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Philosophy.

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Cover: Porsche invade PS Performance for Germany Invades Burge 2. John Davis Photo.
This Page: Bill Oaks and Bill Guyre enjoy pitching some shoes at the Roadrunner Region Picnic.
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Roadrunner Region PCA, PO Box 92113, Albuquerque, NM 87119
Here we are on the starting line, so many of us getting ready to attend the upcoming Porsche Parade in Keystone, Colorado. It should be wonderful to see so many of our talented autocrossers bringing back trophies and all the great memories enjoyed in the high country of Colorado. We hope to bring back some other awards as well, should we be so lucky.

I had the great opportunity of joining the Rocky Mountain Region on their annual drive out to visit Moab, Utah in the first week of May. Visiting the Arches and Canyonlands National Parks was a sight to see. It is a bit of a drive to get there, but that is half the fun as the scenery and lack of traffic makes it an easy drive. For those that have never been there, please think about it for the same time next year.

I have been busy getting my old 1960 Porsche 356 back in top shape and on the road. It is great to cruise the neighborhoods in Nob Hill and Rt. 66 in the evenings with my 8 year old son, Warren. I have had to enlist him into learning how things work, and get fixed by helping me in being the third hand for soldering projects, etc. I am hoping to imprint on him the memories you carry as you get older, and learn to appreciate the old with the new.

Talking about old with the new- we have a drive out to Angel Fire, NM coming up the middle of July with the Zia 356 club, the Zia Rott Heiss Fall Tour 2009. It’s a great opportunity to visit the Enchanted Circle around our highest peak in New Mexico, Wheeler Peak (13, 160 ft.) and hang out with some of the early Porsche cars from the 1950’s and 1960’s.

Summer is a great time for our new members to come out to upcoming events to meet the other club members and find out things in common. Dennis Chamberlain, our Social Chairman, will sponsor a Meet and Greet and entertain us with the band he pays in on July, 11 at the Corrales Bistro Brewery at 6 pm. Looking forward to August and other social events, we have the 38th year of the Corrales Roundup that Dave and Ann Stinchcomb put on.

As always, thanks to our participating members and volunteers whose help make our club a Great One!
Since we’ve vanquished the Corvettes, it was time to find a new marque more equal to the task for our annual summer challenge: AUDI. (of course all the other marques, including Corvettes, are still welcome!)

WHERE: Sandia Motorsports Park, west of Albuquerque.
When: Mandatory Driver’s Meeting at 9:00am, First car-out at 9:45.

COST: $50 per driver
This will be a challenging and fast autocross with lots of cones, slaloms, and hairpins combined with some of the great turns at Sandia: a great way to test your precision driving skills.

Sponsors:
Kirk Maurer 505-332-7400 or kirk@maurerscollision.com
Russ Kelso 505898-6487 or pmciinc@comcast.net

Go to www.maurerscollision.com/event_1_home.html for all the event info.
Go to www.roadrunner-region-pca.org to download the vehicle tech certification sheet

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WelcomeHome.Realty@comcast.net  Fax: 505-352-2766
RRR Events on the Horizon

July:

- July 7: Membership Meeting at Porsche of Albuquerque, 6pm
- July 11: Meet and Greet at Corrales Bistro
- July 17-19: Zia Rottheis Tour
- July 26: DS#5, Porsche+Audi Challenge at Sandia Motorsport Park

Please check www.roadrunner-region-pca.org for up-to-the-minute scheduling changes and additions.

August:

- August 4: Membership Meeting at Porsche of Albuquerque
- August 8: DS#6 Porsche/BMW/Mini Challenge
- August 14-16: SWMS DeutschMarque Classic at Sandia Motorsports Park
- August 30: Corrales Round-Up

We’re mixing it up this summer with a combination of fast and technical. The next Die Serie event is back in our winter home, Belen.

WHERE: Calvary Chapel Parking Lot, Belen. I-25 to Belen exit 195 (Business Loop 25), 3 miles to second traffic light (bear right to Belen at underpass), then left at Lopez Rd. to parking lot on left hand side going east. Pits in the rear, behind the building.

WHEN: Mandatory Driver’s Meeting at 9:00am, First car-out at 9:45.

COST: $35 per driver

This will be a classic-style parking lot autocross with lots of cones, slaloms, Chicago-boxes, and hairpins: a great way to test your precision driving skills at moderate speeds and NO walls!

Sponsor: Dennis Ledbetter (505) 792-2148

go to: www.roadrunner-region-pca.org to download the vehicle tech certification sheet
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Meet and Greet at Corrales Bistro
July 11, 2009

When: 6:00pm
COST: Moderate

WHERE: Corrales Bistro
4908 Corrales Road

Entertainment by Chamberlain/deVall

Sponsor: Dennis Chamberlain at 505-554-1815, dennis@dcphotoartistry.com

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Roadrunner Region-PCA member Michael Galaviz has volunteered his time, equipment, and services to clean over 12,000 sq ft of floor space at the Barrett House. The Barrett House is one of the programs sponsored by the Barrett Foundation, the RRR supported charity.

The Barrett House was founded in 1985 as an emergency shelter for women and children experiencing homelessness. In addition to receiving emergency shelter each woman works with a case manager to set short and long term goals. Clients receive assistance and information regarding health care, childcare, employment, substance abuse treatment and mental health care.

Michael, the proprietor of Four Seasons Cleaning, is an active member of RRR, often seen at the autocross track, drive-outs, social functions, or showing his 914/6 at auto shows. Michael is also a faithful advertiser and sponsor of many RRR events including Fiesta and Escape. Pass on a big “THANKS” to Michael the next time you see him for his continued support to the Roadrunner Region.
Now’s the time to get in Roadrunner style! We have several items featuring the custom-embroidered Roadrunner logo: polo shirts, denim shirts, twills, and fleece vests. Prices for these items range from $25 for the polo shirts to $35 for the fleece vests.

If you want to lighten up on the layering and just go for a sweatshirt, we have 3 styles to choose from: 1/4-zip black sweatshirts with the Porsche script in small lettering over the left breast, or in larger, outline lettering across the chest; sweatshirts with the large Porsche crest; or sweatshirts with the Porsche script in outline lettering across the chest. All of the sweatshirts are priced at $30 each.

We are also featuring pins for you and badges for your car. You can order the Roadrunner pin by itself, or order a name badge with the pin on it. The pins are $5 each and the name badges are $10 each. Car badges are $25 each.

And for those wintry days when you don’t want to drive your Porsche in the white, fluffy stuff, pull up a chair by the fire and open up a great book. There’s Fred Puhn’s “How to Make Your Car Handle” and Stephan Wilkinson’s “The Gold-Plated Porsche”.

Check the website Goody Store page for more information or contact Jude Richey at 505-228-0115, for colors sizes and availability

Check the website for the full line at www.roadrunner-region-pca.org/goodystore.htm
Learning the ins and outs. Michael Galaviz of the Roadrunner Region makes it through the slalom at the recent PCA Sports Car Challenge at SMP
Joe Almers really has his 356 running well this year.

John Davis Photo
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What do we do in the Porsche Club?

First timers often want to know: when I join the Porsche Club...what do we do? We know that we get a glossy magazine called *Porsche Panorama* that shows lots of folks with bright and shiny cars. We see lots of technical articles, some of which go way over our heads. And we’ve just gotten into this new club which tells us that we’ve “made it” in modern society. But...then what?

Not to worry. That’s probably the most-asked question of all new PCA members. It’s almost as if we’ve joined a club that we think might be too good for us.... (that old Groucho Marx line....)

Fear not. Porsche Club of America members -- and especially Roadrunner Region members -- are well known for our friendliness and helpfulness. We’re a diverse region with members who have all kinds of interests. Maybe you’re just into 356’s, those earliest of Porsches, many of whose owners consider them to be the only “real” Porsches. Maybe you’re into high-performance driving or even racing. Maybe you just like owning one of the most technically advanced and most coveted cars in the world because...well, it’s cool to own one.

That’s OK. Our members cover all those bases. Don’t be afraid. Come to an event. Show us your car. Introduce yourself. Chances are that you’ll meet up with someone whose interest in Porsche is similar to yours. Sure, it might take awhile. But everything good always does.

We have a great variety of social events, driving tours, tech-sessions, and a competitive autocross series. If you love Porsches, come join us. We’ll get you headed in the right direction.
Welcome to The Club!
Welcome to all our new members and transfers! I look forward to meeting you at one of our events! We have several coming up that should be of interest to just about everyone.

New members
Abigail Adler  
Paul Abrams  
Santa Fe, NM  
2001 C4 Silver

Joseph D. Kozak  
Albuquerque, NM  
2009 Boxster S Orange

Vince Marchi  
Albuquerque, NM  
2004 Cayenne Grey

Katherine Marrujo  
Albuquerque, NM  
1975 911 S Yellow

Phil Noel  
Albuquerque, NM  
2009 Cayenne S Black

Transfers In:
Jeff Goldman  
El Prado, NM  
From Chicago (CHO)  
2004 996 T Blue

Warren Weldon  
Albuquerque, NM  
Transfer from: Oregon (OR)  
1988 944 Guards Red

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John Davis Photo
Father’s Day, June 21st, saw the inaugural running of the Sports Car Challenge Autocross at Sandia Motorsports Park. In an effort to increase communication, competition, and camaraderie between local autocrossers, this event was specifically targeted toward our friends in the SCCA. The hope is that by exposing both groups to each others’ events, we’ll see more SCCA folks start to run with PCA, and vice versa. This will improve car counts at both clubs’ events and offer drivers more opportunities to get out there and attack the cones. The plan is that next year the SCCA will host a similar event and this will become an annual challenge event. After all, we’re all car guys and gals, so this was a great chance to get together with a group of people with a common interest.

This was also our first event of the year at the Sandia road course, so everyone was eager to take advantage of the chance to use a few more gears (3 for most) this time out. The course was a variation of the clockwise running of the track that we’ve used on occasion over the last year or so, making use of both ovals and the south portion of the road course. This allowed for most people to get pretty well into third gear and enjoy the sensation of speed in a safe manner. With the course design allowing 3 cars on track at once, each driver was able to get five runs of over a minute apiece.

55 drivers took to the course, one of our best turnouts at SMP and a validation of what we can do when we get clubs together. 29 Porsche pilots were on hand along with 26 drivers of other cars, most of whom were SCCA regulars. FTD of 69.286 s was set by Tom Reynolds in his F125 shifter kart prior to its shift linkage becoming disconnected following contact with a cone on his third run. Meanwhile, David Seybold in his Stalker Lotus 7 clone put down the fastest car time of 73.777 s, and Billy Sapp was third fastest overall and fastest Porsche with a time of 75.268 s.

Other fast Porsches included (as always), Russ Kelso in his 914 race car and Brian Leduc in his Cayman S running in Showroom Stock trim on street tires. After going 2 wheels off the track into the dirt following crossing the finish line on his fastest run, as a member of the safety committee I understand Brian gave himself a stern talking to and offered himself up to Jo Irwin for further verbal abuse. Still, a very impressive run and a great preparation for the upcoming Parade autocross. The event also saw the return of a couple of cars we hadn’t seen yet this year, namely Pat Ferrell’s 914 and Sean Cridland’s 964 with featherweight coachwork. It was good to see both drivers and cars back in action. Finally, the usual close Boxster racing was in full swing, with Bill Guyre triumphing over
Results from DS#4
by Driver, Car, and Time

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<th>Driver</th>
<th>Car</th>
<th>Time</th>
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<tr>
<td>Tom Reynolds</td>
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Bill Oaks this time out and Dennis Ledbetter and Benny De La Cruz within a few tenths of a second of each other (although in different classes).

On the SCCA side, easily the fastest overall class was Street Touring Ultra (STU), with 3 of the top ten fastest cars in this class of turbocharged AWD rally cars. These 300-hp street-tired monsters were really able to make use of their power on the open course and Donour Sizemore, Kris Perry, and Scott Hutchinson all ran times under 79 s. Jeff Pester showed he can really hustle his BMW E46 M3 around SMP, and as usual Miatas were well-represented with no less than 6 of them on track. We also got a chance to see some cars you don’t normally see at an autocross, including a vintage Elva Courier and Wallace Bow in his Ferrari 355 (best sounding car on track).

At the 50/50 auction, intrepid timing volunteer Dennis Ledbetter won the drawing and promptly donated his proceeds back to the Barrett House Foundation for another $113 to that worthy cause. All in all, a fun day of racing and camaraderie that I hope will be repeated yearly. And if running at the track only whetted your appetite for more road course autocross goodness, be sure to mark your calendar now for Die Serie #5 to be held at SMP on July 26!
We just wanted to thank the Roadrunner Region of the PCA for supporting the 2nd Annual Germany Invades Burque car show. We had a great time hanging out with our fellow club members throughout the day, and they really helped make the car show a success thanks to the large percentage of the show they represented.

And none of the members were too stingy with raffle ticket purchases either. We ended up presenting the Watermelon Ranch Animal Shelter with a $700 check at the end of the day, something the RRR folks contributed greatly to.

Special thanks go out to John and Phyllis Davis for hanging in there at the registration booth, registering participants and selling raffle tickets. It would have been much more difficult for Kim and I if they hadn’t been there.

Thanks to PCA members Steven Bauer of Speed Armor for his Donations and Support, Steven Stacy of Sundancer Jewelry for making the trophies, and Kirk Maurer of Maurer’s Collision for donating lots of great Porsche oriented raffle prizes. Thanks again to everyone from RRR that participated. We plan on doing this again around the same time next year so keep your calendars clear.

Lee and Kim Stauffacher
PS Performance

Porsche:
Late Air-cooled - 1984 through 1998 911 (through 993): Lilly Martin 1990 Porsche 911
Water-cooled - 996, 997 Cayenne, Boxster, Cayman 924, 944, 951: Billy Sapp 2003 Porsche 911 Turbo
Best In Show Steven Stacy 2007 Carrera GT
Hans Wittler’s Automotive

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Saturday May 23rd. Who says Porsche owners leave their cars in the garage when it rains? Well, we proved them wrong. It started out as a dreary and rainy morning as we drove west on I-40 to Route 66 Casino with the cones and equipment for Die Serie #3. We held onto hope that the forecasted “scattered rain showers” would end and the sky would turn blue. Other autocrossers had the same hope and it did not take long before enthusiastic drivers started arriving. This was the first time we used the newly surfaced Route 66 parking lot so everyone was anxious to try it. We had a scare from Route 66 on Thursday as they appeared to be a conflict for the lot. But after several frantic phone calls things sorted themselves out. Special thanks to Shelley Bruce, Route 66 event coordinator, for helping us with the last minute resolution,

During the drivers’ meeting, Jo Irwin reviewed our safety rules and instructed the corner workers on their duties and with rules understood we were ready to get on the track! After the rain stopped we were left with a wet course so Dennis Ledbetter, Lee Stauffacher, and Lee Munson grabbed brooms and soon turned the big puddles into small ones.

There were 34 drivers so we broke up into two groups of 17, and further divided into run groups of 6, 6, and 5. Each driver got 5 laps around the course. We had one dedicated driver, Andy Sayles, leave at 3 AM from Amarillo, Texas to join in on the fun. Fortunately by the time we were ready to run only a few drivers had to make amends with the wet track. Our first driver out, Bob Blackburn, braved the wet pavement at 10:00 A.M. but the rain held off and soon the track was dry. We stopped for an hour lunch at noon. Jo Irwin won the 50/50 charity raffle and took home $35.00.

The event finished around 3:00 P.M. Everyone said they enjoyed using the new lot and look forward to our next event there. There were 168 runs with an average lap time of 65.156. 46 Cones were hit and there were 10 did not finish runs. Paul Dodd had the fastest time of the day. Statistics for Paul’s fastest run were: course length of ~2250 feet, top speed 45.4 MPH, average speed of 2250 feet in 56.4 secs = 27.2 MPH.

A special thanks to Brian Leduc, Russ Kelso, and Paul Dodd for helping me to map a very successful course layout. Many thanks to all others who assisted in setting up the course, registration, running the timing, working the course and all the other things RRR members eagerly step forward to accomplish when needed.
Results from DS#3 at Route 66 Casino by Class, Driver, Car, and Time

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### 2009 Die Serie Standings

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**REMEMBER WHEN?**

From the Archives of the Roadrunner Ramblings, by James Hume Roadrunner Region Historian

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### 25 Years Ago

1984 -- On the cover: the Concours d’Elegance on the square in Santa Fe. RRR President Jerry Landt reports that the Fiesta del Porsche went smoothly. Best in Show went to Larry & Joyce Hooper’s 1960 356B. A crowd favorite was H.A. Sessions & Bob Merrill’s ‘64 904. Bill Swope was soliciting photos from previous year’s Fiestas for reproduction as a poster promoting 1985’s Fiesta. Cal Hansen wrote of the Fiesta DE school announcing that the RRR was taking suggestions to refine the 12 car classes. Archer Holcomb wrote of the Fiesta Rally thru Santa Fe, Taos and Los Alamos counties. Coming events for the RRR included the annual Opera in Santa Fe, a Balloon Fiesta breakfast, and a rally to Durango. Bet you wish you had: some Goodie Bags from the Fiesta included one-of-a-kind 14k Porsche charms from Butterfields!

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### 10 Years Ago

1999 -- On the cover: an instant classic, a 1999 Porsche 911 Carrera Coupe. In Neil’s Notes, RRR President Neil Alessio reported on a very successful Fiesta. The 11th Annual Corvette/Porsche Challenge was held in Santa Fe. RRR’s John Armstrong set the fastest time and RRR took the overall even though the Corvette Association set up the track. Hopefully the luck will continue to the August Porsche/BMW DE at the State Police Academy. Bill Oaks wrote of the May Day Drive Out with 19 Porsches enjoying the snow thru the Jemez. The group stopped in Trampas because of the snow and was given an impromptu history lesson about the town and church. Bet you wish you had: Dwayne Meyers offered his 1975 911S Targa with a recent rebuild, paint & rubber for $15,000. Dwayne promised 29MPG at 90MPH.

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### 20 Years Ago

1989 -- On the cover: promoting the RRR Beach Party to be held at The Beach at I-25 & Montano. Bring sunscreen and topical antibiotics! Drew Fuller announced that the RRR was building a video library for Porschephiles. Bruce & June Reed were sponsors of the August drive out to Gallup and the Intertribal Indian Ceremonials with a potluck at the Reeds’ hacienda. A re-print from the Roswell Daily Record reported on the more than 41 Porsches competed in the New Mex-Tex Challenge at the old Municipal Airport outside of Roswell. RRR President Mark Hanna reports that there will be some tightening-up of a few rules “that some people seem to be taking advantage of.” Things never change. Best of Show at the Concours d’Elegance was Bob & Peggy Dunn’s 1958 356 Speedster. Myrna & Jerry Landt placed first in the Fiesta Rally. Bet you wish you had: Tom Godman wanted $5,700 for his 1966 912, serial #451583, a rare “early” model sold only in Europe. Russ Young was offering his 1962 356B (T-6) for $11,500 promising no rust, no body work, the original warranty book and delivery papers.

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### 5 Years Ago

2004 -- On the cover: Porsche’s on the Plaza! RRR President Russ Kelso reported on a well-attended Fiesta with Dave Berardinelli’s 1958 356 taking both Best in Show and People’s Choice. Jeff Sweers & Greg Hines took the Rally. Arthur & Sony Shanks were sponsoring the DE #6 at Sandia Motorsports Park. The Shanks customized their Porsche at DE #3 sending it home on a trailer and they were hoping for a loner ride. Registration was opened for the 10th Annual Porsche/BMW Challenge and for the Deutsche Marque III DE, both to be held at Sandia Motorsports Park. A drive-out from Bernalillo to Cuba, past Gallina to Abique, El Rito and then Chimayo was being put together for late-September. Bet you wish you had: Chris Hyer was selling his 1975 914 autocrosser/daily driver “with many modifications” for $3,500.
I had a four car Porsche collection for a few months last year. Then, both the Porsche company, and yours truly, got socked with this financial mess. My collection’s been cut to two cars. Porsche might not survive the tumult. Who would have thought?

My collection was a pretty good survey of the cars Porsche has been capable of building. The oldest was the 1995 993. Its vintage bones connected directly with the first 911s of 1965. While the suspension was all coil, the sound insulation thick, and the shifter short throw and direct, the motor was still air cooled, the power came on at 4000 rpm, and the windshield was close in and upright, exactly the same as on the old cars. Then there was the Boxster, a 2002 S model. A convertible top and right now handling made it unique in my Porsche collection. All that mystery of the low polar moment of inertia of a mid-engined car was obvious to me whenever I drove the 911 in the morning and the Boxster in the afternoon. Even better looking than the 911, the Boxster showed itself a true Porsche by being a temperamental machine that only performed at its best if perfectly maintained.

My 997S was the latest thing from the Germans, fast, fast, fast, and stuck to the track with magic dynamic glue. The interior materials looked rich and fantastic, although two years of ownership exposed a tendency to not wear well, compared to those older cars that could look good for decades. The forth car of my collection was a Volkswagen GTI, an 08 model with a fantastic turbo motor, xenon headlights, comfortable yet form fitting bucket seats, a smooth shifting six speed, and a weight of 3250 pounds, just as much as the 997. Up here in Santa Fe its 200 forced air horsepower equaled the punch of the 258 horsepower Boxster, which was choked on the thin air of 7200 feet.

Wait a minute you say! That VW is no Porsche! For a while it was, at least in my estimation, for its driving experience was just as exciting, with the tug on the steering wheel caused by the front wheel drive easy to ignore. When in the fall of 2008 Porsche owned over 50% of the Wolfsburg giant, I put the Stuttgart coat of arms on the hood and hatch of my little white car, expanding my collection of Porsches.

Porsche borrowed a ton of money to buy VW, but, just like me, when borrowing became expensive, its fortune turned. Porsche got close to owning VW, but now is pleading for loans from VW itself, and rich guys from the Persian gulf, just trying to pay interest on its debts. It doesn’t help that sales are down almost 30%, and an expensive white elephant of a sedan is about ready to hit a market that cares little for such excess. The New York Times reported Ferry Porsche turning white, like someone had just died, upon realizing Porsche would probably lose its cherished independence.

I sold my 06 997S for $45,000, funneling its payment stream to more urgent needs. I never loved the car anyway, for while it was fast, it lacked that sense of being pushed down the road by a whirring mechanical device that for me is so much a part of the 911 experience. A Boxster is a much better value in modern Porsche ownership.

I took the Porsche stickers off the GTI too, for no poseur am I. A four car Porsche collection? Porsche owning a giant car maker? Close, but no cigar.

William Agnew is the Technical Editor at Road Runner Ramblings. Bill lives in Santa Fe and is the Technical Editor of PML, The Market Letter for Porsche Automobiles, a regular contributing writer to the car section of the Santa Fe New Mexican, and a contributor to the BMW Roundel and to Autoweek.
The summer months are heating up in all the regions and I mean that in at least two ways. Besides the obvious -- since we’re now getting into the warmer days and evenings -- activities of all sorts are going on around Zone 9. Members of the Roadrunner Region have enjoyed their annual summer picnic complete with various friendly contests in horse-shoes and bocce ball. The Carrera region has had a very successful DE event in Alpine, Texas during which they raised over $3000 for a local charity. The Alpine Mountain Region, the Rocky Mountain Region and the Intermountain Region have all had very successful DE events. The West Texas Region is having one of its most active years in recent history. And little Llano Estacado is still having its Region sponsored monthly breakfasts. Zone 9 is abuzz with activity. June is especially busy. As I write this, I’m getting ready to drive to Colorado Springs for the last Parade Planning meeting and the 26th Annual Exotic Sports Car Show and Concours D’Elegance in Littleton. No doubt there will be lots to do and many great people to meet.

But the real story for this year is Parade in Keystone, Colorado. Believe it or not, it’s the sixth Parade for Zone 9 in Colorado. Our Zone has an amazing history of putting on spectacular events. Registrations are remarkably strong this year, especially considering what could have been two mitigating factors: the economy and the distance Keystone is from either coast. But that doesn’t seem to matter. The scenery is fantastic, the driving roads are great and there’s just something about an alpine glow, -- especially on several hundred finely detailed Porsches of all shapes, models, and colors – that brings the people in from all over the continental United States. And that’s not mentioning the people. Of course we know that Zone 9 people are great. And we have to thank Walt and Kathy Fricke and all of their dedicated team for working so diligently for the past five years to make this all happy. But just as much, each of us should look forward to acting as ambassadors for our guests from around the country. Many of them will be coming up from sea level and will be hard hit by altitude. Be gentle with them and remind them to go easy, use lots of sunscreen, and keep hydrated. You’re going to make lots and lots of new Porsche friends.

I know that I’m looking forward to seeing many of the PCA friends from around the country that I’ve made in the past several years. And it’s going to be fun to show them around our great mountain roads and share stories from all the various events we’ve been to. We’re all going to be very busy that week, but be sure to introduce yourself when you see me. I’m looking forward to meeting as many of you as I can. Don’t be shy. I’m easy to pick out of crowd. Just look for the giant with the bald head, goatee and shades. I know that it starts to sound like a cliché, but it really is true that PCA is not just about the cars, it’s about the people. See you there!

Sean Cridland
Zone 9 Rep
We’ve all heard the tired argument that starts off with “after (pick your date) they weren’t real Porsche anymore”: So here’s a good selection of cars with Porsche badges on them. So now, answer the question, which of these isn’t a real Porsche? You might make rumblings off in the cellar, but we bet no one would say it out loud. Of course the REAL answer is: they ALL are!
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Porsches in the News

As we have come to expect, Porsche is once again dominating on the race-track during the summer of 2009. In the Rolex Grand-Am series, the Farnbacher-Loles teams has had a run of poles and first place finishes with their Porsche GT3 RSR. And if you thought that the Porsche Spyder was a thing of the past, think again. At Le Mans, the Essex Porsche Team won the P2 Class in dominating fashion and looked great doing it too. No doubt we’ll be seeing many more Porsches in victory lane this summer. Have you thought about going to a race to see them in person?
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FOR SALE: 1961 Porsche 356 B Coupe, 4 speed, Ruby Red / Black / 49,000 Original Miles, California two owner car. Records back to 1974. Totally refurbished including floor pans & longitudinals entirely replaced, chrome refinished, etc. Entirely stripped including engine, suspension and drive-line removal. Clutch, cable, transaxle rebuilt. New starter, Koni shocks and bushings replaced. Interior restored completely. Engine strong and responsive as is the gear shift linkage, and brakes. Correct period Marchal driving lights and a new Lietz luggage rack. All records / paperwork. Original factory manuals, brochures and original factory ‘Letter of Authenticity’. Too much to list. f Call or e-mail Dennis for more information and pictures. dwmerritt@hughes.net (505) 455-9155 $39,500.00

FOR SALE: 2001 986 Boxster S, Guards Red/Black top, Black leather sport seats w/aluminum trim, carbon fiber dash & door panels w/ aluminum trim, tiptronic, 36,500, 18” Michelin Pilot Sports w/painted crests, premium AM/FM/cassette w/6 disc changer and surround speakers, wired for valentine radar detector, windstop w/engraved crest, clear bra on front bumper, clear coated xenon’s, rear luggage rack available, photos available, $22,500, running out of room so we must sell our beloved Boxster! Contact John or Elaine Rheinschmidt, 505 867-3892 or teamrheino@cableone.net

FOR SALE: 1970 911T, 99% original and in great shape, pastel blue with black interior, only 59,400 miles. Great car $30,000. King Clemons at 970-226-4524 or king@alpinemoney.com

FOR SALE: Early 911 Factory 911 Whale Tail, $600 4-5 1/2 in 356 VW style steel rims, $200. King Clemons at 970-226-4524 or king@alpinemoney.com
FOR SALE: 1982 930 Turbo, prepared for autocross and drivers education events. Mods include: custom roll bar w/ harnesses; torsions; swaybars; spring plates; Bilstein sports; camber truss; stainless sport heat exchangers and muffler; K27; HKS boost controller; light weight sport clutch (10K mi.); rebuilt transaxle w/ short gears. Silver/black, 76xxx mi., AC, average rubber, orig. paint and body (very straight, no major dings), good leak-down test by Porsche mechanic in Alb. as well as well as tune, oil, filters, and squawk list attention. Very Quick Car! Has been a garage queen the last 3 years (only 3K mi.). Three years ago I went to see the car, paid what the man asked for it, drove it to Hobbs, and have been thrilled with the rush it gives me ever since. I paid $32K, spent a few K, and am asking $30K. The car is in Hobbs, NM. If you would like to buy this car the same way I did, it’s available. Doug Lyle, 575-390-1926, ocotillo2@msn.com

FOR SALE: 1980 911SC Arctic Silver/Black interior with whale tail, 147,000 miles, 5 speed, short shifter. A Sweetheart of a car that runs, drives and looks great. Expertly maintained by PMCI with complete maintenance records. Top end engine rebuild with Euro heads, pistons and high compression cylinders at 146,000 miles, good recent dyno. New clutch, flywheel, and tranny rebuild at 141,000,000 miles. New SSIs, muffler at 137,000 miles (sounds great). Paint and interior in great shape. All major work done. Excellent condition inside and out. This car needs nothing unless you want a trick or two. $19,500.00 OBO. Call Jo Irwin 505-610-9931

FOR SALE: 1981 911 SC 3.0, Turbo Tail, Turbo Tie Roads, Non-Turbo. 152,736 miles, runs like a top. Color: Metallic Zinc. Interior: Lobster Red. I am asking $13,500. Contact Craig Hendren 505-450-7542 or craig_hendren@hotmail.com

FOR SALE: 1981928 Coupe WPOJA0928BS820811-Red/Tan A/T-Beautiful—a most pampered and over maintained Princess- BBS+Phone dials, 6CD, Clifford alarm, Momo wheel, Bras/Covers/Custom Sheepskins & Mats, All Manuals+16 years of records $10,000, Doug Brosveen, 10529 Prestwick, Albq. NM, 87111, 505-263-1022, dbrosveen@msn.com

FOR SALE: Set of Turbo Twist II wheels. Front 8Jx18, rear 11Jx18. Available as a set only. $300. Call Steve Madura at 505-286-9955 or stevema-dura@msn.com
**ROADRUNNER STYLE:**

**In it for the Good:** Dennis Ledbetter was the winner of the 50/50 charity drawing at DS#4 at Sandia Motorsports Park, but generously turned the whole pot back to Charity Co-Chair Phyllis Davis. The Roadrunner Region’s designated charity is the Barrett Foundation. Yea Dennis!
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