Be sure to pre-pay during registration; \$15.00)

Plan to get your car pre-teched on Wednesday, July 2, between 5:30 and 7:00 PM at Storz, Porsche of Boulder or Poudre Sports Car Enterprises. Or you can pay \$20 at the track. Trailered cars can be tech inspected trackside before the event officially starts at no charge. Just be there on time!

Event co-chairs: Gabe Schwartz: gabriel@sandslaw.us
Jim Fry: jlsafry@msn.com

Register online at www.motorsportreg.com

Cost:

2 days: Driver, \$175; Co-driver, \$155
1 day: Driver, \$145; Co-driver, \$130
Pre-pay for dinner at Boss Hogg's Saloon, \$15 per plate (cash bar)
Track concessions Saturday and Sunday

Lodging:

La Junta Inn and Suites: 800-525-8682
Super 8: 719-384-4408
Holiday Inn: 719-384-2900
Travel Inn: 719-384-2504
Stage Coach Inn: 719-384-5476

Schedule:

Gate opens at 7:00 am
Mandatory Drivers' Meeting at 8:00 am
Cars on Track at 8:45 am





CHALLENGE SERIES: RESTRAINT RULES

If a participant chooses to install a 5/6 point driving harness, several changes to the vehicle must be made to create a safe occupant restraint system. (Four point systems are not safe and therefore are not allowed.) Harnesses must include an anti-submarine strap and be mounted in an approved manner consistent with the manufacturer's instructions. *Harness webbing must be no older than five years.* The harness system must be used in conjunction with a seat which has the supplied routing holes for the shoulder and anti-submarine belts. All pieces of the restraint system must be installed in accordance with the manufacturer's instructions.

This means a seat is required to have the proper routing holes for the harness as supplied by the seat manufacturer for the shoulder and anti-submarine straps. The shoulder straps should be mounted at 90 degrees to the axis of your spine or at most 40 degrees down from horizontal. Because the addition of the harness system means the occupants are fastened upright in the vehicle, a properly padded roll bar or roll cage is strongly encouraged to complete the system. The use of one without the other may result in an unsafe environment and is not a complete system.

A car must have equivalent restraint systems (seat and belt/harness system) for both driver and passenger to participate in DEs.

Stock Classes

This means if a car has stock seats, it must have correctly installed 3 point harnesses for both driver and passenger and these are the only permitted restraint system used on the track in "stock" classes.

Production, Improved, and Modified Classes

A car is advanced to Production Class by the installation of either a 5-6 point harness or a non-stock seat.

"Non-Stock Seat" means an aftermarket seat that is designed for use with the factory 3-point harness system as well as one intended for racing when used with a 5-6 point harness. These are typically either the folding performance/sport seats with low seat bolsters or the high-sided fixed back performance/race seats.

A performance seat, with high sides and a fixed back, can only be used with a 5-6 point harness. The seat must be designed to be used with a harness and have the proper holes for shoulder straps, lap belts, and anti-submarine straps.

A folding performance seat, with a hinged back and low seat bolsters, can be used with the factory 3-point harness or a 5-6 point harness. When used with a 5-6 point harness, the seat must have proper shoulder and anti-submarine holes for routing these belts.

GENTLE REMINDER

Drivers' Meetings are mandatory at every DE and Autocross. Club policy states that registration closes when the Drivers' Meeting begins. Late arrivals must meet with the Chief Driving Instructor and Event Chair to gain approval *before* they seek out the Registrar for their information packet with stickers.

Be aware that late arrivals may not be allowed to drive all sessions, or to drive at all.





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PORSCHE





CLUB RACING: THE LONG HAUL RMR AT THE GLEN

David Speights, First Vice President

Recently sixteen Colorado Porsche racers journeyed to Upstate New York for the annual "Clash at the Glen" Club Race. Watkins Glen is steeped in history with the names of past Grand Prix winners embedded in the sidewalks and talk of apexes, horsepower and "The Boot" overheard everywhere in town. After our races were done each day the group drove to various spots on the track to watch the other groups run. As we sat on the grassy hillside sipping wine and eating cheese and crackers we could hear the distant thunder of the pack among the trees. The noise grew louder as the cars approached "The Boot" and finally the cars would appear from behind the hill and trees and roar through the boot only to disappear into the trees heading up the hill toward turn eight. Then, occasionally we could catch a glimpse of a car or a sparkle of sunshine reflecting off a windshield in the distance among the trees before they roared into view again!

As for our race groups, Bill Petty won in the first race Saturday in "E" class and overall.

The paddock was very active between the first and second races, Gunther from DART Auto was on hand to help and was invaluable getting Bill Petty's #113 and Dave Speights' #29 repaired in time for the second race grid. In the second race Colorado had 6 of the top twelve finishers including Jess Wurmbrand in 3rd and Michael Martin in fourth. Your humble author was required to start dead last having missed the first race with a dead alternator but managed to climb to 17th overall, 12th in "E" class at the checker. Last year's Rookie of the Year, our own Dan Mayer, took 2nd in both sprint races in "C" class!

Steve Wright debuted his new race car at The Glen and did very well, running in the front of the group from the first moment on track! You may have read about his quick build success during the two weeks between the Heartland Park, Kansas Club Race and the Glen in the June newsletter. What an amazing feat!

The Sunday Enduro ended early for several of the Colorado group. Jess and Bill made contact coming out of the esses



Photo: David Speights



Photo: David Speights



JULY 2008

RMR PORSCHE NEWS



knocking themselves out of the race, your author lost a wheel bearing 30 minutes into the race and retired to race another day and Mike Martin, feeling ill, did not start the race. Nonetheless, Bobby Dahlstrom took the checker for the overall in the Orange run group, Bob Polich placed 5th in "E" class and Chris Cervelli took the overall checker in the Red run group beating out all the Cup cars!

For most of the weekend the Colorado contingent occupied 6 of the top 12 places in a field of over 65 cars in the first run group. Overall there were almost 300 entries for the "Clash at the Glen!"



Cup Cars in "The Boot": David Speights

Many spouses and non-racers came to the event to cheer the racers on; Janet Wright, Shawn and Rhonda Graham, Deb Polich, Anne Quigley, Joy Petty, Gunter and Carolyn, Marni Banazek and Laura Wurmbrand enjoyed some local activities including winery tours, a hike through the actual "Watkins Glen" and race spectating. The Glen hike alone was worth the trip and was a fine capstone for the fantastic weekend.



The less you worry about your investments, the more time you





Ladies' Day 2008



Background illustration: Tamela Cash





The Mad Hatter's Tea Party



Photos: Rick Goncalves





HASTINGS CLUB RACE: THE VIEW FROM THE BACK



Chris Wening

RMR has added another Club Racer to the fray. Over the winter our '69 wide-bodied tub, with a Jeff Mitchell-built roll cage, evolved into a completed race car. Through the winter Quirt Smith of Steamboat Motorsports and Jamey and I assembled the various bits to produce a GT-6 car. Being a first year racer we opted for a small 2.2L engine to learn racing at slower speeds. Following the lessons learned from others, like "build the suspension for the ultimate car so you don't do it twice with \$s and time", we know that when the time comes, we'll be ready to move up to GT-4 with a 3.2 as we follow this proven model.



Photo: Jamey Wening



Photo: Jamey Wening

We survived our first PCA Club Race in Hastings NE the last weekend in May. RMR's Vicki Earnshaw lead the PCA race officials and Colorado had a good racer turnout: Alex Acevedo, Dan Allen, Robert Ames who won the Red Group Corner Workers Award, Adele Arakawa, Mike Hemingway, Marcia Hubbell, Clarence Hughes, Dwight Ingram, Pat Moyle, Robert Prilika, Barry Tiller and Martin Smith who suffered massive engine failure (one opinion is racers beware of Platinum plugs). Cecil Morris and Bruce Waddell ran in the DE contingent.



Photo: Cecil Morris



Photo: Cecil Morris





What a great time and superb facility. This is a great model for High Plains - send in your money now! As a rookie racer with a GT-6 car everybody is faster. The objectives were not to hit anything hard and to finish the races. Success was achieved on the first objective, although a going-flat tire and an off track excursion curtailed half of the finishing plans.



Photo: Cecil Morris

Co-driving the one hour Enduro with Alex Acevedo was a blast. Alex suddenly became a back marker in #260 after his car had shifter problems.



Photo: Jamey Wening

Maintaining race line focus while keeping one eye on the mirror as the Cup and fast GT cars come up does rivet one's attention. After the first high-speed in-the-turn pass I settled down and enjoyed the view.



Photo: Cecil Morris

Using the theory, if you're slow you should look good, we were rewarded with the Best Prepared Car award, a wonderful compliment for a new car.



Photo: Cecil Morris

The years of DE experience certainly helped prepare me for racing. What a great group of ladies and gentlemen to join as a new PCA Club Racer.



Photo: Cecil Morris





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LADIES' DAY...A GUY'S PERSPECTIVE

Peter Weilmuenster

I'm going to make a confession. I am a big fan of Ladies' Day. Ever since we bought our Porsche I had every intention of running the car on the track. However, I wanted my wife to share in the experience as well but whenever we talked about her running the car on the track she had visions of a bunch of Kimi Raikkonen wanna-be's flying around punting slower drivers into the weeds. The perfect solution to my dilemma came along in the form of Ladies' Day and a no pressure way to introduce her to the fun that can be had tracking our car. My plan worked perfectly, she was hooked from the first lap. (Thanks, Dale.)



Photo: Rick Goncalves

Before we ever attended the first Ladies' Day we laid down one simple ground rule under no circumstances was I to give 'advice'. My job was to offer encouragement and support and make sure Chris had a good time. Happily, I am able to report that, despite past history to the contrary, I was able to follow our rule to the letter and it has paid dividends in spades.

When we go to Ladies' Day I look at my job as crew chief. Prior to the session I am responsible for making sure the car has been pre-teched and prepped. Once we arrive at the track, I am responsible for setting up our paddock area (ok it's just a canopy but I have to make sure it doesn't blow away with the afternoon winds), cleaning windows and putting on numbers. Once the sessions begin I volunteer for corner work in run groups that don't conflict with my wife's. When Chris heads out on the track I play the part of timing and scoring, recording her lap times for analysis later. Recording lap times was Chris' idea, being the uber-competitive person she is she wanted to establish some sort of reference time to gauge her progress. It also keeps me involved as well and is great fun when I see tangible evidence of her improvement not only from session to session but lap to lap.

Personally, Ladies' Day is a great way to share something I am passionate about with someone I love. Three Ladies' Day events have passed and Chris is a more confident driver and wants to attend more DE events on different tracks she definitely has the bug.





DRIVER TRAIN-ING TOUR 2008 EDITION

DRIVING, DELUXE DINING, AND RAFTING

SATURDAY, AUGUST 9TH TO SUNDAY, AUGUST 10TH



This year's Driver Training Tour is undoubtedly the most deluxe and innovative one we've ever hosted! As with past years, it will begin with a delicious meal, and a chance to meet up with your fellow tour participants.

We'll then head out on a scenic drive that will allow you to enjoy some spirited Porsche driving with all your friends. How it will differ is that the train ride at the end of the tour will be a truly deluxe dinner on board the Rio Gorge Route. We have reserved the top of their dome dining car, which will travel through the scenic Royal Gorge, with lights illuminating the canyon walls above and raging Arkansas River below. While enjoying the breathtaking ride, you will be treated to a four star meal prepared on board by a French chef. We will stay at the brand new Hampton Inn & Suites in Canon City.

On Sunday, we have a Royal Gorge rafting option. This will be a half-day ride through the gorge in a slightly different conveyance! It will be done in plenty of time to get back home Sunday afternoon, too!

AMR's previous two tours this year have both sold out quickly, so sign up now, as space is limited!

\$150 per person (includes brunch, driving tour, deluxe dinner, train tour, goodies) plus \$60 per person Sunday Rafting

Registration: At pcaalpine.motorsportreg.com, opens 9am June 9th, closes midnight July 8th (or earlier if it sells out)

Lodging: We have a room block at the brand new Hampton Inn & Suites in Canon City at the discounted group rate of \$109/nt. After receiving confirmation of your registration in the tour, call 719-269-1112 and mention the Porsche Club to get your room.

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Photos: Rick Goncalves





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NEW GENERATION 911s COMBINE INCREASED PERFORMANCE WITH BETTER FUEL EFFICIENCY



2009 911 Family

Photo: Porsche AG

Porsche has disclosed photos and details for the next generation 911 model series. Four new 911 models go on sale in September in North America - the 911 Carrera Coupe, 911 Carrera Cabriolet, 911 Carrera S Coupe, and 911 Carrera S Cabriolet. All offer a higher level of performance thanks to their all-new flat-six engines displacing 3.6 and 3.8 liters respectively. And for the first time in a Porsche sports car, engines utilize direct fuel injection (DFI) and can be coupled with the new optional 7-speed double-clutch gearbox Porsche-Doppelkupplung (PDK), racing inspired technology and a Porsche first. The result of these new technologies allows Porsche to once again boost performance of the 911, yet improve fuel efficiency by up to 13 percent as measured in the European driving cycle.

Maximum output of the 911 Carrera with its 3.6-liter engine is up by 20 horsepower to 345. The 911 Carrera S with its 3.8-liter engine is equally impressive, up by 30 horsepower to 385. With this extra power, the Carrera S now offers a top speed of 188 mph.

The new generation 911 is available for the first time with the new Porsche-Doppelkupplung (PDK), Porsche's double-clutch gearbox. The seven speed gearbox combines the driving comfort of an automatic transmission with the gearshift capacity of a sequential gearbox used in race cars. Since Porsche's double-clutch also boasts an automatic gearshift function, it replaces the former Porsche Tiptronic S automatic transmission on both the Carrera and Carrera S. PDK improves acceleration while reducing fuel consumption over the previous generation of Tiptronic S equipped 911s through optimized and adaptive gearshifts.

Porsche developed this gearshift principle for racing no less than 25 years ago. It features two parallel clutches to eliminate any interruption in power delivery and eliminates even the slightest break between gears. Porsche factory drivers benefiting from this technology were able to accelerate faster than their competitors and keep





both hands on the wheel while shifting gears, thus avoiding even the slightest distraction. This pioneering achievement from Porsche's racing efforts now gives the new 911 Carrera and Carrera S even better performance. The Carrera equipped with PDK covers 0-60 mph in 4.5 seconds and the Carrera S reaches the same speed in 4.3 which is 0.2 seconds faster than with a manual six-speed gearbox. The customer in search of optimum driving dynamics even has the option to combine PDK with Porsche's optional Sport Chrono Plus including Launch Control. The result is high-speed acceleration free of wheel spin from a standstill and a racing shift pattern to further boost performance. The Carrera equipped with the Sport Chrono Plus accelerates from 0 to 60 mph in 4.3 seconds while the Carrera S sprints to 60 mph in an outstanding 4.1.

Exterior enhancements of the new 911 stand out clearly through innovations in design and technology. The refined front bumper has larger air intakes which signal an increase in power and the newly designed dual-arm exterior mirrors give a larger field of vision to the rear of the car. LED daytime driving lights and bi-xenon headlights will be standard on all new models, as well as LED tail and brake lights. This gives the 911 an even more distinctive style and a truly unique look from the front and rear. As a further option, Porsche now also offers Dynamic Cornering Lights on all models. In Porsche fashion, these new refinements do not change the drag coefficient of the 911 as it stays at a remarkable 0.29.

The latest Porsche Communication Management system, PCM 3.0, which includes a new touchscreen feature, will be standard on all new 911s. Along with this upgraded system, options such as a hard disk drive navigation system, XM radio with XM NavTraffic capability, Bluetoothfi connectivity, iPodfi port, USB port, and aux jack will be available.

2009 911 Canadian pricing starts at \$94,800 for the Carrera Coupe, \$107,600 for the Carrera Cabriolet and the Carrera S Coupe, and the Carrera S Cabriolet is \$120,400. The Canadian price increase for the 2009 911 models is 1.2 percent below the U.S. increase in response to exchange rate changes over recent months.



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Effective, October 1st, 2006 all Porsche models 1999 and older will receive a discounted labor rate of \$95.00 per hour plus special pricing on parts. Come in today for a FREE 21 point safety inspection and take advantage of this special pricing. Below are some examples:

Oil Change Service	Brake Pad Replacement	Clutch Replacement
Boxster / 996 \$ 99.95 w/ Mobil 1	Boxster – Front \$220.00	Boxster \$1165.00
964 / 993 \$149.95 w/ Mobil 1	996 – Front \$250.00	996 \$1195.00
928 \$ 69.95 w/ 20/50		
924S / 944 \$ 59.95 w/ 20/50		

(all prices plus tax and shop supplies – may not be combined with any other offer – subject to change without notice – applies only to Porsche vehicles 1999 model year and older – additional parts or services may be required or recommended at an extra cost)

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RMR-PCA INSTRUCTORS' INSIGHTS

A monthly column designed to promote a better understanding of issues related to driving and car preparation for Driver Education Events

MASTER OF THE UNIVERSE

John Cooley, RMR-PCA Driving Instructor

What Do You Do?

"That's how I focus, man. What do you do?" Masao growled without a smile and turned away.

Masao was part of the PCA Golden Gate group in Northern California in the early 1990's. This was a racy, accomplished and undaunted group: Kevin Buckler of The Racers Group (who went on to win his class at Le Mans and ALMS); Hank Watts, author of *Secrets to Solo Racing* (a wonderful book if you haven't read it); Tom Provasi, the winner of so many PCA annual Parade autocrosses people have quit counting; Terry Zaconne; Masao Robinson; and many others. Folks, the fabled Milt Minter and Hurley Heywood sometimes just showed up and hung out. Heady times. Their home track was Sears Point.

Sears Point Raceway, aka Infineon, lies in a pastoral Sonoma, California valley north of San Francisco, surrounded by postcard-perfect vineyards and calico cows that look like they were rented just to make the place look good. Sears Point can also spit, snarl and bite - hard and fast. Except for the echoing Armco edges of Watkins Glen, there are few tracks that are tougher to get right or comfortable on.

My first Driver Education event was on the Sears Point track with this group in 1993. Masao Robinson had a trick new RS America: gutted, monster tires, a throaty and cam-anxious 3.6 liter powerhouse with a full cage, lowered to an extreme, and a tape deck (no CD's then) with six large speakers. As he pulled into the cold pit to grid for his black run group staging, with belts and helmet already on, Masao would put up his window net like a "Do Not Disturb" sign and sit with his eyes closed. Then, even over the noise of idling and revving cars at grid, you could hear Masao's speakers blaring the hard, vibrating, drum-heavy guitar rhythms of Jimmy Hendrix screaming through his cockpit. Every time he came to grid, the same routine. Do Not Disturb. Always Hendrix. Full volume.

One afternoon I sidled up to him and naively made a joke about the music routine. Masao responded impatiently, snapping, "That's how I focus, man. What do *you* do?"

From Science to Art

On the learning curve from novice to intermediate performance driver, vital skills lie beyond the science of braking, turning and accelerating that must be learned to be safe and fast. These skills come slowly and only with seat time. They can be difficult and elusive to learn - but they are required if you are to go faster safely. One of those skills is the art of focus. Sounds simple, but it isn't. Focus is one of those intangibles that rarely can be taught - Yogis have been trying for centuries - but must be learned.

DE's as an Extreme Sport

Likely, no DE driver thinks he or she is involved in an extreme sport. Drivers' Education is about, well, drivers' education, right? Tight jawed skinny guys in bow ties with clipboards testing your ability to parallel park your Honda Civic, right?





The mention of "education" evokes long preserved images - musty classrooms at Gove Junior High, blackboards filled with vague math problems, small wooden desks with carved initials and secret codes, lunchrooms smelling of egg salad and peanut butter, and walking Darlene Gardenswartz home after school come to mind for me. How do we connect Driver Education to extreme sports?

First of all, the term "extreme sports" was invented by the media to sensationalize some very dumb activities - like jumping off bridges, over flaming cars on a motorcycle with no hands, and off cliffs on skis generally, jumping off anything your mother and wife would be very upset about. DE's do not involve jumping over anything except the occasional orange traffic cone in the middle of the track whacked by someone's too tight turn. DE's definitely do not fit inside of the media's definition of extreme sport. That may explain why so few Formula One team scouts or TV film crews attend our DE events. Some, but not many.

When asked to identify extreme sports, many would mention ice climbing, steep skiing, caving, big wave surfing, hang gliding and the X-Games. In my unscientific poll, no one, when asked to list extreme sports, mentioned driver education. What's the connection?

Beyond the *Doing of It*

For all who have engaged in these extreme sports, they know there is something beyond skill required to participate in them safely and to perform well. The doing of skills, even doing them very well and consistently, is only part of these sports. The other part is entirely mental. Rigid mental discipline, utterly directed concentration, and internal focused centering allows a person to climb vertical ice or drop into a steep couloir without flinching - to execute the skills without distraction, mental noise, self-talk, pride or self-consciousness. Driving well and consistently requires the same discipline. The intensity of the mental focus required of our sport keeps accomplished drivers returning to the track year after year. Particularly for those drivers that are age-challenged; they (we) cannot find that intensity anywhere else. Well, legally anyway.

The difference between performance DE's and an extreme sport is that in driving we must focus for such a long period of time - DE's are 20 minutes of pure concentration. Bursts of concentration will get us climbing up the next four moves on an ice climb or skiing down the next four turns in a steep couloir. In each instance, we can then stop. Breathe. Look around. Shake it off. Then resume. Concentration and focus in driving events are different - stopping on the track to shake it off is highly discouraged.

The Art of Focus

The skill of disciplined mental focus is learned and can be practiced. Like the ice climber, we can start slow: short bursts of utter concentration, then back off, breathe, look around, shake it off. Wave other cars by. Check our gauges. Wiggle in the seat. Roll our head to relax the neck. Then back to it, grasshopper, pedal down and focus. Gradually, we are able to increase the short burst to longer bursts and then to even longer bursts of focus and concentration. But once there, other things lurk behind the focus and we get bit. For me, at least, as soon as I was convinced I could do the entire run session without backing off, relaxing or re-focusing, I'd find myself doing taxes in my head or mentally worrying about possible water leaks in the basement or . whoa, slow down, here is a turn, outta control, tires squealing, off the track again. Wow, that was a surprise! Guess I kinda wandered off there...

If this happens to you, get off the track now! Lost track time is less important than riding shotgun in a wrecker.

Continued on page 25





LADIES DAY 2008 A PROPER EVENT

Janet Wright and Martha Vail, Event Chairs

Wearing ladylike white gloves, beribboned hats (provided by the maddest of hatters, Susan Bucknam) and pink tea shirts sponsored by the Wright Approach, the women of RMR gathered at the Colorado State Patrol training track in Golden on June 15. We were joined by friends from other clubs and by Liz Shaw, of the Road Runner region, who drove all the way from Santa Fe to don her chapeau with us.

A little **reminder** to get life insurance.
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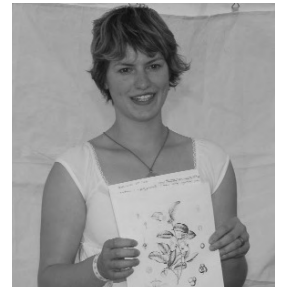


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In the shade of a beautifully decorated white marquee Chief Driving Instructor Adele Arakawa led tea-briefings for all drivers, during which we shared and learned from our time on the track.

At tea-time we enjoyed scones, cucumber sandwiches and tea. Our new friend Lenka Yroubalova gave a tea talk, and we sampled freshly-brewed pots of tea that were provided by Prairie Rose Fine Tea.



In true RMR spirit, lots of volunteers helped to make the day a success: Peggy Englert and Andrea Rossiter were Corner Chairs Extraordinaires; Pat Newman and Susan Bucknam were in Control of everything; Andy Forberg subbed in at short notice as Starter; David Rossiter also stepped up at the eleventh hour to serve as Safety Chair. Alan and Dottie Fritze came up the night before to help set up the track, and Cecil Morris (coffee in hand) manned the early morning gate. Steve Wright made signs, hauled tables and tents and provided unflagging good cheer and support. And dozens of RMR gentlemen volunteered as driving instructors, cornerworkers, tech inspectors and pit crew.

All in all, it was a tea-riffic time!





Instructors Insights, continued from page 23

Master of the Universe

My breakthrough came through using and always, well, nearly always, practicing my own brand of routine - a kind of motor sport meditation. Rituals are good, at least for me, in all sports where I can get hurt or bend metal.

As soon as I grid my car, I start my practiced routine of *focus*. My routine has four steps:

1. Center yourself

Find your quiet place. Tune out the noise and distraction. Think about your breathing. Relax your body, your hands, and your neck. Feel the physical changes in your body as you anticipate the run. Feel the adrenaline begin to quicken your heart, sharpen your eyes, and tighten your jaw. Enjoy it; you paid for it. The more centered you are, the less you vibrate, much like a pottery wheel.

2. Visualize the track

Picture yourself driving perfectly through every turn -braking, shifting, accelerating out of every turn - and responding to every slide and rotation of the car with small, instant, confident corrections. See every turn and drive each one perfectly in your mind. Smoothly. Quietly. Balanced. Behold! Master of the Universe and here at a DE in Colorado. Imagine!

3. Visualize *only* what you will do right and correctly

If you look to the edge of the road, you will go there. If you look at that hole past the edge of the road, well, you will go there. You consciously force out the negative, the consequences, and the concerns. Masters of the Universe only drive the correct racing line.

4. Nothing else exists

The instant you get the green flag, shift into gear and carefully accelerate down the hot pit to start your DE run, no one - no one - except the flag people and the other cars on the track exist. There is no one else. You unlearn that glow you used to get thinking the Formula One team scouts or that blond in the bleachers can see you now. You unlearn thinking you are cool making noise and burning mass quantities of hydrocarbon fuels and silently thinking - "Look at me now". You are only a determined, focused and a disciplined laser singularity that is 'one' with the track-Master of the Universe.

Your focus routine will not be Masao's blaring Hendrix or my motor sport meditation. You will find your own. However, to move safely from a novice to an intermediate performance driver, you will first have to learn the ability to focus for an entire run session, to become a Master of the Universe. The easiest way to do that is to develop *your* routine; then you can answer a newbie question with, "That's how I focus, man. What do *you* do?"

As soon as you know, let us know how you do it. We're still trying to figure it out, too.





MIRROR

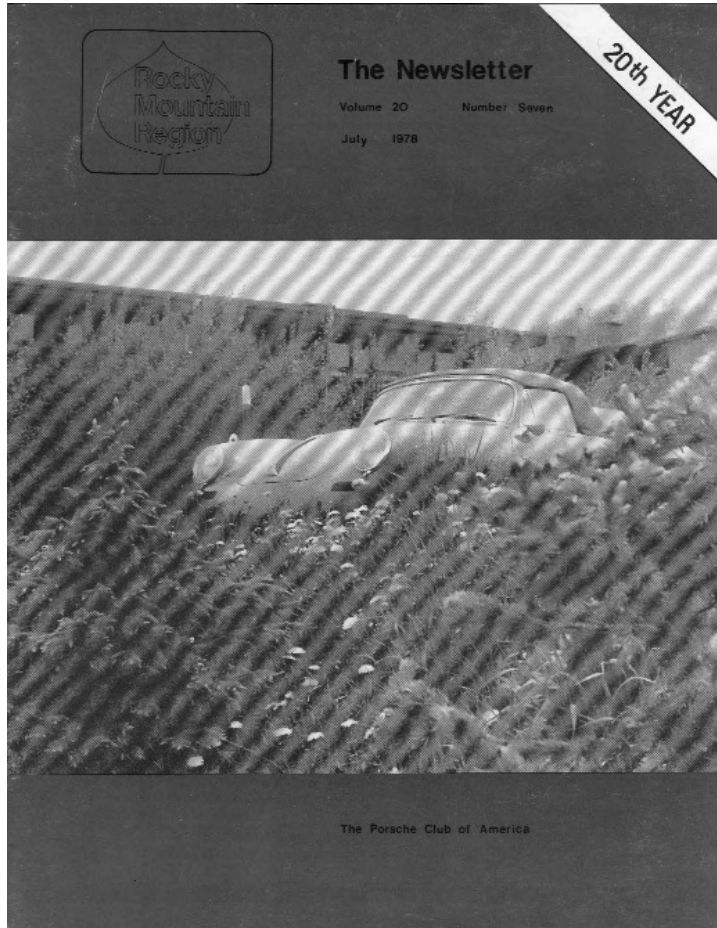


Photo: Paul Bingham

30 Years Ago
Jim and Kathy Flemister's 356
at Snowmass in the Springtime

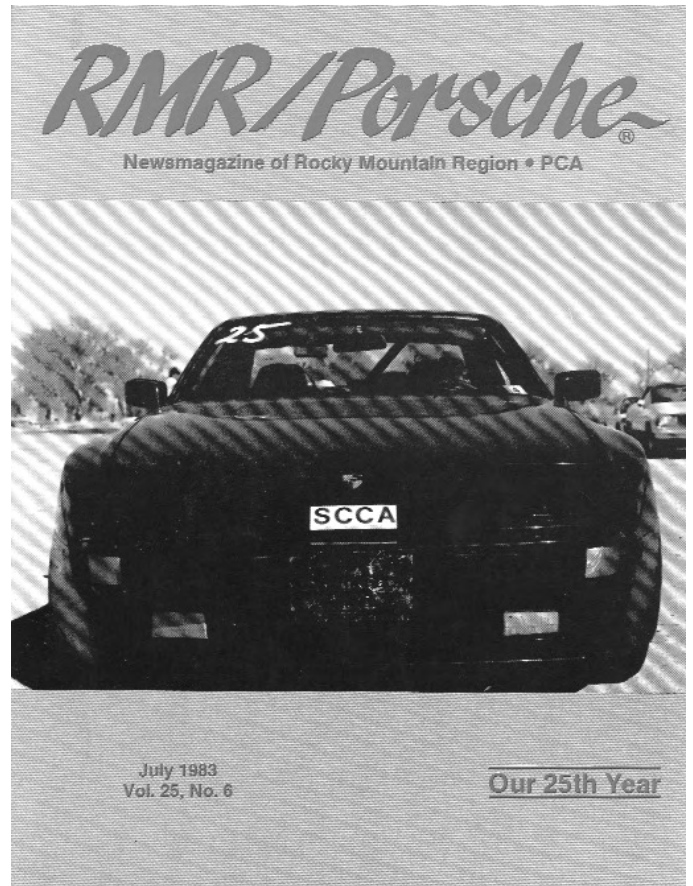


Photo: Gina Seth

25 Years Ago
Dr. Ebe Liddle's Brand New 944





REARVIEW

20 Years Ago

Dani Ryan's 356 Cabriolet on the Spring Tour

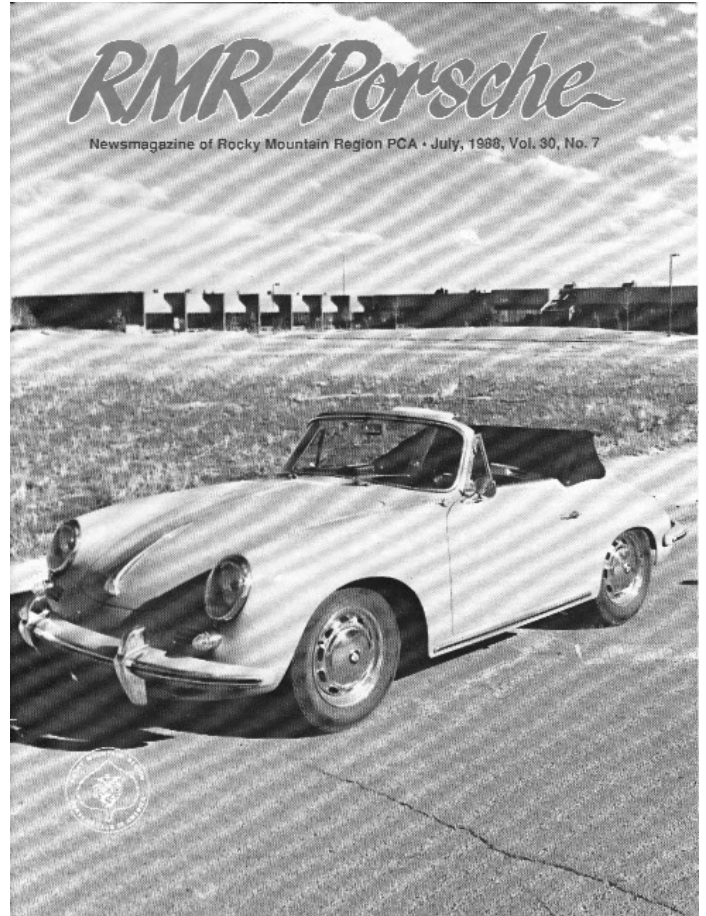
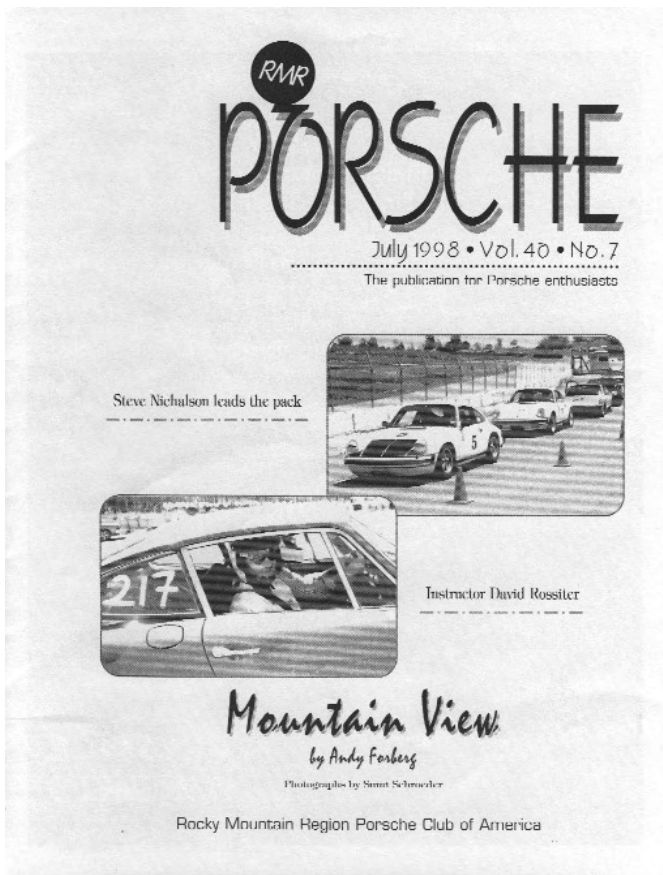


Photo: David Ferguson



10 Years Ago

David Rossiter Instructs and Steve
Nicholson Leads the Pack

Photos: Sumi Schroeder





REARVIEW

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Trophies for the 1988 Porsche Parade were



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Kim & Karen Hartman, Roadrunner Region, use their division with this remarkable 1978 911C.



Meanwhile, back at the dog track, Steve Knut, Mainack Region, seemed numerically superior (right), while Bill Wegomy, Lincoln Trail, goes for a trophy.





MIRROR

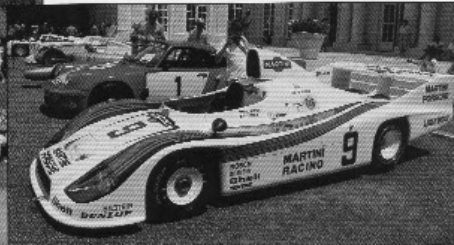
Rearview Mirror editor, Cecil Morris



1988 Porsche Parade RESULTS



Probably the best job most of us will ever see.
Chis Chandler's 1965 C. coupe won its division.



Display cars included Dave & Lorraine Morse's constant 916.



Why does an Italian name his German car Meyer? Ask Terry Zaccaro.





RMR PORSCHE NEWS

JULY 2008



Benefiting
The Children's Hospital

DRIVE FOR THE KIDS AUGUST 23-24



The second annual Rocky Mountain Region Porsche Club tour to benefit The Children's Hospital Sports Program for Children with Physical Disabilities will be held on Saturday, August 23, 2008. This tour is open to *all* makes and models of vehicles, not just sports cars, and membership in the Porsche Club is *not* a requirement for entry. As designed by our Tour Masters, Lee Sammons and Andy Forberg, this will be a fun, social and non-competitive driving event through the central part of our beautiful Colorado mountains with great starting and ending locations.



This Rocky Mountain Region/Porsche Club of America tour is being hosted by the Denver Round Table to benefit The Children's Hospital Sports Program (TCHSP). The Denver Round Table is a service club dedicated to assisting youth and the handicapped in Colorado. TCHSP participants have disabilities ranging from such conditions as amputations, spinal cord or brain injury to long-term illnesses and conditions like cerebral palsy, cancer and spina bifida. TCHSP is one of many such programs across the nation; however, when it began in 1968 it was the first and only ski program for children with disabilities. For many of these kids, it is their first opportunity to move fast enough to feel the wind in their hair, and

have the freedom of speed and control that we all take for granted in our every day lives. That freedom translates to self-confidence, self-esteem, and all the other "self" words critical to their best possible future.



Although the ski program is the largest organized activity, TCHSP has offered year-round involvement in leisure pursuits such as golf, fishing, sailing, rafting and tennis. With these summer and winter programs, over 100 children and their families are able to enjoy these unique opportunities each year.



The driving part of the tour will end at the Vail Cascade Resort and Spa, which is a AAA Four-Diamond resort. Dinner, wine tasting, and a silent auction will take place at the Resort Saturday evening. Although a room at the resort is not included in the registration fee, a discounted rate of \$159/night, including indoor reserved parking, is available for both Saturday and Sunday nights. We encourage everyone to take advantage of this opportunity so you can enjoy a very relaxed weekend of fun activities while supporting a very special group of our kids. You may register at the Resort by calling 800-420-2424 or by email at vcgroupres@destinationhotels.com. Identify yourself as being a part of the Denver Round Table-Porsche Club Car Tour when registering to receive the discounted rate.





Located within the Resort is the premier Colorado luxury spa, Aria Spa & Club, which offers you a sanctuary for achieving total wellness. The 10,000-square-foot luxury spa provides exhilarating body and skin treatments that will take you on a relaxing and rejuvenating personal journey. In addition, there is an extensive array of cardio and weight-training equipment, an indoor track, indoor basketball court, indoor tennis courts, heated outdoor swimming pool and hot tubs; Aria Spa & Club takes fitness to the ultimate level. Or, if you just want to have a lazy visit in a four diamond resort, this is the time.



This tour is open to all makes and models of vehicles, not just sports cars, and membership in the Porsche Club is not a requirement for entry, just your interest in assisting a very special group of kids.

Schedule

Saturday, August 23

8:30 AM

Breakfast and Drivers Meeting at The Riverfront Event Center 2852 W. Bowles Ave., Littleton, 80120

9:30 AM

Scenic tour of the central Rocky Mountains

12:30 PM-1:30 PM

Lunch at a very special location

1:30 PM - 4:00 PM

Continue scenic tour to hotel

5:00 PM - 11:00 PM

Wine tasting, dinner, and silent auction at the Vail Cascade Resort and Spa 1300 Westhaven Drive, Vail 81657

Sunday, August 24

A leisurely morning wake up to enjoy the amenities the resort has to offer such as a relaxing breakfast, a trip to the Spa, a swim in the heated outdoor pool, or a workout in the fitness center. After checking out of the resort, spend the remainder of your day enjoying the many Vail shops and restaurants. Tour home at your leisure.

Entry Fee

\$250 Includes registration, Saturday breakfast, lunch, and dinner with wine tasting for two people and one car. \$200 Includes registration, and all of the above for one person and one car.

Sponsorships

Sponsorships are available to donors and drivers to benefit TCHSP. All sponsorships made by August 13th will be recognized in the tour booklet.

Bronze Level	\$150
Silver Level	\$250
Gold Level	\$500
Platinum Level	\$1,000

Platinum Level includes 2 car entries and Gold Level includes 1 car entry.

Registration

You may donate and register via credit card on-line at: www.rmrporscheclub.com . Once you are connected to this website, left click on the Charity Car Tour link and follow the directions as it leads you through the registration process. Donation checks should be made out to the Denver Round Table and sent to the Denver Round Table c/o Bob Eikermann, 10471 Stonewillow Dr., Parker, CO 80134.

More Information

Contact the event registrar, Tamela Cash, at 303-554-7464 or TCash@healthaxis.com if you need assistance for online registration. For additional information on sponsorship benefits, volunteer opportunities, or any non-registration questions, contact Steve Wright at 303-681-2849 or swright937@aol.com .

Photos: The Children s Hospital
Vail Cascade Resort and Spa
Denver Round Table





PORSCHE RS SPYDER LMP2 TEAM

The 24 Hours of Le Mans premiere for the Porsche RS Spyder could not have gone better as, at the world's toughest long distance race, the sports prototype from Weissach celebrated a one-two finish in the LMP2 class.

After a trouble free run without a single technical problem, Jos Verstappen, Jeroen Bleekemolen and Petervan Merksteijn (all from The Netherlands) crossed the finish line first. The trio from the Van Merksteijn Motorsport team held an eight lap advantage at the finish over the second-placed RS Spyder of John Nielsen, Casper Elgaard (both Denmark) and Porsche works and Penske Racing driver Sascha Maassen(Germany). Starting the sports car marathon from first and second on the grid, the two teams controlled the race with their 476 hp RS Spyder right from the start.

In contrast, the three teams with the Porsche 911 GT3 RSR in the production-based GT2 category experienced bad luck. After qualifying on the pole and running first and second at the beginning of the race, an accident and technical trouble robbed all hopes of repeating last year's class victory.

"I'm thrilled that the expectations of our customer teams, Van Merksteijn Motorsport and Essex, have been fulfilled. The RS Spyder has proven that it's not just fast but also particularly reliable in its first 24 hour race. The professional work of the teams was also an important key to success," said Hartmut Kristen, Head of Porsche Motorsport.

"The performance of the GT3 RSR was also excellent but unfortunately they lost their chance through an unlucky accident with two of the cars early on in the race."

"This success is something very special in my racing career," said an ecstatic ex-Formula 1 pilot Jos Verstappen.

"Winning at Le Mans means you go down in racing history. For me it was also important as I'd never competed in a 24-hour race before. The car was unbelievably reliable and fantastic to drive. It was great fun right from the first to the last minute."

His team mate, Peter van Merksteijn, who also owns the Dutch team, was ecstatic. "This is crazy," said the 52-year-old Dutch businessman. "Every team member has worked untiringly. Above all, Jos drove like a young stud. My job was actually only to bring the RS Spyder back to the pits without injuries and not to lose too much time to Jos and Jeroen. This worked. Porsche's support was excellent and the co-operation couldn't have been better."

The team had just one unscheduled repair disturbing their run - the underbody had come loose through cutting over the raised curbs on the track and had to be reattached.

For the second-place Essex pilots, a touch of wistfulness was mixed with their joy over second place. In the first third of





IS FINISH ONE-TWO AT LE MANS



the race, the Danish team had led for some time - and hopes had justifiably grown for a LeMans win. Two slow punctures and an additional pit stop due to electronic problems robbed them of this chance.

"It's incredibly moving to secure second at our very first 24 hour race as a team," said John Nielsen, who acts as driver and team boss and who claimed overall victory at the long distance classic in 1990.

Sascha Maassen, who competes in the American Le Mans Series in a similar RS Spyder, and has won LeMans in GT3 class 911s, also had positive feedback about his Essex team.

"Right from the start I felt great in my guest team and I was surprised at the level of engagement and determination at which they worked," said the Porsche works driver.

"It was a highlight to drive the RS Spyder here in Le Mans. Thanks to the unusually good balance and road holding of the car you always had total trust in the vehicle even in the ultra fast passages."

The teams in the production-based GT2 class also started the race with their Porsche 911 GT3 RSRs showing great promise. In qualifying, the Porsche works driver Patrick Long (USA) had broken the magical four-minute mark with

a lap time of 3:58.152 minutes in the sports car category for the first time and with his German works driver team mate Wolf Henzler, claimed the first two positions on the grid as a result. In the race, two Porsche 911 GT3 RSR held a clear lead over the rival Ferraris.

After two hours an unlucky collision between Long and his compatriot Seth Neiman (USA) robbed them of any chance to win. For the French IMSA Performance Matmut team with Long, works driver Richard Lietz (Austria) and Raymond Narac (France) this signaled the end of their race.

The 911 of the Flying Lizard Motorsports team could rejoin the race, but sat more than 30 laps behind to secure sixth at the flag with drivers Joerg Bergmeister (Germany), Neiman and Johannes van Overbeek (USA). With this, Bergmeister turned the fastest race lap by far in the GT2 category in 3:59.887 minutes.

Fifth place in the GT2 class went to Porsche works driver Wolf Henzler (Germany), Alex Davison (Australia) and Horst Felbermayr (Austria). Until midnight, the trio delivered a spirited fight for the lead against a Ferrari, but fell far back due to a one-hour stop for repairs in the night.

"Apart from this technical defect our 911 ran like clockwork. But the competition in our class is so close that it's very difficult to make up any lost time," said Henzler.





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newsletter@rmrporscheclub.com

1967 911 Race Car 2 liter, intermediate gears, trans with Quaife, RSR Body, fuel cell, twin master cylinders, fire system, welded cage, racing seat, poly bushings everywhere. Adjustable front sway bar. Front cooler. MSD ignition, S brakes format on RSR struts. Cross drilled brakes, stainless brake lines, Eroquip hoses everywhere. Twin Supertrapp exhaust. This was originally Pat Moyle's "Blue BYU" car, with original log books. I bought it from Carl Feghali, now looking to sell and purchase another racecar. Great handling and performing racecar. (Yellow) \$15,000. E-mail scialfa@msn.com (June)

1967 911s Autocross, drivers ed, PCA club race and vintage race or return to street. All original parts available-inquire. Viper Green. Original Paint Color/ Code Slate Grey/6601. Numbers matching 2.0L # 308377S, Engine# 962047, Trans. #105044(901/02). Full roll cage. Corbeau Monza Seats, and 5 piece race belts. 2 sets wheels & tires, 15 Gal fuel cell, Turbator oil cooler, Weber carbs, MSD ignition, Short Gears - CFLOS, Lexan rear window, 2153 Lbs. Fully sorted and ready to compete. PCA Club Race and Rocky Mountain Vintage Racing Log Books. \$49,995.00. Pictures at www.manpos.com/67s. Contact speedster156@gmail.com (July)



1967 Porsche 911 Race Car RMVR/PCA #314. This vintage Porsche has only been driven by an older couple on weekends and is race ready for the upcoming driving season. RMVR & PCA National logbooks. Too many options to list. 2.0 liter 911S race engine built by Steve Rowe and paint by 3R Racing. \$37,000. Bob Dent at 303-526-0600 before 8:00 PM (June)

1975 914 2 litre Red/black. Owned 15 years. Great for D.E./Autocross. Licensed for the road. Rebuilt engine by Eisenbud 4/08. Webers. Accusump. Colorado car, rustfree. Spare set track tires/wheels. All receipts. Located in Sedalia. \$7,900 O.B.O. Contact Hugh MacLennan at (303) 663-3822 or hughwmac@aol.com (June)

1980 924 Project or parts car, once beautiful, now tired and needing TLC. Body is straight & rust free; never crashed. Has factory original rear spoiler & ATS wheels (6J x 15 H2 - 205/60 HR15). Running when parked, but it's been a few years. Would be a great starting point for a track car, but I just don't have the time/energy. \$800 OBO. Also spare set of black center 924 wheels (6J x 14). \$80 OBO. Bernie at 970-223-9900 (June)

1986 Porsche 951 Turbo Full cage, Sparco EVO, cut-off switch. PCA GT3 log book. Plastic body panels/flares, Lexan. Car weighs in at 2500 lbs. CF dual element wing. 315 x 17" all around. 2 sets of wheels. Big Reds, headers, adjustable boost controller running 16 lbs on pump premium. Fast, economical racer turns 58 sec laps at La Junta without breaking a sweat. \$17K. Mikequigley@mercuryelectric.biz or 720-732-3130 (June)

1986 911 Coupe Outstanding condition, 113,500 miles. Black exterior with tan interior. Two owners meticulously maintained. Like new 9 x 16 rear, 7 x 16 front Fuchs. Steve Wong chip, GHL sport exhaust and sport cat, A/C removed. New interior, new tranny synchros, all books, records, window sticker, etc. Asking \$18,500. Dave at d.bertrand@comcast.net or 303-931-7230. (July)

1987 911 Coupe 32,000 miles! Guards' red with black leather interior. 5 speed. Very nice condition. Looks like an almost new car. Always garaged, never out in bad weather. Original except for exhaust, performance chip, air intake. \$29,500. Glenn at 303-674-4831 or GETersteeg@comcast.net (June)



1987 944S Under 1300 sold in 87. Great car for daily driver or track starter. Turbo wheels (and stock phones) 154K miles. Owned since 136K and replaced belts, water pump, idlers and motor mounts. Has new clutch, New German windshield, rear deck shocks, rebuilt Alt. Newer battery, S/S lines. Ran a few DE's in stock class. Has RF door and Quarter panel dinged from last day at Second Creek (have replacement panels). Typical dash and seat cracks. \$3,000 OBO. Pete at 720-252-9512 or PCA422@comcast.net (June)





ER ADS

1989 951 (944 turbo) Champagne/Burgundy. Well maintained. Local PCA DEs the past 5 yrs, approx 10 track hours - total. \$25,000 or make offer. Serious inquiries only please! See mods/extras/photos on Web site at www.germanmotorcraft.com/cars-for-sale/DrJ951page.htm Jeff 719-576-1551 or wjwurp@msn.com.

2001 Boxster Arctic Silver; black leather interior; black top; second owner; 28,000 miles as of June 2008 (I just don't drive it enough); garaged; excellent condition with a few rock chips on the front bumper. Options: Full leather interior; PSM; trip computer; non-smoker kit; 17" wheels, wheel caps with colored crest; wind stop; AM/FM/CD radio; smoke colored side markers. \$19,900. Accessories also available: Factory tonneau kit - never installed; Porsche logo'd car cover; original turn signal stalk/switch assembly; original orange side markers, center console ash tray assembly- make offers. John at 303-513-7071 or johnbeltz@comcast.net (July)

2003 Boxster S Seal Grey Metallic/Graphite Grey Std Leather/Black top; Second Owner; Garaged; Porsche Certified pre-owned warranty thru May 2009; 6-speed manual transmission. OPTIONS: Xenon headlamp pkg., 18" Turbo Look II wheels, Wheel caps with colored crest; self-dim mirrors & rain sensor; rear glass window with defogger; Graphite Grey floor mats; Porsche crest in head rest; Bose (digital) with wind stop; CD shelf center console; Storage compartment lid w/ Boxster logo.

OTHER: 3M clear bra; Pirelli P Zero tires. \$35,900. Jeff at 719-527-9017 or wjwurp@msn.com (June)

2006 Mercedes E500 for sale or trade for nice Porsche. Original owner. 13,000 miles, Garaged and immaculate, like-new condition. Convenience package; extras incl. winter mats, clear bra, built-in radar detector-laser diffuser. Silver w/ Charcoal interior. Photos and service records available. Peter 303-810-9898 or pschulman@heincpa.com (May-August)

Cayman S Winter Tires (19" Wheel Fitment): (2) Fronts: Continental Conti Winter Contact TS810S - 235/35 R19, (2) Rears: Bridgestone Blizzak LM-25v - 265/35 R19. I know it's a crime to drive one of these in the snow but it was brilliant! Tires are in great shape, only 3k miles. \$1,100 new - \$650 OBO. No reasonable offer refused. Paul at 303-895-8813 or admin@pathstudio.net (June)

Cayenne 18" Wheels with New Tires Need some new all season tires and rims for your Cayenne (also fit Audi Q7 and VW Touareg)? The tires are Bridgestone Dueler H/L Alenza size 255/55 R18. The tires only have a few miles on them and still measure 11/32nd's - same as new. The rims are Porsche OEM 18" with 5 spokes and have painted silvery/grey centers and polished outer lip and include the Porsche center caps. The tires are top rated and alone are worth \$1,100 with mounting, balancing and tax. Asking \$1,500 OBO. Located in SE Denver. Michael at 303-777-1199 or mmporsche@mac.com (June)

Brembo Brakes front and rear fits 993/996 and probably 911/912. 15" front slotted rotors, rear rotors are cross drilled, Pagid pads, F/R calipers, adapters, fasteners, and sensors all very low use, calipers are red with Porsche and Brembo cast logo. **Long Track**

Racing Radio Set, 3 radios, 2 crew sets, helmet and car set-up with antenna, case and chargers. **XL Karting suit. Various suspension pieces 993/996.** Brakes, suit, and suspension parts make offer, racing radio set 1750.00 OBO. 303-238-6464 (June)

DE PARTS for 3.2 911 IROC tail, front rubber spoiler, rear valence for twin exhaust, wide throttle body-no exchange req'd, Brey-Krause SS harness mount for Targa, Bolt-in Roll bar for Targa, Brey-Krause SS under seat fire extinguisher mount, KOOL brake kit, Andy 303-399-3357 or daforberg@msn.com (July)

Stable Energies Harness Bar Used for two seasons in 968. Should also fit 924 and 944. Price new is \$120 yours for \$50. Contact Chris Lennon at cjlenon@comcast.net (July)

B4 Blizzak performance all weather. They were used from Jan-April 2006: the winter from hell. I sold my 911 and would like to sell the tires as well. Blizzak LM-25V, (2) 265 35R18 97V, (2) 225 40R18 92V. \$750.00 OBO. Keith Woolley at 303-886-4537 (June)

Black Leather Porsche Cart Golf Bag. Black Leather with Red "PORSCHE" lettering. NLA in like new condition. Used rarely. Cost over \$400 when new. How about \$150.00 including the "Porsche" towel?? Also **911/912 Weltmeister Short Shift Kit.** Used for about 4 shifts. Threw out box so I couldn't return it. Later found that it wasn't the short shift kit at all; it was bushings in car. Fits 1965-1972 911/912 Cheap at \$40.00 Call Roger Shapiro 720-488-0356 or SeymoreRhodes@msn.com (July)

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