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JANUARY  
2019

ALPINE MOUNTAIN REGION

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**PORSCHE**  
Porsche Colorado Springs



## VIEW FROM THE PEAK

**Denise Jordan**  
President of Alpine Mountain Region

# Happy New Year everyone!

Hopefully, all of you enjoyed a festive holiday season and are ready to kick 2019 into high gear. I know that I am! The 2018 holiday party was a huge success last month. Not only did we take in tremendous donations for the Toys for Tots program, but we also finalized our AMR board election. I'm happy to announce that we have an amazing group of board members for the year. I'm looking forward to working with Alexander Ching, who stepped up from being Member at Large, to becoming our new Vice President. He has participated in many national PCA events during the past few years. Thus, he brings along some great ideas that will hopefully help solve some of the issues we have faced acquiring volunteers. Karl Klepfer is our newest Member at Large. He has been a PCA member for many years and brings lots of enthusiasm to AMR. The other big change for 2019 is our new Mountain Passages newsletter editor. Max Hellman, will now take on this role, as former Editor Matt Ardaiz recently moved out of the area. Max will be reaching to our advertisers (to update ad copy) as well as members (to obtain content and photos for articles) throughout the year. Dana Kasten (Treasurer), Tim Drummer (Secretary), Jim Sorensen (Member at Large) and Joel Godfredson (Past President) will continue in their roles.

With all of that said, we are still finalizing a few dates for some of our upcoming events. I can assure that there will be plenty of activities for to take your favorite P-car to, whether it's an HPDE, tour, autocross or membership social. As always, if you are interested in getting more involved with our club, please reach out to any of the board members to get more details. Looking forward to seeing you at event soon!

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# BOARD AND ADVISORS

## BOARD



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## CLUB AND NEWSLETTER INFORMATION

Visit us online!

**AMR website:** [www.AMRporsche.com](http://www.AMRporsche.com).

**Facebook:** [facebook.com/alpinemountainregionporscheclubofamerica](https://www.facebook.com/alpinemountainregionporscheclubofamerica)

**To join PCA or AMR** please contact our membership advisor, Jim Sorensen at [jimdonaso@msn.com](mailto:jimdonaso@msn.com), or join us via the Porsche Club of America national website: <https://www.pca.org/user/register?destination=user/join/membership>

**Zone 9 information:** [zone9.PCA.org](http://zone9.PCA.org)

**Zone 9 rep:** Rich Sanders, [richsanders2020@comcast.net](mailto:richsanders2020@comcast.net)

**MOUNTAIN PASSAGES** is the official publication of the Alpine Mountain Region, Porsche Club of America, Inc. Statements and images appearing in Mountain Passages are those of the contributors and do not constitute official standings or opinions of the Porsche Club of America, Alpine Mountain Region or our Board of Directors. Mountain Passages (hardcopy) is free to members of AMR. Non-members may subscribe for \$20.00 per year (please contact our Membership Advisor to subscribe). A digital copy of each newsletter is available free of charge on our website.

**Layout and Production Manager:** Marco Morales [marco@polographix.com](mailto:marco@polographix.com)

**Material is due no later than the 15th of the month prior to publication**, except as otherwise noted. Send your feedback and newsletter contributions to: [editor@amrporsche.com](mailto:editor@amrporsche.com). Please include captions with your photos. The Mountain Passages editor reserves the right to edit as necessary all material submitted for publication. By sending us your contribution you hereby give permission to AMR and other PCA newsletter editors to reproduce any material submitted, provided appropriate credit is given to the individual contributor and AMR.

## EXHAUST NOTES

Our Board meeting minutes are no longer posted in our newsletter, but are readily available on our website. <http://amrporsche.com/about-us/board-meeting-minutes>

## OUR ADVERTISERS

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# MEMBERS UPDATE

AMR MEMBER COUNT AS OF JANUARY 1, 2019

**PRIMARY: 428**

**AFFILIATE: 258**

**TOTAL: 686**

## NEW MEMBERS AND TRANSFERS

A big welcome to our new and transferred members.

### Timothy & Sheri Miller

Monument, CO  
2014 Macan; 2002 Carrera 4

### Joe Halbeisen

Durango, CO  
2017 Macan

### Mike Carter

Vineland, CO  
1964 356

### Sean White

Colorado Springs  
2016 Cayenne, Blue

### Matt Johnson

London England  
1967 912

### William Wailauer & Elizabeth Long

Colorado Springs  
2001 911 C4, Silver

## AMR 2019 BOARD MEETINGS

All AMR members are allowed and encouraged to attend one or more Board meetings throughout the year.

Meetings begin at 6:30 pm.

**January 29**

**Texas T-Bone**

5245 N Academy Blvd., 80918

## VOLUNTEER RECOGNITION

Thank you to Max Hellman for stepping in as our new Editor for Mountain Passages. Looking forward to an exciting year of fast and fun, hard-driving newsletters. -Marco Morales

Please send your detailed recommendations to our editor at [editor@amrporsche.com](mailto:editor@amrporsche.com).

## VOLUNTEER OPPORTUNITIES

To become a guest writer for Mountain Passages please contact our Editor at [Editor@AMRporsche.com](mailto:Editor@AMRporsche.com).

## AMR/RMR CALENDAR

Date	Type	Region	Event	Venue	Contact
Jan 16	Social	AMR		Paravicini's Italian Bistro	see back cover
Jan 20	Autocross	RMR	Eiskano	Georgetown Lake	-
Jan 29	-	AMR	Board Meeting	Texas T-Bone	-

## ABOUT THE COVER

2016 Black Boxter Spyder winterized. Picture inspired by Denise Jordan and Matt Ardaiz.

# EDITOR'S THOUGHTS

THE MIND OF MAX!



BY MAX HELLMAN

## Let This Year Be Your Year

As the new year begins and the holiday hangover subsides, the only question you should ask yourself is whether or not this is your year! All of us have made many new-year's resolutions, but if we're honest with ourselves, we likely made the same resolution(s) as we do every year, only to see them fade away as summer approaches. I challenge everyone in 2019 to be different. Let this year be your year. Do you have an old Porsche project you need to complete? Have you always wanted to chair or participate in an HPDE event but never followed through? Do you have dreams of becoming a better track driver, or possibly

feel as if you should volunteer for the club but just haven't "had time?" Well let this year be your year to step up to the plate and smash one out of the park. Stop watching TV in the evenings and start working on that old Porsche you swore you would finish five years ago. Go to your first HPDE event, or race SCCA. Be the person you know you can be and follow through on your new year's resolution. As the new editor,

my new year's resolution is to be the best Editor I can be for AMR's Mountain Passages. This year will be my year to step up and I plan to lead by example. So quit using the same excuses you use every year to justify not following through on your new year's resolution. Step up! Volunteer! Get younger members involved! Make the club a more diverse environment that welcomes all types of people who share the same love we all have for Porsche, Porsche ownership, and for the AMR club. Let this be your year to shine and do what you do, whatever that may be. No more excuses! Will you be the best you can be this year? Stop asking questions and start doing. This is your year to shine.



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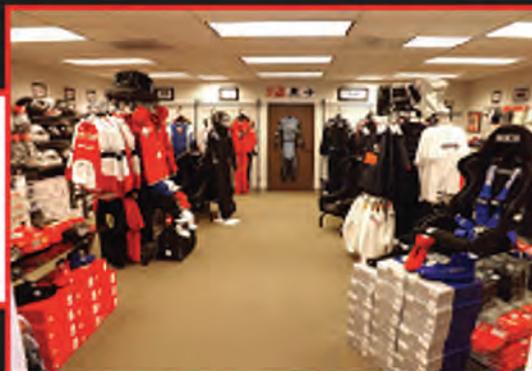
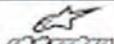
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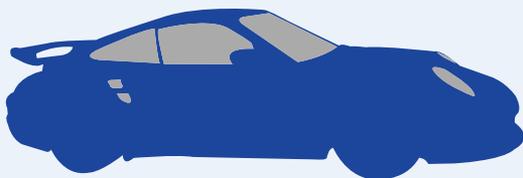


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BY BARB TREACY



The Christmas spirit was alive and impressively displayed at our Holiday Social at the El Paso Club. The table that held your Toys for Tots donations overflowed with every type of gift from classic to electronic; from stuffed animals to little Porsches, I drove away with my car packed to the roof, being randomly serenaded by a voice hidden deep in the backseat, singing nursery rhymes. Thank you for your generosity in helping to bring a smile to the less fortunate children in our community

We'll begin 2019 by supporting Marion House at the January social with donations of new or gently used

- ♥ Heavy coats (all sizes)
- ♥ Gloves
- ♥ Maternity clothes
- ♥ Men's sweatshirts (L, XL or XXL)
- ♥ White socks
- ♥ Warm boots
- ♥ Warm hats
- ♥ Travel-size soap
- ♥ Shampoo
- ♥ Deodorant
- ♥ Toothpaste



For those of you who join us on driving tours, we'll continue to take voluntary cash donations to Pikes Peak Habitat for Humanity. Your support is greatly appreciated!

If you know of a local charitable organization that our AMR members could support, please contact Barb Treacy (OWL3333@gmail.com).

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## UNIQUE AMR EVENTS

# Women Lead the Way at AMR's Ladies' Day

BY JOANNA HENRY

The thrill of the drive, the emotion, and passion of the most inspirational brand in history doesn't mean as much to you when you are a woman who doesn't have access to Porsches and track events as much as men do.

I can't believe it has almost been 2 years since I have started working for Porsche Colorado Springs!

My name is Joanna Henry, I am 29, raised in Germany and moved to the United States about 2 ½ years ago.

I have been able to participate in a lot of fun events (Track at the Atlanta Experience Center, 70th Anniversary rally, PPIHC etc.) hosted by the Dealership, but I must say that the Ladies Track Day on October 11th at the Pikes Peak International Raceway exceeded my expectations. It put us women first (where we should be) and the men in the back seat - which is fairly small in a Porsche Sports car.

Even though it was a cold and rainy day it all paid off with some track driving. The ladies were split in two groups (morning and afternoon) and I drove with the afternoon group.

We started with a nice breakfast and a safety brief with one of the top notch driving instructors. I was ready and couldn't wait to finally go out and drive. As soon as I got in the racing yellow Cayman, started the engine and pushed the gas, I became one with the car and the asphalt. When driving on the track nothing else matters, it's just you -- the car and the adrenaline rushing through your body -- and when the car is finally able to express its potential as it was crafted to be, you never want to stop driving. I never understood the thrill of driving on the Track or driving fast (as everyone probably knows, us Germans don't know anything about a speed limit on the Autobahn ) but the experience and the fun on a Track is different and hard to describe.

The fact that it's only you or just a few other cars on the road makes the adventure more exciting. A special



Joanna Henry was born in Romania and raised in Germany. She speaks English, Romanian, and German and enjoys hiking, reading, and shopping. Her favorite Porsche is the 991 911 Turbo S.



Top: Ladies Day drivers meeting. Bottom: Women rippin' up the track.

shout out goes to the AMAZING and knowledgeable instructors that made this day even more special. All the instructors made us feel safe on the track. I can't wait for the next ladies' track day. And who knows, maybe I will get to race one of the big guys!

Thank you to PPIR, the AMR Club, Porsche Colorado Springs and the instructors for making this an unforgettable Day.



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AMR in coordination with PCA National has launched its new online webstore at <http://bit.ly/2Oh3kit> You can now purchase apparel with the embroidered AMR logo in the front with "PORSCHE" embroidered across the upper back directly from the PCA Webstore. You can custom order from the many different styles, colors, and sizes.

Please send your order request by e-mail to [amrgoodie@gmail.com](mailto:amrgoodie@gmail.com). Indicate your item, size, and color; we will be happy to get your order to you either at an event or by shipping it to you. We are currently working on an on-line order and checkout option for the Mountain Market



**AMR LOGO TOTE BAG \$8ea**

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**2017 ROCKY MOUNTAIN HIGH WAY**

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item	colors	sizes	ea
Mens Polo.	Blue	XL	\$20
Ladies Polo	Blue	1M, 2L	\$20
Shoulder pack.	na	na	\$15

**RAIN JACKETS . . . . . \$30**

Lightweight rain jackets with hood and the AMR logo. Limited trial production.

item	colors	sizes
Mens	Blue.	1L, 1XXL
Mens	Grey	1M, 1L, 1XXL
Ladies	Blue.	1M, 1L, 1XL
Ladies	Aqua	2M



**AMR CAP**

colors	ea
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	Oxford Grey	
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## OFF THE LINE

# #23

BY LOU MORALES

I rolled the right rear tire onto the tiny gravel patch of a rural T-intersection, spun the wheel hard to the left, punched it and the 1996 993 C4S swung its tail, instantly straightened, bolting to 60mph in fleeting seconds. My cousin had invited me to drive his new Porsche and knew I'd fall in love.

Although I'd wanted a Porsche since I was six-years-old, that moment started my quest to find MY perfect Porsche in earnest. I spent 12 months scouring newspaper ads, magazines and the nascent internet looking for it. As a U.S. Air Force officer and an aerospace engineer, I dutifully collected my research materials, laid out my plan—and became obsessed. I devoured every book about “how to purchase a used 911”, made an exhaustive list of original/optional equipment, big-ticket maintenance and repair issues, common modifications and how to find the best Porsche mechanics in my search “Areas of Operation” (AOs).

Each month I'd make the calls, send the emails and take 1-3 days of leave. In each AO, I'd schedule multiple test drives per day. I was looking for an early-to-mid-1980s 911, hoping to find “the one.” I looked at specimens in California, Florida, Illinois, Texas and elsewhere. I found them in all conditions and colors. All were in various states of modification, abuse or—if close to being “the one”—lacked sufficient history; thus, failing my trusty checklist.

In June, 1997, the AO was in Los Angeles, about a three-hour drive from where I was stationed. The third car on the list belonged to a dean at UCLA. In his carport under a car cover was the unmistakable shape of the 911. It was a 1982 911SC; Car #23 in my quest. I was ready for anything, as well as to move on to #24, if necessary. He unveiled the stunning, meteor-gray metallic sculpture and I was FLOORED! Love at first sight! It was beautiful AND had an inch-thick folder detailing history all the way back to the



original purchase!

After the test drive, I called my wife and said, “I FOUND IT!” She said, “Well, buy it.” (Lovely woman.) “I can't. I don't want to make an emotional decision!. I'm going to look at five more.”

I evaluated #24, #25, #26, #27 and #28, anxiously hoping the gray SC would not be sold out from under me. None came close, and fortunately, she was still there when I returned. I extended my leave and had a pre-purchase inspection done by that AO's mechanic, where he valued her at more than the asking price! I dubbed her my “Carrito” or “Little Car.”

Carrito still turns heads, 21 years later. My favorite story: A young mother and her children were walking by, when her two-year-old daughter suddenly turned, pointed at Carrito and said, “I want it!” I smiled, and the mother said, “She's got expensive taste!” I suddenly realized that the innocent child was too young to know what the car was. That tiny incident proved—or, rather, validated—that the 911 is timeless and speaks to the soul of anyone who appreciates true beauty...and I have one.



Lou Morales has been a PCA member since 1984; in AMR since 1997. A retired USAF officer, he's been a Colorado Springs business owner and is a LegalShield agent providing legal and identity theft protection services.



# POWER vs SPEED

BY MICHAEL PETTIFORD

When I got started in motorsport, it was all about the power. If you had power, you had everything. Our blessed mother of acceleration felt good, sounded better, and was the best reason to spend countless dollars in the pursuit of more and more of this euphoric commodity. Every time I floored the far right pedal, it brought, and still does bring, a smile to my face.

Yes, power and I were very good buddies, until one day, a strange thing happened. I got passed under braking and into a corner by another car that was not as fast as mine in a straight line, and that car proceeded to leave me to the point of not being able to even see it after a few more turns. How could that be? I had the power, but this was my introduction to speed. It appeared that speed was more than just power, the actual dynamics of the vehicle were important. Speed allowed you to be the victor even if you didn't have all of the power. The concept of power has always been pretty straight forward, but speed is more complicated. The interplay between acceleration, braking, and cornering was fascinating, and more challenging to wield than just power.

In order to have speed, there are some things that you absolutely must have. In order of importance!

**1. Driver.** If you are trying to find speed, you need to have someone who can bring the vehicle up to the limit and keep it there. If the car is not at the limit, you will not uncover flaws that need to be addressed. Cars driven at 80% or less usually handle fine. I once did a project for a car company where we took their luxury



humongous boat of a car onto the track and gave rides to regular people. What amazed me the most were the compliments on the cars handling. Nothing could have been further from the truth, but I found if I drove at 80%, the car would appear to work well. Of course taking it to 100%, the cars brakes would fade, the car would porpoise through the turns, and it was not very fast in a straight line. It sure did impress most of the people at the event.

If you are trying to set up your car for maximum speed and you bring it up to your limit, and not THE limit, your set up will be incomplete. You will have missed the fact that you could have gone even faster. I have witnessed, and have been the person long ago that spent all the money on the car, never getting the satisfaction worthy of the expense because the driver foolishly thought it was the car. Simply put, the driver must know the limit and be able to consistently drive at the limit in order to increase speed.

**2. Traction.** The more traction you have, the faster you can go. Picture a 10,000 hp nitromethane dragster on ice, racing next to a 200 hp Subaru BRZ on dry pavement down the quarter mile. I know where my money would go to pick a winner. On a DOT street tire, the treadwear number tells you how sticky the tire is. The lower the number the better the car will stop, go, and turn, usually at the expense of wear.

If you modify the sequence of the nut behind the wheel, and get stickier tires, I promise you will have a much faster car and a great foundation for spending more money on other things, like power.

So power and I are still buddies, but these days, speed is my passion! With what I know now, I simply can't go back. So, do these things, and for a moment, all will be right with the world! Safe Travels. And remember, 'why be slow?'



Michael Pettiford started GO 4 IT Services, Inc., because he was not satisfied with the quality of the programs available. He has trained students to drive cars, motorcycles, trucks, trailers, RVs, and ATVs, is a successful racer and has won awards for safety instruction and SCCA racing, including the Sid Langsam award for outstanding contribution to racing in Colorado.

# Time Attack

The Inexpensive Hybrid Event Every “True” Racer Should Attack.

On Sunday, December 16, I participated in a Time Attack at Pike’s Peak International Raceway (PPIR). With zero experience at Time Attacks or any other type of auto cross like events, my buddy Tony, an owner of a beautiful 996 C4s, assured me I would love it with my recent intense amount of training and racing on road courses (racing SCCA T2 currently). As Tony put it, ‘it’s kind of like autocross and a short road course. Oh, but you only get 5 timed runs, an no practice.’ Hmm, seems like a challenge, I thought, and who doesn’t love a good challenge?

Fifty dollars got me in the gates (sweet right?) and after walking the auto cross/roadish course with my buddy Tony and the drivers’ meeting, I immediately took the Boxster S to the warm-up track. The warm-up track consisted of 250 meters of slaloms, 180 and 360 degree turns, and tough, tight gates, all set up with cones on the oval track at PPIR.

As I started to get faster and faster

that morning before any timed runs started on the attack course, I noticed several things. Carrying maximum speed appeared to be the key (as it generally is on a road course), but with 180 degree hairpin turns, gates placed just about an inch wider than my car, and the fact that hitting one cone discounted a run, I realized constant high speed or outright power, even with a good driver, would not run the fastest time. Further, a solid combination of light weight, power, speed, and grip was clearly important, but with several 180 degree turns and one full 360 degree hairpin, one thing stood out – if I drove with my traction and stability control on, the systems kicked in and would not let me slide around the hairpin low-speed turns, thus slowing me down even further. I then watched the fastest drivers on the practice track and noticed the fastest runs were cars that were sliding under control as opposed to those who were not sliding and

obviously running their traction and stability control.

I always drive with my systems off, whether I’m driving my Porsche on the street, track, or my dedicated race car (yes, it’s American, another topic for another day ;). While I understand why many weekend warriors run with their systems on as a safety net, the fact is even in PDK plus mode, the rear brakes are working even without the driver knowing it. While many instructors have said the systems won’t kick in unless they need to, which may be true on a road course, the systems were clearly working overtime on a tight auto-cross like time attack course, slowing many drivers down. I was significantly faster on the warm-up track without my “systems” on, especially around the tight turns where sliding in a controlled manner was necessary to carry speed.

I have always been coached not to drift, but in this “hybrid” event, even





the top drivers in qualifying were sliding all over the place and yet maintaining their speed to the fastest extent possible. In addition, the optimal amount of power-to-weight ratio also clearly outweighed outright power or speed, but without running the attack course, I still wasn't sure how the Boxster S would match up, especially considering I wasn't running slicks.

With the first run approaching, I decided to keep my safety-net "systems" off as usual and run the track. We were divided into rear and all wheel drive classes, and then subdivided by power-to-weight ratio. As my Boxster S is highly modified, I was placed in the GT division, with other cars pushing way more horsepower. While most GT participants laughed when they saw my little Boxster S was in the GT division, they were missing the point.

All the horsepower in the world wasn't going to get anyone around a slalom course made of only curves, turns, and tiny gates in the quickest time. Moreover, keeping traction and stability control on (which basically everyone used except a few of us) was not going to allow the best times, as sliding in a controlled manner appeared to be critical on a tight auto-cross course. As a momentum car that was lighter and more agile than most, I knew I had the

advantage - minus the fact that I have a flat six and drivers with turbos could come out of the corners faster.

I took the first two timed runs to try and learn the line through the course. I sat in dead last as we took to the final three runs. While I only managed a 60.3 on my timed runs, the staff was nice enough to let us run until 4:30, allowing maybe thirty-hot laps (non-official times). I finally ran a 59.9, which would have put me 5th, though my official time put me 9th out of 28 GT cars, with 5 of the top GT guys running pro-autocross events and slick tires.

The best part as a driver, however, was that other participants wanted rides during the hot lap session, explaining that I looked like I was on the limit the entire time sliding in a controlled manner, which apparently appealed to others who wanted a ride. And they were correct. Had I not turned my systems off and been on the limit, I would have certainly been slower, at least in my humble opinion. But, if your slide control isn't solid, I understand why one might run with the "systems" on.

I highly recommend running a time-attack event, and my advice is this. Run a light turbo or quick car with slick tires and decent power, particularly in the low-end torque band. More importantly, turn those "safety" systems off (as long as your slide control is on point)! Light weight, agility,

continued on page 17





## “Time isn’t the main thing. It’s the only thing”

– Miles Davis



A new year is upon us. We might want to believe that, in the world of Porsche Cars, every year is a milestone year. Whether its design or technology or a marketing approach, there’s ALWAYS something new and unique. But there’s already a good argument to make that 2019 is going to be one of those years that we will look back at and say, “that year was a turning point”. As an example of a turning point, many might agree that the shift from the air-cooled to water-cooled 911 was a milestone, and that as a result, the period of 1998-1999 was a “special” time in the history of the brand. At that moment in time, I’m told that lots of people thought that going water-cooled would be the end of the 911. For the same reason, I would argue that the 2019 introduction of certain 2020 model year Porsches will be seen as equally as “special”. I’m careful to use the words “special” and “milestone” because I’m not judging either good or bad. That judgment will be up to each of you, depending on where you stand on the continuum of new technology to collectable nostalgia.

The reason for this special milestone point is electrification. By now most of us have heard about or seen press images of the 2020 Taycan, Porsche’s first all-electric car. Initially rumored to be one model, it appears that due to high anticipated demand, the late 2019 introduction will come in two variants.

Another milestone, but along the same electric path, is a bit more hidden. It’s hidden in the architecture of the new generation 911 (model designation 992). While there is certainly no announcement of a hybrid powered 911 as of yet, the packaging of the 8-speed PDK gearbox is set up to allow space for the addition of an electric motor in the rear section. Clearly we’ll have



to wait for a hybrid 911, but 2019, with the introduction of the 992 platform, is the year that will enable that era.

Regardless of the changes that will eventually be ushered into the full product line as the result of full or partial electrification, some reactions will be predictably the same. Sentimentalists will pine for the sound of the exhaust and the turbo whine. Even for that smell imparted to the garage after a particularly spirited drive. Technocrats will embrace the efficiency of the new platforms and the ability to get more combined power and torque out of less weight and space. They'll gush about instantaneous torque from a fully electric Porsche, an even lower center of gravity, and (I suspect) a near 50/50 front to rear weight distribution.

In the end, the Cars and Coffee conversations among all of us geeky PCA members will change...but just in the details. However, the joy of the having argument, as well as the delight in having someone to have the argument with, will remain the same. And in THAT sense, every year is a special year.

Wishing all Zone 9 PCA members a happy, healthy and prosperous New Year!



grip, enough low-end torque to reach 90 miles per hour, and no safety systems are likely the best set-up on a Time Attack. I can't tell you what the perfect set-up would be, but it certainly could be an inexpensive car. And since not that many runs take place, a set of slicks would last on a time-attack car.

With a fifty-dollar entry fee, I recommend to anyone who wants to drive something fun, cheap, and with moderate torque and horsepower (used 718 S anyone?) to do as many time attacks as possible. It's cheap, fun, and safe, with little chance of getting taken out by a bad driver unlike a road course. So step up this year and do yourself a favor. Do a time attack, take a light agile turbo (stripped 944 S), turn that traction and stability control off, and snag that podium.





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