

# HIGHGEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION | [RMR.PCA.ORG](http://RMR.PCA.ORG) | July/Aug 2023

VOLUME 65 | EDITION 05





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HighGear is the Official Newsletter of the Rocky Mountain Region of the Porsche Club of America



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## COVER PHOTO

Photo taken during the women only "Girls Grape Escape" Driving Tour. Article and photos on page 16. Photo: Scott Pedram

Editor and Creative Director: **Bill Simon**  
Copy Editor: **Frank Barrett**

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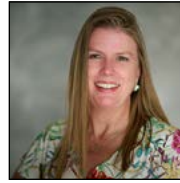


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To volunteer to be an RMR Board member, please submit your intent by September so the Nomination Committee can add you to the ballot in November for club voting in November. Most positions are two-year terms. You may contact the entire RMR Board at [board@rmporscheclub.com](mailto:board@rmporscheclub.com).



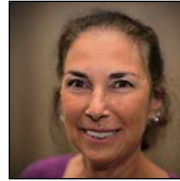
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**Bill Simon**  
Editor and Creative Director

## HighGear Hiatus...and We're Back

**HIGHGEAR HIATUS:** After a few months' hiatus, *HighGear* is back. Sorry for any inconvenience. Several "life items" came up that required my immediate attention. Anyway, we should be back on schedule with printing and mailing RMR's beloved 48-page monthly newsletter.

**PCA NATIONAL NEWSLETTER CONTEST:** RMR's *HighGear* received national recognition from the Porsche Club of America in June at Porsche Parade — receiving First Place in Class VI, the Regions with 1,500+ members (*the Big Boys*). For the PCA Newsletter Contest, regions compete in one of six classes, based on region membership. Basing the classes on region membership is intended to ensure that regions competing for the six separate class awards have reasonably equal resources. The evaluation criteria are: information and navigation, overall layout and appearance, editorial commentary, event publicity, photography and artwork, technical articles, article contributions from members, and general scope and variety.

**AUGUST PHOTO SUBMISSIONS:** For this month's Rocky Mountain Road Trips (p. 34), member Randy Lamdin submitted a photo of his Chalk 2018 718 Cayman on the sands of a California beach. For Creative License (p. 45), Jack Hell sent in a photo of his Racing Yellow 2019 718 Boxster. Thank you, Randy and Jack.

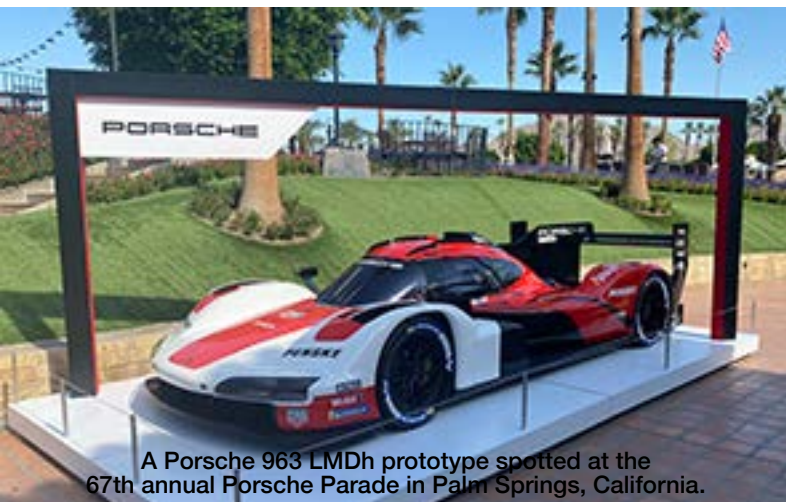
**OCTOBER DEADLINE:** September 10th is the deadline for submitting articles and photos for the October issue of *HighGear*. We are always looking for good RMR member content.

**CHEERS & JEERS:** If you have questions or comments regarding RMR's award-winning *HighGear*, please contact me.

Bis später, Porsche Freunde ('Til later, Porsche friends). 🍷



Photos: Bill Simon



A Porsche 963 LMDh prototype spotted at the 67th annual Porsche Parade in Palm Springs, California.



A 1963 Gillig Model 590 Porsche Race Car Hauler at Porsche Palm Springs. Uber cool.



# PRESIDENTIAL IMPRESSIONS

**Russ Rydberg**  
*Region President*

*"It's not just the cars, it's the people."*

## In the Thick of It

Well, we are in the thick of it now. Just look at our event calendar on the website. We have something going on every week from now through the end of August. If you like track events, we have you covered. If you like autocross, we have you covered. If you like driving tours...you get the picture. And that doesn't include socials! This region really does have something to offer everyone.

Offering so many diverse activities for region members requires a lot of work from our many volunteers, and they are smashing it! As usual, we are always looking for more volunteers to help lessen the load. Please! Come forward and help your fellow members. It really does feel great to be a part of a successful event. Having chaired and co-chaired many driving tours in the past, I know that. It is so worth it to be sitting in a restaurant after the tour while the happy din from all who attended is so loud you can hardly hear yourself think!

The annual Porsche Parade, our "national convention," took place in Palm Springs, California, the week of June 18. This was my first Parade, so I was very excited to attend. I entered a piece for the art show, which should be interesting! I looked forward to meeting the national staff in attendance as well as leaders from other regions and zones. Comparing success stories with members of other regions always yields a nugget of inspiration. And I, too, volunteered out there, acting as a sweep car for one of the off-road tours. Look for photos, results, and stories in the next issue.

Until next time, get out and enjoy your car. Dr. Porsche spent his whole life perfecting it!

*Tschüss!* 🌵



The La Quinta Resort & Club (near Palm Springs) was the location of PCA National's 67th Porsche Parade.



One of the Parade Driving Tours was an SUV Off-Road Tour out to Painted Canyon Road and Little Box Canyon Trail.

Photos: Bill Simon

The 2023 Porsche Parade Concours d'Elegance took place at the La Quinta Country Club.



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## MEMBERS' CORRAL

**Lisa Walsh**  
Membership Chair

*For the most up-to-date event information, please check RMR's online calendar.*

### Dear Membership

Welcome to spring! I hope you are prepping your car for a busy driving season. We have lots of events, so please check the calendar for the most up-to-date information and registration information. See <https://rmr.pca.org/calendar>

We had a very successful New Member Orientation on April 8. Welcome to all new members, transfers, and those who signed up during the event. It was nice to meet all of you. We are a large region with a wide variety of events and lots of friendly people, so I hope you will participate as much as possible. If your friends or family own a Porsche, encourage them to join PCA or attend one of our events.

One question asked frequently by new members concerns name badges.

***Dear Membership, what is the procedure and cost for ordering name badges?***

New members are entitled to a complimentary name badge within a year of joining or transferring into RMR. Wearing a badge to events helps people remember you and helps you remember the awesome people that you meet. You may request one for yourself and an one for your spouse or affiliate. To order, see the Name Badge Order Form on RMR's website ([rmr.pca.org/name-badge-order-form](https://rmr.pca.org/name-badge-order-form)). Include your name, the name you want on the badge, your mailing address, and your choice of backing, pin or magnetic.

If you need a replacement, would like additional badges for yourself or other family members, or for badges ordered after the 12-month window, we ask that you pay a nominal fee of \$10 for each badge. Shipping is always free. Payment can be made by check or credit card.

***Dear Membership, I'd like to volunteer. How do I do that?***

I'm glad you are interested in volunteering. The club runs on volunteers and would not be as successful as it is without your help. Volunteering is also another great way to meet people. To volunteer in any capacity, contact volunteer coordinator John Mackin at [volunteer@rmporscheclub.com](mailto:volunteer@rmporscheclub.com).

***Dear Membership, I missed the Autocross University. Is that a prerequisite to participate in future autocrosses?***

No. Autocross University was designed to provide members who are new to PCA or new to Porsche a no-pressure way to learn autocross techniques and improve their driving in a safe environment. If you missed it, no problem. Our 2023 autocross schedule



Photo: Shaun Seela

**Membership Chair Lisa Walsh at RMR's April New Member Social at Denver Auto Shield, Englewood.**

has four more weekend events throughout the driving season, and instructors are available at all autocrosses to get you started. Just let the organizers know that you would like an instructor to ride with you.

***Dear Membership, are there other events besides RMR's that I can attend?***

Absolutely! PCA National has the Porsche Parade, Club Racing, Treffen, Treffen at Sea, Werks Reunion, and many more. You can also attend other regions' events as I do. In March we joined Roadrunner Region in New Mexico for their autocross. We met super-friendly people and shared insights and ideas. We will also be at the Porsche-Only Swap Meet held by Central Pennsylvania Region; I'll tell you all about it in next month's newsletter. For information on PCA National and other regions' events, see <https://www.pca.org/events>.

That's all for now. As always, please reach out ([membership@rmporscheclub.com](mailto:membership@rmporscheclub.com)) if you have questions or suggestions; they are always welcome. Stay tuned for next month's update. Hope to see you all soon!

Until next time... 🍷



# MEMBERSHIP UPDATES



**2,318**

Primary RMR Members

**3,515**

Total RMR Membership

**160**

RMR PCA Juniors

## PCA ANNIVERSARIES – Congratulations!

**35 YEARS**

Rick Seifert

**30 YEARS**

Geoffrey Keys

Richard Winnick & Theresa Pensick

**20 YEARS**

Linda & David Bachrach

Tim & Marjorie Rodell

**25 YEARS**

Rogers & Trish Willett

## NEW RMR MEMBERS – Welcome!

**Josh Bagwell**  
Timnath  
1980 911 Turbo

**Anthony M. Barton**  
Fort Collins  
2019 911 Carrera

**Anson Biggs**  
Denver  
2014 Cayenne Diesel

**Christopher R. Bluse**  
Niwot  
2006 911 Carrera 4S Cab

**Shane T. & Lissa Boillot**  
Centennial  
2003 911 Turbo

**Andrew Bruni**  
Parker  
2015 Cayman GTS

**Kris Cabrera**  
Lakewood  
2007 Cayman

**Dan & Beth Cabbage**  
Fort Collins  
2013 911 Carrera S

**Thomas Dipersio**  
Broomfield  
2021 718 Spyder

**Erik Gomer**  
Fort Collins  
2023 911 Carrera

**Mark Harris**  
Denver  
1986 944 Turbo

**Robert & Kathryn Hillman**  
Centennial  
2004 911 Carrera 4 Cab

**Mitch Jelniker**  
Highlands Ranch  
1988 911 Carrera Targa

**Robert L. Jewett**  
Castle Pines  
2006 Cayenne S

**Andy Jost**  
Boulder  
1986 911 Turbo

**James P. Lynch**  
Englewood  
2008 911 Carrera S

**Joe Oltmann**  
Castle Rock  
2023 911 Turbo S Cabrio

**Osman & Leah  
Mcdaniel Parvez**  
Boulder  
2007 911 Carrera 4S Cab

**Blanka Polak**  
Denver  
2022 Macan

**Tyler Smith**  
Centennial  
2015 911 GT3

**Remington Taylor**  
Evergreen  
2015 911 Turbo S

**Danielle & Evan  
Thompson**  
Denver  
2000 Boxster

**Kenneth O. Wester**  
Broomfield  
1999 911 Carrera

**Kyp & Alane Carlton**  
Castle Pines  
2021 718 Cayman GTS  
4.0, 2008 Cayman S  
*(Transfer from Tennessee  
Region)*

**Victoria M. Dieterle**  
Parker  
2006 Boxster,  
2009 Cayenne  
*(Transfer from Space  
Coast Region)*

**James Puryear**  
Lyons  
1996 911 Carrera  
*(Transfer from Hill Coun-  
try Region)*

**Charles & Le Ann Roehm**  
Arvada  
1976 912E  
*(Transfer from Southern  
Indiana Region)*

**Thomas V. Wang**  
Anchorage, Alaska  
1973 911T  
*(Transfer from Alaska  
Region)*

## NEW TEST DRIVE MEMBERS – Welcome!

**Mike Zagorski**  
Parker

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# UPCOMING EVENTS CALENDAR



For up-to-date RMR events information, see: [RMR.PCA.org/calendar](http://RMR.PCA.org/calendar)

## RMR EVENTS

Register for events at: [www.MotorsportReg.com/orgs/pca/rocky-mountain](http://www.MotorsportReg.com/orgs/pca/rocky-mountain)

<b>August 19</b>	<b>August Autocross</b> Colorado Air and Space Port, 5200 Front Range Pkwy., Watkins, Colorado	8 AM to 4 PM
<b>August 20</b>	<b>Mad Hatter Gimmick Rally</b> Flatiron Mall (near the 2nd and Charles Bookstore), Broomfield, Colorado	9:30 AM to 1:30 PM
<b>August 26</b>	<b>Quadruple Bypass Driving Tour</b> Starting in Wheatridge and out US 6 through Clear Creek	8 AM to 1 PM
<b>September 3</b>	<b>Annual Member Picnic Barbeque</b> Bear Creek Lake Park, Lakewood, Colorado	11 AM to 3 PM
<b>September 10</b>	<b>Colorado Concours D'Elegance &amp; Exotic Sports Car Show</b> Arapahoe Community College, Littleton, Colo. ( <a href="http://www.ColoradoConcours.org">www.ColoradoConcours.org</a> )	9 AM to 3 PM
<b>September 16-17</b>	<b>"Harvest of Speed" HPDE</b> High Plains Raceway, Deer Trail, Colorado	All Day
<b>September 23</b>	<b>Goldbelt Driving Tour</b> Planning in progress – details to follow	TBD
<b>September 30</b>	<b>"Last Chance" Autocross</b> Colorado Air and Space Port, 5200 Front Range Pkwy., Watkins, Colorado	8 AM to 4 PM
<b>October 5</b>	<b>October Social @ The Man Cave</b> The Man Cave, 7535 W 92nd Ave, Unit 800, Westminster, Colorado	6 PM to 9 PM
<b>October 7</b>	<b>"October Speed" HPDE</b> High Plains Raceway, Deer Trail, Colorado	All Day
<b>October 8</b>	<b>Off-Road Fall Colors Driving Tour</b> Planning in progress – details to follow	TBD

## RMR BREAKFAST CLUB - NORTH

8 AM to 10 AM – First Watch, 2809 South College Avenue, Fort Collins, Colo.

September 2 | October 7 | November 4 | December 2

## RMR BREAKFAST CLUB - SOUTH

8 AM to 10 AM – The Perfect Landing Restaurant, Centennial Airport

August 12 | September 9 | October 14 | November 11 | December 9

## LAFAYETTE CARS & COFFEE

7 AM to 10 AM – Flatirons Church, 355 W South Boulder Road, Lafayette, Colo.

September 2 | October 7 | November 4 | December 2



## BOARD MEETING SCHEDULE

Board meetings are the second Tuesday of the month from 6:30 to 8:30 PM. RMR members are welcome to attend. If you would like to be part of a Zoom call, please contact [president@rmrporscheclub.com](mailto:president@rmrporscheclub.com) for instructions.

September 12 | October 10 | November 14 | December 12



## TRACK TALK

### Dave Stribling

Leader, Chief Driving Instructor Team

Keep Raising the Bar <sup>Higher</sup>

## The Secret

We're all looking for the secret. You, like me, have been passed by a ridiculously fast Porsche at a high-performance driver's education event and wondered, "What is their secret?" How can I go that fast? When will I set my next personal record? Should I modify my car? Will that get me there? More horsepower, less weight? Should I change my exhaust? That beautiful exhaust note will surely make me faster. A performance tune maybe? That's it, I am going to make the car faster. That's the secret. It must be. Horsepower makes everyone faster.

Sticky tires and a new suspension will make me faster. While we're changing things, let's upgrade the brakes, too. I will need better brakes with these new tires and suspension. All of this will guarantee a new personal best time! I also need data. Data doesn't lie. I'll analyze the data, and it will show me every opportunity on the track. I will absolutely get faster!

We can all modify our cars and make them faster, but is this really the secret we are looking for? Most likely not. So what is the secret? Is there a secret? I have worked to answer these questions for years, and what I have come up with is simple. There is no need to immediately replace everything on your car, because your car has nothing to do with the secret.

The secret is you!

Get behind the wheel of your car and drive it. Utilize RMR's amazing instructors. Drive with as many of them as you can. Each has an opinion on the fastest line or what you should pay

attention to. Take those different opinions, and let that supercomputer between your ears start to process.

Next, try a different track. We have four tracks in Colorado: High Plains Raceway, Pueblo Motorsports Park, Pikes Peak International, and La Junta. Trying a new one will push you out of your mental comfort zone. Then the real learning starts. Your brain switches into high gear for learning. At a new track there is no cruise control; your only option is to learn. Get those instructors in your car.

You are an investment, a big one. It will take time and money, but this will be the most valuable investment you make for the track. The more time you put in, the more skill you get back. Time and instruction will program your subconscious. You will start to feel and understand every movement of your car. Each movement is an input signal to your brain that your subconscious processes. Soon you'll react to these inputs without thinking. Eventually you will recognize these reactions and realize that your investment is paying off.

You are the secret! Talk with other drivers. Listen to their opinions. Try something new. Learn something new every day. Have fun! Modifying your car is fun, and there are plenty of opinions about what to do. Talk to a professional, including me, but start the plan with YOU! 🚗

Dave Stribling driving his Prestige Imports GT3 at RMR's "Porsches on the Plains" HPDE High Plains Raceway, July 2022.





# “Last Chance” Autocross

**WHEN:** Saturday, September 30, 2023  
**WHERE:** Colorado Air & Space Port tarmac  
**COST:** \$60 per driver  
**REGISTRATION:** [www.MotorsportReg.com](http://www.MotorsportReg.com) (Open)  
**HELMETS:** SA or M from 2015 or 2020  
**EVENT CHAIR:** Jon Barr ([jonhollyb@comcast.net](mailto:jonhollyb@comcast.net))  
**EVENT CHARITY:** ALS Society – Rocky Mountain Chapter

This is the last autocross of the driving season, so come out to get your fill of dodging cones!

- 7:00 AM – Gates open
- 8:00 AM – Registration opens
- 8:45 AM – Course walk with instructors
- 9:00 AM – Mandatory Drivers Meeting and safety briefing
- 3:30 PM – Event ends, “beer-thirty” celebration, social time

There are no restaurants or food service, so pack a lunch and maybe bring a chair. Porta-potties on-site. We will provide plenty of water to keep you hydrated. Instructors will be available to ride with you to improve your driving skills. If you don’t have your own helmet, we have some loaners.

**Directions:** I-70 east to exit 299 (Manila Rd.); north on Manila Rd. (left at exit) across E. Colfax Ave. (old Rt. 36) then across RR tracks; turn right onto E. 30th Ave, go through gate, follow this road about 3.1 miles, turn left into venue.

Photo: Mike Pappas

## RMR’s 2023 Autocross and Track Events

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>
April 22	Autocross University	Colorado Air and Space Port, Watkins
April 23	Spring Autocross	Colorado Air and Space Port, Watkins
April 29–30	Spring Training HPDE	High Plains Raceway, Deer Trail
May 20	“You May Shift Yourself” Autocross	Colorado Air and Space Port, Watkins
June 10–11	The Art of Racing on the Plains HPDE	High Plains Raceway, Deer Trail
June 24	“Slalom Are Welcome“ Autocross	Colorado Air and Space Port, Watkins
July 22–23	Rocky Mountain Thunder Club Race and DE	High Plains Raceway, Deer Trail
August 5	Ladies Day	Colorado State Patrol Track, Golden
August 6	“Track 101” Driver Education	Colorado State Patrol Track, Golden
August 19	“The Endless Cones of Summer” Autocross	Colorado Air and Space Port, Watkins
September 16–17	High Performance Driver Education	High Plains Raceway, Deer Trail
September 30	“Last Chance” Autocross	Colorado Air and Space Port, Watkins
October 7–8	High Performance Driver Education	High Plains Raceway, Deer Trail



## DRIVER EDUCATION

**Scott Henderson**  
*Driver Education Chair*

### Instructor DE and Instructor Training

On Sunday, April 2, at the Colorado State Patrol track in Golden, more than 50 instructors, candidates, and other volunteers prepared for Rocky Mountain Region's six High Performance Drivers Education (HPDE) events scheduled for this season.

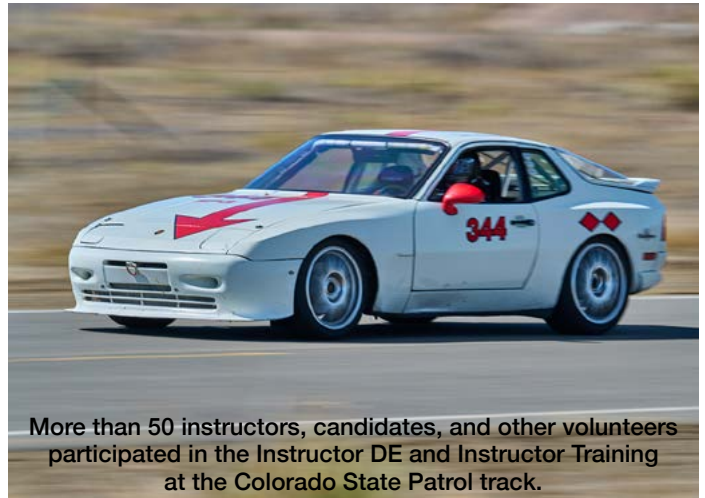
Following Dan Carlson's seven years as Lead Instructor, Dave Stribling led the program for the first time. Dan did a splendid job in developing our DE program. Under his leadership, in 2019, RMR was awarded the only Pirelli Award so far presented to a PCA region for the best HPDE program. RMR was inducted into the Colorado Motorsports Hall of Fame last October, no doubt in part because of our program. When Dan decided to hand the reins to the next generation, he could not have chosen a better person than Dave Stribling, whose driving, instructing, and Club Racing resume earned him the Anita Moyle Most Distinguished Driver honor in 2021. Congratulations also to Vicki Earnshaw for winning the 2022 award for her accomplishments in driving, instructing, Club Racing, and service as Lead Steward for PCA Club Racing.

Dave and Vicki coordinated this Instructor DE and Training School at the CSP Track. RMR's board provides this event to thank instructors for their commitment to members who want to experience their Porsches' track performance. It let instructors kick off the winter rust and shake down their cars before the April 29-30 DE at High Plains Raceway. We are happy to announce the new instructors. Hap Henderson, Brian Bobich, and Sarah Henderson put them through classroom and on-track scenarios.

Numerous other volunteers include corner workers, grid workers, gate, control, and tech. Leaders of these teams made the DE and training go well, all documented by photographer Mike Pappas, among others. Volunteers are still needed, and there are many ways to contribute. To volunteer, contact Volunteer Coordinator John Mackin at [Volunteer@rmrporscheclub.com](mailto:Volunteer@rmrporscheclub.com).

HPDE events began as Pete Romanesko chaired the April 29-30 DE. Brian Hoffmeyer will head the June 10-11 DE at HPR. July 22-23 is Club Race weekend and Advanced Solo DE at HPR with Vicki Earnshaw and Dave Nelson leading. On August 5, Ladies' Day returned at the CSP track chaired by Cherie Talbert and Jennifer Taylor; next day, Track 101 DE at the same track was headed by Brian Hoffmeyer. On September 16-17, back at HPR, the Kennedy Krew (Rex, Grace, and Grant) will be in charge, and the season ends on October 7-8 with Jeff and Stacy Robins.

"Jump right in, the water's fine!" Your car is amazing! Come find out! 🌟



More than 50 instructors, candidates, and other volunteers participated in the Instructor DE and Instructor Training at the Colorado State Patrol track.



Photos: Scott Pedram

# "High Plains Harvest of Speed" High Performance Driver Education

**WHEN:** Saturday/Sunday, September 16–17, 2023  
**WHERE:** High Plains Raceway Deer Trail, Colo.  
**COST:** Either Day: \$235 per Driver  
 Both Days: \$375 per Driver  
**REGISTRATION:** [www.MsReg.com](http://www.MsReg.com)  
**EVENT CHAIR:** Rex Kennedy ([rexk@4kennedys.com](mailto:rexk@4kennedys.com))  
**REGISTRAR:** Tim Berg ([tberggt3@gmail.com](mailto:tberggt3@gmail.com))  
**LEAD CDI:** Brian Leary ([beleary36@yahoo.com](mailto:beleary36@yahoo.com))



Join us for RMR's sixth HPDE event of the year at High Plains Raceway (where "Fast" grows!). Do you want to go fast? Would you like to better understand your car's capabilities without the risk of cultivating speeding tickets while doing it? This DE (Drivers Education) event is ready for harvesting and you don't want to miss it! As always RMR's top team of instructors will be available for drivers who need them.

**Lunchtime Charity Rides** — We are excited to support our charity for this event: **Food Bank of the Rockies**. You can donate as much as you would like during registration, AND...There will be lunchtime charity rides at a cost of \$20 per vehicle. You can drive any roadworthy vehicle at highway speeds and you can take as many passengers as you have seatbelts, no helmet required. The proceeds will benefit the event's charity the Food Bank of the Rockies.

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The Driving Tour destination was the Vinnie Fera Winery in Boulder.

# RMR's First Women-Only Driving Tour

ARTICLE BY **VICKI COX-JONES**

PHOTOS BY **MIKE PAPPAS AND SCOTT PEDRAM**





More women are buying Porsches than ever before. This changes PCA's demographics, with more women as primary or single members. In fact, I am the primary member in our house. PCA National realized this several years ago and began encouraging regions to involve more women in activities. One way to do this is to have women-only events. RMR led the way with our Ladies Day track event, an annual favorite among women and instructors alike. Understanding that not all women are track oriented, a couple of years ago I thought it would be good to try a women-only driving tour, but things didn't work out then. This year the time was right, and I had a little more time and energy to organize something with the support of the RMR board.

The week before our June 4 tour was filled with afternoon thunderstorms, with rain forecast for the weekend. I feared I'd be the only tour driver and that the other 23 women would meet me at the winery or just stay home. As predicted, Sunday dawned wet. At the last minute I changed the route because Coal Creek Canyon could be unsafe. Rain and construction would make it dangerous, with mud and falling rocks. I sent an email with the revised route, from Boulder Canyon to Nederland. A few women responded, mostly saying they would see me soon. At noon that soggy Sunday, 13 cars joined me and the photo crew (Mike Pappas and Scott Pedram).

After check-in and a drivers' meeting, our two groups departed King Soopers at Candelas for Nederland. The Flatirons played hide and seek behind low-lying clouds, giving them the most surreal look you can imagine. Thanks to rain keeping normal people at home, we made it through Boulder without problems and had a perfect drive up Boulder Canyon. Boulder Falls looked lovely, and Boulder Creek flowed swiftly from all the rainfall and spring runoff. At our rest stop, everyone remarked how nice the Canyon drive was.

Our destination was Vinnie Fera Winery in Boulder. In the spirit of fun, we took the Peak to Peak Highway to the newly-repaved Highway 7 then dropped into Lyons. From there it was a quick drive into Boulder to the winery.

We were met by Tim Moley, owner of Vinnie Fera, Chocolove, and a longtime Porsche owner. Tim and wine maker Kyle Mitchell were wonderful hosts. The charcuterie, chocolates, and wine were spectacular. Kyle expertly described each wine served, where the grapes came from, and how they were chosen. Leading us on a winery tour so we could see how the wines were made, he pointed out each piece of equipment and explained how it fit in the process. He even let me sample wine right out of the stainless-steel tank where it ages before bottling. The grapes in that wine were grown next to a eucalyptus grove, and the nose had hints of mint.

Too soon the event ended. Wine was bought, and new friendships were cemented. All parted company with smiles on our faces. I am not the only one looking forward to another women-only tour. 🍷



Tour Chair Vicki Cox-Jones along with Esther Main, Julie Dolechek, and Cathy Scharf pose for a picture during a chilly and rainy tour check-in.



Trish Willet, Denise Pitner, and Allison Hopkins are ready to head out on a fun drive.



Run Group One is caught on camera driving the scenic Peak to Peak highway on the way to Vinnie Fera Winery.



Kyle Mitchell explains how some of the machinery used at the winery works during the exclusive tour of the winery.

**June 4, 2023**

**Vinnie Fera Winery, Boulder**



Tour participants tasting wine and listening intently as Kyle discusses the barrels used in the wine making process.



Vinnie Fera owner Tim Moley addresses the tour group during the wine sampling.

Cathy Scharf, Esther Main, Julie Dolechek, and Marie Flatow smile for the camera in the wine tasting room.



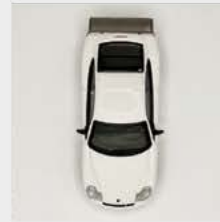
Wine, charcuterie, and chocolate were sampled as the women got to know each other at the end of the driving portion of the tour.

ARTICLE BY DEXTER FINLEY

# 996 GT3 RS | AutoArt



**About the model:** While AutoArt is largely known for their immensely detailed (and expensive!) 1:18 scale models, they dip their toes into the 1:64 scale end of the pool now and again with excellent results. This model can be found in white/red and white/blue and has the same level of care from the maker as their 1:18 scale big brother. Adorned with red wheels, side graphics and a roll cage, this model lives up to the AutoArt name. It is also a great representation of the first generation of the GT3s: just look at those wheels! This car was given to me by a friend, and it will always have a special place in my collection.



**About the car:** The first generation of the GT3 comes to us with a Mezger, water-cooled, flat 6. The air-cooled fanatics tend to give the “ugly”, water-cooled 996 a pass because it’s a GT3. They sort of have to, right? You could fill the Dead Sea with the salty tears of the men and women who have had the privilege of owning this car only to eventually sell it. In capable hands, the RS could reach speeds of 62 mph in 4.4 seconds with a top speed of 190 mph. However, it’s the forces felt from side to side that make this such a special car – well, that coupled with the wail at 7,000 RPM.



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In addition to enjoying time with family, driving cars or obsessing over toy cars, I help people with their mortgage needs. If you need assistance, please reach out, even just to talk about diecast models.



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# NEW MEMBER SOCIAL

at Denver Auto Shield

ARTICLE BY **VICKI COX-JONES**

PHOTOS BY **VICKI COX-JONES AND SHAUN SEELA**



On April 8, Denver Auto Shield again opened their doors to host Rocky Mountain Region's annual New Member Social. The weather was perfect, a good thing as there were so many gorgeous P-cars to look over in the parking lot. It was also a great day for a barbecue, and thanks to Smokin' Outlaw Kitchen next door, we enjoyed a fantastic lunch.

The New Member Social introduces new members to experienced members and all the activities that make RMR so special. New members could meet and talk with representatives from all aspects of our region. Chief Driving Instructors Brian Bobich, Dan Carlson, Scott Henderson, and Lead CDI Dave Stribling discussed our High Performance Driver Education program. Chris Sully and Austin Maguire introduced new members to autocrossing. Holly Jackson discussed driving

tours, while Ed Hooks talked about socials. Historian Amy Legg-Rogers showed off RMR's recent J.C. Agajanian Award certificate and medal from the Colorado Motorsports Hall of Fame, along with other historical items. Newsletter Editor Bill Simon made the journey from Basalt to talk with members and give out recent copies of *HighGear* to those who had recently joined.

RMR officers greeted and welcomed new members and caught up with old friends. Membership Chair Lisa Walsh was busy all morning answering questions about membership and even signing up people on the spot. Congratulations, Lisa, on your great work in organizing and running this event smoothly.

During the day, three raffles offered many wonderful prizes. Denver Auto Shield gave away several, one of which was a blow dryer for your car; wish I had won that one. Thanks to Jeff McEachran, owner of Denver Auto Shield, for the hospitality and generosity. ❄️





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**ARTICLE BY ROBERT WATT**  
**PHOTOS BY MIKE PAPPAS**



# LUCK 'O THE IRISH

## Paint Correction on Bill Allen's Irish Green 1968 912

As Kermit the frog crooned, “It isn’t easy being green,” but Rocky Mountain Region member Bill Allen disagrees. Much of his life was spent in Army green, ascending to major general, so he has a soft spot for anything green, like his lovingly resurrected (not restored) 1968 912, especially its Irish Green paint.

### Patient Rejuvenation

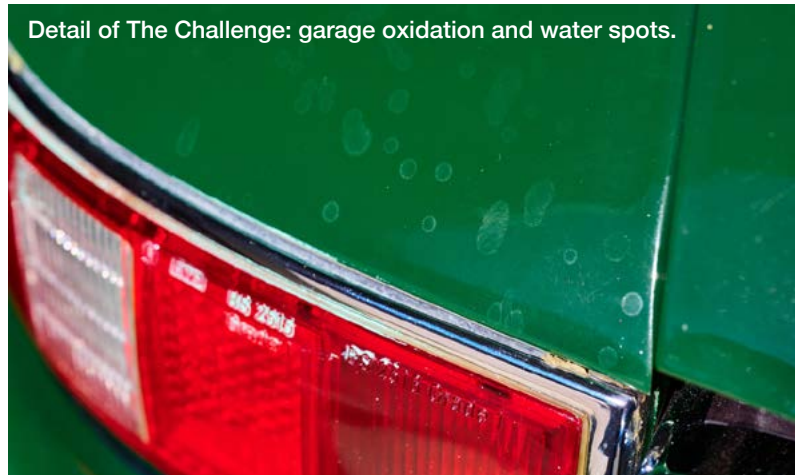
Bill heard about the car in 2012 from ‘a friend who knew someone’ who had come across it in the garage of a house they’d bought in Denver’s Highlands neighborhood. The original owner had passed away in 1981, but his heirs didn’t know what to do with it, so it sat — for 31 years! Bill couldn’t believe his luck and quickly bought it in 2012, and after only minor tweaks, ‘saints be praised, it started!

The 912 joined Bill’s Boxster S track car and his wife, Janie’s, Macan S. His son back East tracks a modified 2015 Cayman GTS. Although the 912 started, it needed work, so Bill spent almost another decade painstakingly fixing, cleaning, and paint correcting.

Since Bill was then a Northwest Airlines pilot flying cargo 747s to Asia from Alaska, this wasn’t a full-time effort. He maintained the 912’s originality except for installing K&N air filters (removed for shows). Instead, he brought it back to life, especially its paint.

Porsches from the 1960s were never clear-coated, so removing and buffing the patina was straightforward. In addition to its original paint, glass, headliner, seats, wheels, and engine, its only options were a five-speed transmission and an AM/FM/SW radio; no fog lights, sunroof, or leather seats. Although an entry-level Porsche, the 912 does have one fun option: an electric, key-oper-

Detail of The Challenge: garage oxidation and water spots.



A simple but effective tool, ensure it's round-tipped and soft!



Restoration Essentials, c/o Adam's, Griot's and Oral-B



In-action tips: lift your car, sit down, apply slow, constantly moving, gentle pressure



Drops of Experience: not too much polish.



Restoration work can be a slow, but gentle, grind.



See? A steady, gentle touch is key for optimal results.

ated radio antenna.

Not being Bill's daily driver (2,500 mi/yr), the car enjoyed a slow-motion rewind to 55 years ago. Using YouTube to learn methods and processes, Bill mechanically restored the fuel and brake systems and replaced the belts, shocks, struts, and engine mounts.

### Methodical Approach

For the paint and trim, Bill used toothbrushes (his tip: use rounded-end bristles to safely clean hard-to-reach spaces.) He used toothpicks to clean every single seat perforation (that tells you a lot about Bill) and chose Adams and Griot's Garage polishes for the paint. Panel by panel, carefully, like a well-planned Army strike, he spent three to four hours per panel. Restoring the sheen took at least 35 hours.

Another tip: when spraying ceramic product onto a microfiber cloth, aim it away from your car. Bill learned that when almost invisible overspray nearly ruined what he had just finished. He also learned which cutters, polishes, and waxes worked best and how much to use. He learned which orbital-polisher foam pads and sizes to use, to be careful around edges and creases to avoid removing paint, and how much pressure to apply, when, and where. He learned what to buy and how much (don't buy too much product; many have short shelf lives).

Bill never touched the wheel of a car until his first day of high-school driver's ed. Working since he was 13 left no time for cars. From an early age he focused on results and surviving. He joined the ROTC in college then joined up for active duty. His work ethic and no-nonsense demeanor served him (and us) well as he progressed up the ranks.



A reflection of perfection? Almost.



The pay-off: James Webb mirror envy.

### Salad Greens

Bill's 912 has no nickname, and he lusts after no other car. He is as happy as Ferry was with his Irish lass. I explained that Alexander Fabig, Porsche's individualization head said, "Unusual paint finishes and colors are part of the history of our brand and are an important differentiating feature. Paint to Sample includes 170 additional colors, depending on model. We also offer Paint to Sample Plus (for 911, 718, and Taycans) where you can request (and pay for) almost any color." But Bill remained steadfast in defense of his 912 as-is.

Speaking of Paint to Sample, Porsche offers an intense new Essmann Green, named for loyal customer Michael Essmann and the color used for many of his custom-ordered Porsches. So I asked Bill, "What about a color named after you? I'm thinking Green Army Men."

"Not a chance," he said.

Would Bill consider another green? His rejuvenation of the 912's color shows off Ferry's favorite, Irish Green. But if you're thinking of going green via Paint to Sample Plus, there are 102 other greens to choose from. Luck o' the Irish to ya' choosing.

Seeing the 912 in person at last year's Arapahoe concours proved that hard work pays off: 1st in Novice Class. Bill considers himself lucky as a Leprechaun to own it. When you see it, you'll be envious, appreciative, and more knowledgeable about Porsche. Bill proved Kermit right after all. So now, Bill, at ease. Job well done. ✪



Reflection on Hard Work: It pays off

### Green With Envy

Python Green is one of Porsche's 626 colors offered over its history, divided in 14 groups. The green group has only the second-most hues (103); most are in the Blue group (127). Surprisingly, red comes fourth (65), with gray third (69). Other groups are: silver (49), brown (43), beige (30), yellow (29), purple (26), black (24), white (22), orange (19), gold (17) and last, just 'Other' with 3.

Python Green Chromaflair's iridescence comes from the material the German Bundesbank uses to print the hologram embedded in its Euro notes. The supplier must account to the government for every ounce supplied to Porsche. The special application process requires over a month and can add almost \$100,000 to a car's price.

When the millionth 911 was to be made in spring 2017, its color was an easy choice: Ferry's favorite, Irish Green, which always reminded him of his beloved country home in the lush Tyrol forest.





## PCA CLUB RACING

**David Safris**  
RMR Columnist

*Clear, cool mornings gave way to hot, dry afternoons, forcing racers to deal with overheating engines, brakes, and drivers.*

### RMR's 30th Club Race

Rocky Mountain Region's 30th national Club Race took place at 2.55-mile High Plains Raceway in mid-July. Co-Chairs Vicki Earnshaw and Dave Nelson put on another fantastic weekend, drawing 34 teams and demonstrating that club racing is alive and well in Rocky Mountain Region. If there were issues with organization and execution, I sure didn't hear about them. Congratulations and thank you to the dozens of volunteers involved.

The X Factor for the weekend was the heat. Clear, cool mornings gave way to hot, dry afternoons, forcing racers to deal with overheating engines, brakes, and drivers. When the last checkered flag flew on Sunday afternoon, ambient temperatures were closing in on 100 degrees.

Despite the date change to July, the race was well attended, drawing drivers from Arizona, Colorado, Texas, and Utah. Multiple classes are a hallmark of Club Racing, and we had a great mix, ranging from Cup Car to 944s. The larger classes were Spec Boxsters with ten cars; SP1 944s with six; GTB1 Caymans with five; Spec Cayman with two; and GTD1 GT4 Clubsports with two. Eight other classes were represented, too.

Saturday featured two practice sessions, qualifying, and then a 45-minute sprint race. Mike Kresser led the race from green to checker in his 991.2 Cup car. Luke Oxner held off Steve Watkins for the Spec Boxster win. David Nelson scored a commanding first in the SP1 944 race, and Justin Wilson took the win in GTB1 ahead of Robert Ames, both in Caymans.

Sunday dawned cool and calm, but as the sun started its climb, you knew it would be a hot one. In the second sprint race, Mike Kresser led from green to checker again in the 991.2 Cup car,

Steve Watkins battled Luke Owner for a quarter-second gap at the line for the Spec Boxster win. David Nelson took a second win in the SP1 944 race, and Robert Ames won among the GTB1 cars after Justin Wilson encountered a mechanical failure late in the race.



Despite the date change to July, the race was well attended, drawing drivers from Arizona, Colorado, Texas, and Utah.

Sunday morning's race was a bit of a ride for me, as I had to miss Saturday's qualifying and race, so I had to start from the back row. I managed to pass 22 cars in the race and snuck into third in GTB1 (Caymans), slipping past Shawn Keeler on the last lap. Thanks to the race workers who gave me a workers' choice award.

Sunday's 65-minute enduro included a mandatory 5-minute pit stop. I was not the only driver getting heat warnings throughout the race. Hot coolant, hot oil, hot tires, and a hot track dictated the pace and tone for many drivers. Short-shifting gears, staying out of the draft, and just plain old slowing down kept cars running safely. Mike Kresser took the overall win to sweep the weekend. Karen Clayton was the victor among Spec Boxsters, and David Nelson completed his sweep among SP1 944s.

GTB1 saw three leaders throughout the enduro. Robert Ames led from the start and into the opening laps but had to back off due to temperatures. I took over first for several laps until taking a little sideways slide through Turn 10 into the dirt. Lisa Hunsicker was right there to take over and led at mid-race as drivers started making pit stops. In the second half of the race, Lisa exited her pit just seconds ahead of me, so I worked hard to try for a first-place finish. Unfortunately, every time I made a good run at setting up a pass, my car started overheating, so I had to back off.

Going into the last few laps, I stretched the heat range limits



David Safris #05, Shawn Keeler, and Lisa Hunsicker battle in GTB1 class at the start of the Sunday Endurance race.



Dale Hartzell #141 and Mike Kresser #97 lead the race group up to the starting line for Sprint Race #1.

Photo: Mike Pappas

of my car, hoping to create a passing opportunity. I closed it up pretty tight a few times, but Lisa wasn't keen to give up the top spot. For the second time on Sunday, I finished just off her bumper. Lisa took a well-deserved first place in a tough GTBI field, topped off with a workers' choice award.

Lisa's car has significantly better cooling than mine and was not overheating, a reminder that car prep is not just about horsepower and sticky tires. You must be ready to handle whatever the event throws at you.

The weekend also featured several High Performance Driving (HPDE) groups. Region members brought out the heavy metal, with numerous fantastic cars on display. Multiple GT3s, GT4s, Cup cars, and more took to the track throughout the weekend. The

usual lunchtime track tours raised \$1,000 for our favorite charity, the University of Colorado Health Burn & Frostbite Center.

Everyone drove well within their limits, and there were no delays or major issues. Again, the great work of our team of experienced volunteers kept the entire event running smoothly and safely. Our generous financial sponsors included Prestige Imports, who also supplied the pace car; Blue Chip; Denver Auto Shield; Chris Sarian Motorsports; and Wine Country Motor Sports.

It's hard to believe we have crossed the 2023 season's halfway point and are setting fall dates. PCA's Road America Club Race is early September, followed closely by Rennsport Reunion in California. I hope to make it to both. 🌟



# PCA Sim Racing provides fun and competitive online racing against PCA members from all 14 Zones!

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>  
 FOR MORE INFORMATION: <https://pcasimracing.com>



**PORSCHE CLUB OF AMERICA**



## FEATURED RMR MEMBER

**Susan Eastman**  
RMR Columnist

*Beginning in the 1970s the knowledge of engines got him invited to crew on race teams.*

## Rockets and Porsches: Paul and Betty Bingham

What do rocket science, Le Mans, propulsion engines, PCA RMR, Daytona, Littleton city government, Paul Newman, school teaching, and Porsche have in common? For Paul and Betty Bingham, these are the basic elements of their very full and fulfilling life.

### Sixty-Year Members

“Betty and I jumped into Rocky Mountain Region with both feet in 1963,” said Paul recently in a Littleton coffee shop. “The club was tiny. We’d have meetings over dinner, and everyone could join in. Everyone knew each other well.”

Paul brought pieces of that history to our interview, including the *Porsche Patter* newsletter from June 1969 (now *HighGear* magazine). Its 14 stapled-together, mimeographed pages contained region news gathered by members who called each other on a “phone tree” to learn about recent events: who had done what with their car, had raced on a track, or had a baby.

The Bingham’s love affair with each other began while they were students at Colorado State University, and they married before graduating. Their first cars were 1957 and 1960 Volkswagens. Paul bought the 1957 Beetle in Maryland while stationed at Aberdeen Proving Grounds in the Army’s Ordinance Corps. Just before he was released from the Army he and Betty bought a new 1960 model after having it on order for a year. To get it, they had to agree to accept a strange light-green color, “puke green.”

### From Wolfsburg to Stuttgart

Once in Denver, Paul became a rocket scientist in the early days of the U.S. space program, working on engines that went to the moon, and Betty became a teacher. Meanwhile, Bill Randle with Eichhorn’s Porsche shop sold them a supercharger in a basket, all of them knowing full well that it would eventually blow up the innocent little 1960 engine. A carburetor from a six-cylinder Ford made the blown VW a screamer. But Paul took off the supercharger before disaster struck, and that’s when their next love affair began; they got a Porsche 356C Coupe.

“In those days we all drove 356s, based on Porsche’s first production model, and we were our own me-



RMRers Paul and Betty Bingham

chanics, helping each other fix our cars,” Paul said. As an engineer, he appreciated good design, which obviously applies to both rocket and Porsche engines. And beginning in the 1970s that knowledge of engines got him invited to crew on race teams.

### Race Engineering

“First I crewed for Jerry Busch, Bill Fuller, and Ed Tracy in their SCCA E Production 356s. Al Lager was their engine builder, so I got to know him well. He was also our crew chief for Bob Hagestad’s endurance-racing team for three years, and it was exciting to go with them to Daytona, Sebring, Watkins Glen, etc. in 1973 and 1974. Betty went to some of those races and helped Al’s wife, Susan, with timing. And then for the IMSA race in Mexico in 1974, Betty and I drove the rig from Colorado to the race.”

Next he worked on George Dyer’s team with Al Lager’s crew,



His and Hers 356s!





30 MPG – The Bingham’s 356 on a Eco-Rally.

## – SPEC SHEET –

**Occupation:** Paul is a retired rocket scientist and engineer; Betty is a retired school teacher.

**Residence:** Littleton

**What Is It About Porsches:** Fine engineering, great handling.

**How Did You Get Into Porsches:** We were long-time VW owners, so it was a natural progression.

**What Porsche Was Your First Love:** 356s

**Current Vehicles:** 356C Coupe, Acura Integra, Honda Civic Sport (manual), 1963 VW Beetle.

**Modifications:** All totally stock.

**Scariest Moment Behind the Wheel:** (Paul) I was driving alone in my arrest-me-red 356C Coupe down the west side of Loveland Pass. I got carried away and was going like gangbusters. Nice right-hand corner at the bottom. Nothing dramatic like a drop off, but a good chance to simply crash into rocks. I got hard on the brakes, then got on the gas going through the corner and braked after. I learned that on the Aspen track when I spun out right in front of Jim Stubbs on a PCA track day. Very embarrassing.

**The One That Got Away:** John Stremming wanted to sell me his early pumpkin-colored 1964 911 Coupe. I didn’t buy it, but I should have.

**Dream Car:** 1955 Mercedes-Benz 300SL.

**What People Don’t Know About You:** Most folks in RMR don’t even know us anymore...

their biggest win being the 12 Hours of Sebring in 1977. Then Hal Shaw invited him to join his California crew, which later expanded to Bob Garretson and Dick Barbour’s IMSA racing group. That took Paul and Betty to France twice to work at the 24 Hours of Le Mans. In 1979 the team’s 935s placed 2nd, 8th, and 9th, with Paul Newman as a driver.

“We had four 935s shipped over by boat plus 20 mechanics and engineers. One driver was Rolf Stommelen, a top German endurance-racer who nearly won the event for us, only to be set back by a 23-minute pit stop caused by a stuck wheel nut. Paul Newman’s celebrity created a lot of difficulty in the pits. People kept crawling in there to see him!” Paul said with a laugh.

Paul and Al Lager later teamed up to build a replica Porsche Abarth Carrera on a 356B chassis with an aluminum body. In the 1950s and 1960s, Abarth was an Italian brand synonymous with sport, tuning, and performance in the sports-car world. Al and Paul called their Colorado-built version the Abarth Tribute, giving it the serial number 22, since there were only 21 real ones.

### Rocket Science

Throughout all this, Paul was working full-time at Martin Marietta. He was on the team that developed the Manned Maneuvering Unit (MMU), a propulsion backpack used by NASA astronauts on three space-shuttle missions in 1984. It allowed astronauts to perform untethered spacewalks at a distance from the shuttle, the only time an astronaut was allowed to “fly” untethered in space.

Betty and Paul still own the 356. It went into storage years ago, so today they drive a Honda and an Acura to get around. Paul has become involved in Littleton city government, advocating for solutions to issues that concern him in his hometown of 61 years. That resulted in him being named “Littleton Citizen of the Year” in 2017.

If you get a chance, ask Paul about the early days of RMR, 356s, and the perfection of fine engines. You will learn from a master.

*Susan Eastman drives a 2004 Guards Red Boxster named Butzi and is a Realtor with Live West Realty (see ad on page 2).*



Somewhere in the crowd...Paul Bingham at the 1979 Le Mans.



Photo: Randy Lamdin

## California Kelp Beds and Lamdin's "Grey Ghost"

RMRer Randy Lamdin drove his Chalk 2018 718 Cayman from Castle Rock, Colorado to Crescent City in northern California, then south along Pacific Coast Highway (PCH) to San Diego...then back to Colorado — some 3,340 miles! Randy writes, "The California kelp beds and my 'Grey Ghost' integrated well, so much so other rest stop visitors were 'pirating' pics. Put 'PCH' on your 'bucket list' of Porsche drives; it's Ben Collins, former Top Gear Stig, favorite drive in the world. And carve some time out of the drive to 'overdose' on the charm and scenery of northern California coastal community, Mendocino."

*Have a great photograph of your Porsche? We would love to see your quality photo, along with a brief description, and your Porsche's specs (model, color, trim level). Email us: [newsletter@rmrporscheclub.com](mailto:newsletter@rmrporscheclub.com)*

IN LOVING MEMORY

MARY JANE HOPKINSON

1949 - 2023



Sad to report that Mary Jane Hopkinson, a member for decades, passed away peacefully in Phoenix, Arizona, on March 31; she was 74. Moving to Colorado in the mid-1970s, she met her life partner Dr. Richard "Doc" Porter, an Alamosa anesthesiologist who raced an early 911. Mary Jane joined right in, and her smile regularly brightened PCA driving events, Parades, and SCCA races. After Richard passed away in 2010, she moved to Tucson and became interested in Arizona history, desert archeology, and RV travel. We will miss her!

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**Benjamin Shahrabani**  
Los Angeles Region, PCA

## Porsche Silver Steeds Porsche Racing, a Dedication 1948-1965

by Roy Smith

*Porsche Silver Steeds* documents the early years of Porsche racing when (mostly) silver racing cars from Stuttgart achieved great success during a remarkable epoch in motorsports history. Covering 1948 to 1965, well-regarded author Roy Smith (*Powered by Porsche, The Porsche 924 Carrera, The Racing 914s*) researches an often perilous age of Porsche racing that begins with the 356 but was closely followed by now-legendary competition sports racers such as the 550 Spyder, 718, and 904 GTS.

After recounting the marque's pre-history and origins, Smith chronologically and neatly divides the rest of his tome into chapters covering each specific model and the often bold-faced-named drivers who piloted them: Stirling Moss, Edgar Barth, Phil Hill, Henschke von Hanstein, Umberto Maglioli, Richard von Frankenberg, and Herbert Linge. With the author allowed seemingly unparalleled access to Porsche's archives, he

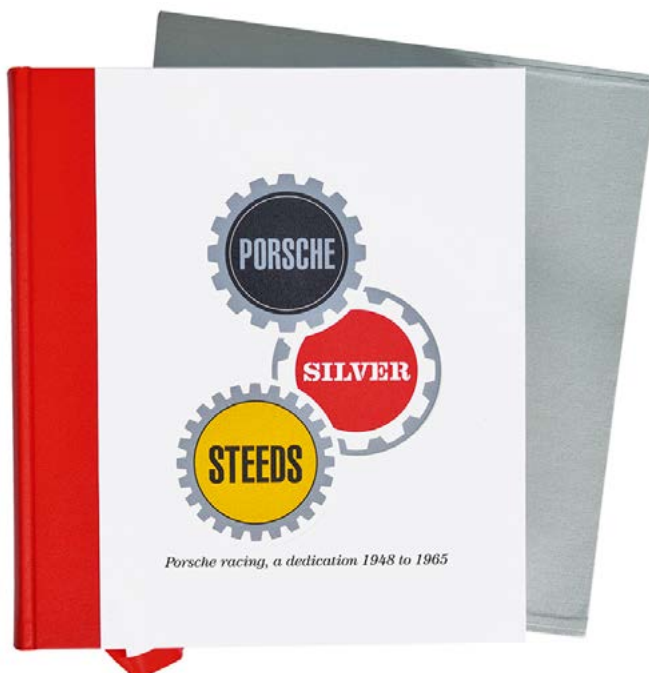
meticulously details not only the development of the cars but also reminisces about those who were there and drove them, as well as complete race results. Packed with photographs, *Porsche Silver Steeds* includes 660 period mostly black-and-white pictures, many never seen in print previously. Chassis numbers and specifications for each car are noted but only when complete accuracy could be assured.

Comprising 460 pages and sumptuously produced, *Porsche Silver Steeds* is published by well-regarded UK-based Palawan Press in a numbered standard edition of 500 copies and a mere 50 copies of a limited leatherbound edition that includes a reproduction of the original 1954-55 Porsche Spyder

Type 550/1500 RS driver's handbook. While neither is inexpensive by any means, consider it a small price to pay for the wealth of knowledge inside.

Hardback, 460 pages; Palawan Press ([www.palawan.co.uk](http://www.palawan.co.uk));

Standard edition: first 150 copies £500; next 150 £600; next 150 £700; final 50 £800. Leather edition: first 15 £1500; final 35 £2500. ❄





## THE STUTTGART MARKET LETTER

**David K. Whitlock**  
PCA Columnist

*Bring a Trailer will offer historic race cars from the WOB Porsche 75th Anniversary Race Car Collection and the Gruppe P Collection*

### Moneymobiles

July's market remained steady from its June cool-down with similar sales results, 71 percent of the 529 cars offered throughout July selling for a total volume of \$29,105,785. Nineties Turbos led with three of our top five sales, led by an \$800,964 1994 911 Turbo S 3.6 package car, followed by a 1997 911 Turbo S at \$560,000, both on Bring a Trailer.

The 964 Turbo market saw one other example, a 1993 Turbo 3.6, selling for \$335,965. 993 Turbos were abundant; we saw six cross the block with a sale rate of 67 percent. Another notable car, a 1997 Turbo WLS 2, sold for a strong \$237,993. The WLS 2 package included larger turbochargers, an additional oil cooler, an optimized twin-pipe sport exhaust system, and an upgraded Motronic engine control unit. The price was a new high for a 993 Turbo.

Brand-new 992 Turbo S Cabriolets also had a strong month, with prices inching up after a drop of about \$30,000 year over year. Three sold north of \$280,000, a price point we haven't seen since June 2022. One at \$227,000 had 764 miles on the odometer; the others were delivery-mileage examples with under 100 miles.

It wasn't just Turbos making moves, as we had several notable G-body 911 sales. The high sale there belonged to a 1975 911S Coupe with a clean, back-dated look and a highly-modified 3.8-liter engine. The color combination had Singer written all over it, but the price of \$277,500 made it a bargain compared to a Singer. We also saw \$145,000 for a very nicely restored 1974 911 Coupe in Grand Prix White over Midnight leatherette, showing 62,000 miles.

The 356 models had a strong July, at least those that sold, as we saw another decrease in sales, from 64% to 56%. Leading the group was a 1962 356B Super 90 Coupe in ivory over red that sold for just shy of a 12-month high at \$160,000. Other 356s in the \$100,000 club were a 1964 356SC Cabriolet at \$139,000, a 1964 356SC Coupe at \$135,000, a 1956 356A 1600 Coupe at \$126,500, and another 1964 356SC Coupe at \$100,000.

The 992 GT3s continued their slide. Not one sold for over \$300,000 this month, the closest being a 2023 911 GT3 Touring 6-speed in Shark Blue with 1,588 miles, selling for \$299,000. PDK-equipped models are falling the fastest, a Shark Blue car with 1,862 miles selling for \$231,000. Interesting that a wing and a transmission choice can cause a \$60,000 price decrease, but that's the market.



Photo: Bring a Trailer

While I expected 992 GTs to keep sliding, the most surprising slide of the month for me was the 996 Turbos. Only 33 percent of the 996 Turbos on offer sold for the month, none for over \$70,000. These were on a run for the last several months, so it will be interesting to see if July was just an off month or if the 996 Turbo market is taking a turn.

There will be lots to watch in the Porsche market as the summer ends, with many exciting cars

for sale in Monterey and online. Bring a Trailer will offer historic race cars from the WOB Porsche 75th Anniversary Race Car Collection and the Gruppe P Collection, and of course, Monterey will present the usual docket full of significant Porsches. I expect our highest dollar volume this year, but we'll have to wait and see.

*David Whitlock writes for The Stuttgart Market Letter, a daily market update for Porscheophiles, by Porscheophiles, delivered free to your inbox. To sign up, go to [www.StuttgartMarketLetter.com](http://www.StuttgartMarketLetter.com). ✪*



# DISPLAY ADVERTISING

RMR's award-winning newsletter (*HighGear*) is a monthly publication available in both print and digital format posted on RMR's website ([rmr.pca.org](http://rmr.pca.org)). It reaches 2,100+ households comprised of 3,300+ members. Please contact RMR's Sponsorship/Advertising Coordinator, Levi Saxen, to explore promotional possibilities for your business or event in RMR's newsletter.

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Midland, Lubbock and the surrounding area



## I GET AROUND

**Danielle Badler**  
RMR-PCA Columnist

*The manufacturers' reps, riding shotgun or in the back seat, were extremely knowledgeable and really good company.*

### Baby, You Can Drive My Car

Two magic days of driving manufacturers' latest offerings came and went last month, and your humble scribe is here to report on a new model year and a new slew of vehicles. Thanks to the Rocky Mountain Automotive Press Association for arranging this annual press event, and thanks to the vehicle manufacturers' reps for providing the cars.

First a spoiler alert: No Porsche participation; no Audi participation; no BMW participation. Audi and BMW participated in the past, but Porsche has never shown, at least for the last 10 years that I've gone. I have no idea why. They're missing out.

The manufacturers' reps, riding shotgun or in the back seat, were extremely knowledgeable and really good company. They were forthcoming on tech matters, product planning, and industry observations. It hasn't always been like that. And as we blasted through the twisties, I didn't notice even one cringing.

The route. We've been in the mountains before, but this year was the best. Up to the Peak to Peak Highway, back down for lunch in Lyons, up to Estes Park, into Rocky Mountain National Park, over Trail Ridge Road, and down to Winter Park for the night. The following day took us around the surrounding area, up and over 11,300-ft Berthoud Pass, and down to Empire. A quick hop on I-70 to Georgetown and over Guanella Pass, then left onto 285 and back to our base in Golden.

We saw elk, we saw moose, we saw deer, we saw pronghorn sheep, we saw tundra, we saw snow, we saw rain, we saw sun, we saw curves, we saw straights.

The cars. Of course there were EVs, hybrids, SUVs, and trucks. I couldn't find the time to get into everything but did spend seat-time in two, yes, two manual-transmission fun machines, the Toyota Corolla GR and the Acura Integra Type S.

Did I enjoy them? Is Trail Ridge Road the highest road in North America that goes somewhere? The GR can't escape its econobox roots, but 300 hp from a 1.6-liter three-cylinder, driving all four wheels, can get your attention. Hey, Subaru, this really is a street/rally car for today. Linear punch in the stomach; nice, tight ride; no-thought steering. If you're interested, order



Photo : Toyota Motor Sales, U.S.A.

**The Toyota Corolla GR can't escape its econobox roots, but 300 hp from a 1.6-liter three-cylinder, driving all four wheels, can get your attention.**

one today. They won't last.

Nor will the Integra. A year ago I drove the A-Spec and found it a buzz-box, sadly lacking in oomph. No longer. The exterior's more pumped up, the interior's more luxe, the power's more... more. And on the overrun, the engine gives you a "pop-pop-pop" song that's almost worth the price of admission in and of itself.

Trends. The Honda Accord hybrid had paddle shifters that didn't actually shift the transmission. What they did was control

the degree of regenerative braking when you lifted. You went from virtually none to, well, a lot. Left paddle for more, right paddle for less. Full-on, I found this remarkably useful in the twisties but couldn't help wondering if it affects fuel economy. Honda's rep said hardly. Does it save brake pad wear? Yes. Do brake lights come on in full-regenerative mode? I forgot to ask, but I did hum Fleetwood Mac's "You Can Go Your Own Way."

The Mercedes-Benz AMG GLE 63 S 4Matic+ SUV won the longest-model-name contest. With a reported 603 hp and 627 ft-lbs of torque, and the help of a 48-volt hybrid assist, leading to a reported 0-60 time of 3.7 seconds, and an MSRP north of \$160,000, it also won the most-outrageous-vehicle award, at least from me.

It also featured the most over-the-top dash, a digital instrument cluster flanked by what may be the largest infotainment system in existence. In nav mode it looks like you unfolded a complete digital, touch-sensitive Hagstrom map. To its right is another digital panel just for the front-seat passenger. It all kinda flows upward, almost into the straight-ahead sight-line, giving a slightly truncated view forward. A true Godzilla vehicle.

What else? The new Prius Prime looks sensational and drives like a good car, not a Mobil Economy Run entrant. God bless the natural induction of the Lexus IS 500. And the massaging rear seat in the Genesis G90.

Life is good. Thank you all. ✪



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## PORSCHE

### 914 1.7 **\$13,500 OBO**

5-speed, numbers-matching, rust-free, mostly original, Porsche Certificate of Authenticity. Many new parts installed during 8+ year ownership; notebook of receipts provided. Originally light ivory, now pearl white, some scratches and flaws. A fun car, but I hope Pearl can find a new home with the right PCA family. She can be temperamental and needs TLC to become a reliable driver; price reflects fair value considering needs.

**Greg Russell** (720) 226-5479  
gregerussell@gmail.com

### 1974 911S **\$45,950**

Black w/black int., manual trans, 170,000 mi, two owners. Stunning, garaged Colorado car, excellent cond. Current owner is daughter of original owner; in family except for 12 of its 49 years, when it was upgraded to track standards. Full records and provenance; many upgrades, three engine/transmission rebuilds.

**Steve Cornwell** (303) 842-6934  
sandjcornwell@gmail.com

### 2002 Boxster S **\$27,000**

68,000 miles, excellent cond., 6-spd manual trans. Low mi, smooth, fast, clean. IMS bearing replaced with clutch; engine and transmission sealed and ready. Clean CarFax, regular maintenance. Set to cruise another 100,000 mi with routine maintenance. Phone adapter for sound, Bose speakers, remote fob, heated leather seats. Super fun, never fails to turn heads!

**Kate Newburgh** k.newburgh@gmail.com

### 2008 Cayman S **\$35,000 OBO**

Artic silver metallic; stone-grey leather int., 6-spd manual, 19" Carrera S wheels. 44,300 mi; good history since new at Suncoast Porsche in Sarasota, FL. In Colorado since 2010; third owner, needs nothing, very clean. Recent LiquiMoly oil change, new Interstate battery, new tire-pressure sensors. In Steamboat Springs.

**Skip Deubel** (860) 992-8884  
pdeubel@msn.com

### 2018 991.2 GT3 Touring **\$Call**

Rare black/black/black pkg., 3,000 mi, showroom cond. Loaded, 18-way adj. seats, front axle lift, many upgrades. Certified investment-grade; no dealers please.

**Tim Kae** (303) 910-2764

### Winter Tires for Macan **\$1,250**

Fronts 235/60/R18, rears 255/55/R18. Rears have 2 seasons; fronts only a month last season (vehicle sold). New ~\$2,500. In southern Colorado Springs; prefer local pickup (shipping at buyer's expense).

**Fernando Gil Franco** (281) 254-3299  
auric.phallus@gmail.com

### Michelin Pilot Sport Tires **\$250**

Two All-Season Tires. 255/30ZR19, like new, 10/32" tread, DOT 2021, extra load range; retail over \$325.

**Patrick O'Brien** (928) 988-3993  
fronrange645@gmail.com

### Two Kelly Radial Tires **\$25**

165/15 86S, slightly used, off '57 Speedster. **Rodger Stewart** (303) 880-3195  
stewmail66@gmail.com

### "Lobster Claw" Wheels w/TPMS **\$1,850**

Full set of desirable OEM lobster claws with TPMS; OEM 8x19", offset 57; 11x19", offset 51; like new, can deliver to Denver area.

**Pat O'Brien** (928) 988-3993  
fronrange645@gmail.com

### OEM Sport Design 20" Wheels **\$1,991**

Factory-original on a 991.1 Carrera S I recently sold. Factory staggered setup; may fit other Porsches. Perfect, as new; Caps, TPMS, and stems included. Happy to send pics, answer questions.

**Jay Kurts** (303) 859-6779  
jayk1@comcast.net

### Black HRE Wheels **\$1,800**

20x8.5 front; 20x10 rear. Unsure of model, came off 2015 Cayman GTS (981). Minor road rash on one front. Prefer Colorado local buyer, or buyer pays shipping.

**Kathleen Maher** (303) 324-9755  
maherkmkm@hotmail.com

### 18" Turbo Twist Wheels **\$1,400 OBO**

Two 18x8, part 996.362.136.01, ET50; two 18x11, part 996.362.140.02, ET47; for 996 (solid spoke). Inspected at Woody's Wheels (Denver), powder-coated at Blue Flame (Denver) then painted. Excellent

## MISCELLANEOUS

### Rennsport Reunion Tickets **\$Face Value**

Four general admission tickets, two PCA Corral parking passes; one for 911, one for Cayenne. Selling at face value.

**Gary Bauerle** (970) 397-7711  
nlgary1@comcast.net

### Studded Snow Tires On Alloy Whels **\$800**

Four studded Nokian Hakkapelittas on 18x8" TDY Sport-Edition Cup black alloy wheels (bolt pattern 5x130). Front tires 235/40, 3/8" tread; rears 245/45, 3/16" tread. Wheels straight, balanced; one front has cosmetic curbing; with 433Mhz TPMS transmitters. Tires have 12,000 mi on Cayman S.

**Michael Rosenblatt**  
mrosenblatt@mac.com

### Winter Tires, Wheels **\$1,700 OBO**

Four 265/50R19 Yokohama Iceguard G075 XL tires; about 10/32" tread, used one season, excellent cond. On 9x19" OZ Cortina GLS Black wheels with 433-mhz pressure sensors, black metal TPMS valve stems; off 2015 Cayenne Turbo.

**Brian Sompayrac** (303) 513-5942  
Rovertrex@me.com

### New Pirelli Tires **\$750**

Pair, 295/30ZR18, excellent, rears for 996 (Turbo, C4S, Carrera); paid \$1K. In Boulder; can arrange Denver delivery.

**Todd McKee** (303) 810-1578  
todd.mckee@ecoproducts.com

### Pirelli Scorpion Winter Tires **\$750**

Four, 265/40R21 (2), 295/35/R21 (2), used 2,000 miles, all 6mm tread.

**Stan Braun** (239) 595-9147

condition, zero curb rash, straight, have center caps for Turbo (only). Look great; will make your 996 (C4S, Turbo, Carrera) rock. Also selling new Pirelli 295/30ZR/18XL tires separately; would fit these wheels. Asking \$1,400 for wheels; \$600 for tires. In Boulder, can deliver within 50 mi.

**Todd McKee** (303) 810-1578  
todd.mckee@ecoproducts.com

**Brey-Krause Harness Truss** \$500  
Fits '74-98 911 coupes; mounts to B-pillars; retail \$800, asking \$500.

**Randy Stout** (970) 631-2201  
randestout@gmail.com

**Race Gear** \$450  
White B2 full-face helmet, LG; Alpinstars shoes, size 9.5; Sparco gloves. Like new, used only once for autocross; paid \$630.

**Chris Abbe** (303) 955-8049  
abbedad@gmail.com

**Corbeau Forza Seats** \$500

Two competition seats, black/red. Size Standard (up to 38" waist). Driver's includes Corbeau D244SBT sliding adjuster; passenger's includes fixed mounting hardware. Great shape, very lightly used. Over \$300 ea retail; both

with mounting hardware.

**Randy Stout** (970) 631-2201  
randestout@gmail.com

**F.A.S.T. Alpha Racing Cool Shirt** \$200  
Men's medium, black & red, lycra (not cotton), barely used, as new cond.; cost \$340 new.

**Jay Kurts** (303) 859-6779  
jayk1@comcast.net

**Bell M.8 Carbon 57 Helmet** \$800  
Brand new, SA2020, black, bought at Wine Country for \$1K, worn once.

**Lisa Bryan** (720) 217-9750  
lisabryan617@gmail.com

**996 Fabspeed Maxflo Mufflers** \$1,000 OBO  
Fits '99-04 Carrera 996. Customized with stage 3 modification by FD Motorsports (Fister), ceramic-coated in black. Like new, sound great! Call or email for info, pictures.

**Bruce Banning** (720) 467-9176  
brucebanning@msn.com

**2007 Trailex Enclosed Trailer** \$15,500

Model 80180, all-aluminum, weight per manufacturer is 2,000 lb. Slight cosmetic flaws, very good mechanical cond.; new tires in 2021. With MAC tie-downs, wheel

stop, spare tire, inside mounted storage. Excellent for towing; inside width 80".

**Bob Musslewhite** pca993reg@gmail.com

**Porsche Storage** \$Various  
Secure, dry, 24/7 accessible, and convenient storage for your Porsche. Single and double garages available 10 minutes north of downtown.

**Jep Seman** (303) 638-7000  
jseman@coloradoadvocates.com

**3D MAXpider Air Capsule Car Cover** \$150  
New in box, never used, XL size, part number 1289XL; store, display, protect car, truck, or RV in clean and dry environment, away from dust, insects, scratches. High-quality materials, last for years. Designed using state-of-the-art technology.

**Wes Anthony** (303) 898-2235  
anthwp@gmail.com



[rmr.pca.org/adverts](http://rmr.pca.org/adverts)

## WHAT WE DO

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[rmr.pca.org/events-page](http://rmr.pca.org/events-page)

## BOARD MEETING MINUTES



RMR Board Meeting Minutes can be found at:  
[rmr.pca.org/rmr-board-meeting-minutes](http://rmr.pca.org/rmr-board-meeting-minutes)



# Dear Tire Guy

## ON-SITE TIRES

I've concluded that nobody likes me. I look like a tire and usually smell like a tire. Seriously, though, imagine carrying a tire with you everywhere. I look at people's tires at stoplights and in parking lots and quietly judge them. It's maybe a bit obsessive. So honestly I can understand the disappointment when I change the subject of a perfectly fine conversation from whatever I wasn't listening to to black rubber circles instead. You could probably even say people are ("ahem") tired...of me. Or maybe they're just... tread up...with my antics.

Good thing you're not here for my personality. So sorry if you are. But now I'm going to do what I do best: Occupy space! No, wait, the other one: Tell you about tires! I know it's summer, but the summer sun doesn't reclassify bald tires as street slicks. Have you looked at your tread lately?

Whether the roads are wet or dry, less tread always equals less stopping power on a road-going tire. Maybe snow is of no concern right now, but a child's basketball rolling into a neighborhood street is, and that's a situation in which you do not want to skid. Further, 2023 is the hailiest season on record in Colorado's history. Ice and water during these storms pose a serious hydroplaning risk to bald tires, which can lead to accidents, repairs, and higher insurance premiums.



Bald tires are also more prone to punctures. Less rubber between the top layer of tread and the carcass of the tire is an expressway for debris to puncture your tire more easily. A slow leak is bearable, sure, but a puncture can also cause a blowout that in a worst-case scenario can lead to you losing control of your vehicle.

Tires are nearing the end of their life at 4/32nd of an inch tread depth and dangerous at 2/32nd. To extend their life and keep you and your vehicle safe, check their tread and maintain the tires properly. Bald tires are all fun and games – until you have a blowout. No pressure. Until next month, drive on!

- The Tire Guy

Cars after one lap at the Nürburgring:



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Photo: Jack Hell

## “BIGBANG” = The Big Bang Theory sitcom

This Creative License plate graces Jack Hell’s Racing Yellow 2019 718 Boxster. Jack writes, “I was, and still am, a huge fan of The Big Bang Theory sitcom. At a stoplight, someone once asked me what was up with the license plate, if I was in the television or movie business. I said “No, I’m a physicist!” The light turned green...and I was gone!”

*Editor’s Note: Bazinga! (I.Y.K.Y.K.)*

*Have a “Creative License” plate? We would love to see a quality photo, a brief explanation of the plate, and your Porsche’s specs (model, color, trim level). Email us: [newsletter@rmrporscheclub.com](mailto:newsletter@rmrporscheclub.com)*

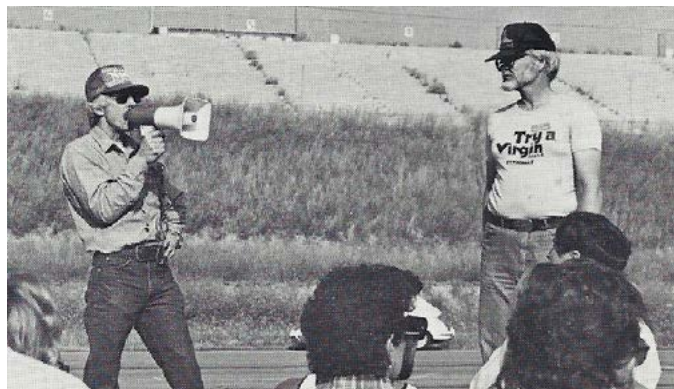


## IN THE REARVIEW MIRROR

**Amy Legg-Rogers**  
*Rocky Mountain Region Historian*

### RMR's Drivers School at Continental Divide Raceway

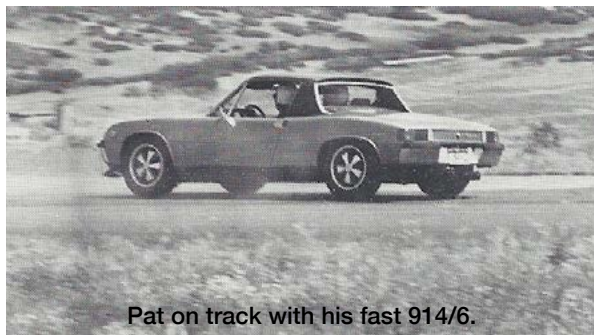
RMR's Drivers School at Continental Divide Raceway (CDR) on the weekend of August 27-28, 1983, drew a record turnout, over 100 cars with 125 drivers at just \$45 per car plus \$10 per co-driver. Saturday was beautiful, with drivers getting plenty of track time. Sunday was a different story, with rain and only one timed run around this historic Castle Rock track, which soon closed for good. Top time (2:06.274) was set by Alpine Mountain Region's Don Chilsen in his 924 SCCA race car. Other familiar entrants included Frank Barrett; Bob, Robin, & Tom Benight; Linda & Ned Chapman; Ron & Diane Collier; Kent & Bev Early; Ray & Vicki Edmiston; Mary-Jane Hopkinson, Spike Howard; Allan Johnson; Ron & Cheryl Langford; Dave Liddle; Norm Martin; Paul Orkild; Ken Provasi; Bill & Jan Randle; Alan Ruff; Rich & Ginna Seth; Dick & Jan Torpy; Fred & Sally Veitch; and Alan & Esther Jane Worrell. ❄



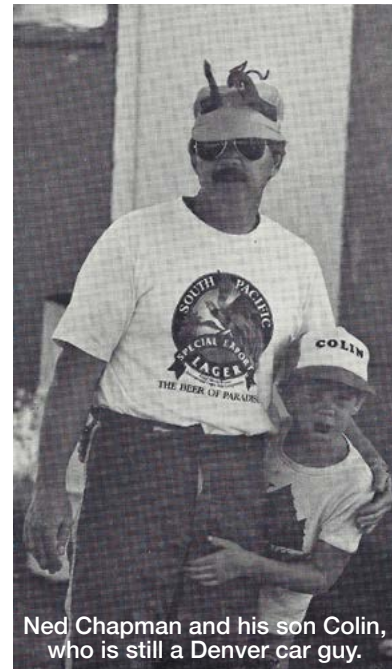
Pat Moyle, Chief Driving Instructor (with megaphone), Doc Porter offers advice. The concrete grandstand was built into the hillside along the main straight, which doubled as a drag strip.



Unidentified 930 Turbo co-driver.



Pat on track with his fast 914/6.



Ned Chapman and his son Colin, who is still a Denver car guy.

Photos: Tom Hertner and Jerry Tincani

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