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COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGIONS..| RMR.PCA.ORG

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COVER

Saluting our HPDE Grid Crew Volunteers.
Photo by Mike Pappas taken at the 'Running Down The Dream HPDE, on June 7, 2025.



Editor and Creative Director: **Gene Davis**
Copy Editor: **Frank Barrett**

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PCA-RMR BOARD OF DIRECTORS

To volunteer to be an RMR board member, please submit your intent by September 15 so the Nomination Committee can add you to the ballot in November for region voting in November. Most positions are two-year terms. You may contact the entire RMR board at board@rmrporscheclub.com.



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Eric Elliff
Region President

PRESIDENTIAL IMPRESSIONS

Spring Into Action

By the time you read this, two of our premier events, Ladies' Day and Track 101, will be in the rearview mirror. Ladies' Day is the largest women-only driving event in the country, and it originated right here with RMR. Track 101, a more recent invention, has proven enormously popular, encouraging novices onto the track and ultimately creating (along with Ladies' Day) additional enthusiastic DE participants. Even before they happen, I have no doubt that both events will be successful and will continue uninterrupted for years to come. But why was there no Ladies' Day or Track 101 last year?

Both events traditionally have been held at the Colorado State Patrol track in Golden. RMR developed a strong bond with the State Patrol, and donations from the two events were usually directed to the Patrol's Family Foundation, which provides funds for the families of fallen officers. Other car clubs also have used the CSP track for events for many years. Last spring, we were informed that CSP could no longer make its track available to RMR or any other car club. The reasons initially were vague, and a number of our members swung into action to figure out what was really going on.

Our first effort was to reach out the CSP command structure. They could not have been more gracious. Scott Henderson (immediate past president) and I were invited to a meeting at the CSP training facility in Golden just down the hill from the track. There, the CSP expressed appreciation for RMR's past donations to the Family Foundation and were complimentary about how Ladies' Day and Track 101 had been conducted. But they also told us that CSP had been instructed that due to the terms of an easement which was the basis for the CSP track's very existence, RMR and other car clubs would no longer be allowed to hold events there. Such events violated the easement's terms. We later learned from other sources that an unnamed car club's event had angered the track's residential neighbors. Those complaints reached Jefferson County and, ultimately, the governor's office. That is when the easement was discovered, and Jefferson County indicated that it intended to enforce its terms. In short, CSP's hands were tied.

Now, RMR has a legion of smart and resourceful attorneys among its ranks. One of them quickly located the relevant easement in the public record, and others reviewed the language. There were, unsurprisingly, some narrow openings which we thought could legally allow CSP to approve our event. But time was short. Scott and I again met with the CSP to explain our reading of the easement. At this meeting we learned of the Flatrock Training Facility in Adams County, the site of this year's Ladies' Day and Track 101. We also learned that CSP could do nothing without Jefferson County's approval. Given the timing, it was too late to arrange meetings with the County (which likely would have proven fruitless) then plan and execute Ladies' Day/Track 101 in 2024, even assuming we got the go-ahead. We thus reluctantly decided to cancel these events last year.

But we don't give up at RMR, and we immediately turned our attention to Flatrock, which none of us had heard of. After online research, several of us visited the facility on a very cold afternoon. The wind blowing off Barr Lake made it feel more like Chicago than Commerce City, but the advantages over the CSP track were readily apparent. Flatrock has real bathrooms, a dedicated, air-conditioned classroom, a full kitchen, and ample audio-visual equipment. The track is safe and easily learned. In short, but for losing access to the CSP track, we never would have discovered this fantastic new facility. I am sure that after our participants experience Flatrock, Ladies' Day, and Track 101, these will be sell-out events in the years to come. 🍷

VOLUNTEER HELP WANTED

Our region has an opening for the following volunteer position:

Social Media Chair

This is a wonderful opportunity for YOU to serve OUR region and all its membership. The region needs a volunteer with a working knowledge of social media communication and the launching and management of the region's presence on social media websites. Beyond that, all that is required is a little of your time and the willingness to serve.

Please consider joining the region chairs in providing this necessary service to our region. 🍷



Gene Davis
Editor

What You Don't Know...

In the previous newsletter, you might have noticed that there were no reports or photographs from the numerous PCA-RMR events that have occurred during May and June. Being the newsletter editor, this paucity of provided coverage makes my task a bit more, shall I say, arduous, to say the least. Endeavoring to fill our region's newsletter pages with articles and photographs highlighting region activities and, most importantly, members' faces and Porsches, is a fun task made all the more enticing when there is content with which to work.

I discussed this issue, especially a notable lack of photographs highlighting these events, during last month's PCA-RMR board meeting. We all recognized that our usual photographers are also volunteers and have busy lives and responsibilities which might prevent them from being available to photograph an event. An alert board member immediately decided to play 'Stump the Editor.' Their question was, "Can the newsletter utilize photographs submitted by event attendees and, if so, what photograph quality does the newsletter publication require for photograph submission?" Well, that was easy to answer, "I don't know." Moreover, the follow-up question was even better. "What camera do I need?" Will my Apple iPhone or Android phone camera's photos be of sufficient quality?" Again, I was right on top of that answer, "I don't know." Let's be right up front here. I am a geoscientist, and there is not an artistic bone in my body. Heck, I flunked drawing in kindergarten. Stick men provided hours of challenge.

So, I turned to the ever trusty Google for better answers. Immediately, AI, that newest of Silicon Valley creations, kicked in. I have to admit, I don't necessarily like AI. But for this exercise it really did show its mettle. Yes, gentle readers, your digital phone camera can be used to take photos that are of publishable quality. Here is what I learned.

1) When shooting, the camera file format you want to select is an uncompressed format. RAW is best, TIFF is acceptable, and JPEG is qualified.

2) RAW files require more storage space and necessitate post-processing, their advantages for magazine publication are significant:

a) Superior Image Quality: RAW files are lossless, preserving the highest level of detail and a wider color gamut, crucial for high-quality printing.

b) Enhanced Editing Flexibility: The richness of data in RAW files allows for extensive adjustments to exposure, white balance, contrast, and color without degrading image quality.

c) Non-destructive Editing: When editing RAW files in software like Adobe Lightroom, the original file remains untouched; changes are saved as a set of instructions or a sidecar file, allowing for unlimited edits without loss of quality.

d) Wider Dynamic Range: This allows for greater recovery of details in both highlights and shadows, essential when dealing with difficult lighting conditions.

3) TIFF is similar to RAW in quality but is already in a processed, standardized format that can be used for sharing or further editing.

4) JPEG is a compressed format, so it is important to know how large your JPEG file is.

a) JPEG files over 3 mb are acceptable for print; files between 1 and 3 mb are good enough only for online publications. JPEG files under 1 mb are usually not acceptable even for online publications.

b) If JPEG is the top format your camera produces, the quality setting (compression) should be set at Superfine or Fine.

OK, I know that was way too much information, especially for those of you that are like me, the person who points, shoots, and then forgets that he took numerous photos that day, and doesn't know that his camera has photo-quality settings.

Suffice to say, RAW is the best format to use when shooting photos, especially with your iPhone or high-end model Android phones. Armed with this information, I hauled out my iPhone, brought up the camera, and voila, there in the top right-hand corner of the screen were the words RAW. Well, how about that.

If you wish to edit your photos yourself, both iPhone and high-end Android phones have software built into the phone that allows you to do so. If you wish to submit your photo(s) that are just too good to be true or held solely in your private repertoire, go ahead and send them to me at my editor email, and I will be more than happy to consider them for publication. Just be sure that the format in which they were acquired is magazine publication acceptable. Since we often don't have enough photos from an event, especially tours and socials, please don't be too bashful. The more the merrier.

On a separate note, the annual club race is coming up on the weekend of September 19-20th. This event is in need of corner workers. If you feel the need for speed but aren't racing or aren't solo-qualified for HPDE participation but have HPDE driving experience, you can still be a part of the action. Having worked a corner twice during past club races, I can attest that you have the best seat in the house and the action can be both exciting and intense. Plus you get paid to be there and get one, two, and perhaps three free meals, lunch for sure both days and dinner if it is provided on Saturday evening. And for those interested, there is beer-thirty as well. Please contact one of the Race Co-Chairs, Vicki Earnshaw or Dave Nelson, whose contact information can be found on the adjacent page. All in all, it is a great weekend of entertainment. See you there. ✖

ROCKY MOUNTAIN THUNDER CLUB RACE AND HPDE



Where: High Plains Raceway - Byers, Colorado

When: September 20-21, 2025

Registration Opens: August 4, 2025

Register at: [Motorsportsreg.com](https://motorsportsreg.com)

Race Co-Chairs: Vicki Earnshaw & Dave Nelson, clubrace@rmrporscheclub.com

Race Registrar: Vicki Cox-Jones, vickijns@gmail.com ☐ (970) 215-7373 ☐

DE Registrar: Rex Kennedy, rexk@4kennedys.com (303) 589-1605

The September HPDE is run in coordination with Porsche Club Racing. Solo-approved drivers can participate. We invite anyone with HPDE experience to volunteer for corners or grid. If you or anyone you know wants to volunteer, please sign up at <https://www.motorsportreg.com/events/2025-rocky-mountain-thunder-volunteers-high-plains-raceway-pca-923788>.

This HPDE is an Advanced Solo DE held in conjunction with the PCA National Club Race on the same weekend. Only **advanced solo drivers** are allowed to participate. There will be no cones marking turn-in/apex/track-out or passing zones. Driver participation is subject to approval by the HPDE Chief Driving Instructor.

To qualify, the driver must meet the following criteria:

If local to RMR,

You **MUST** be signed off as an **advanced solo driver** by a member of the RMR CDI team.

If an out-of-town HPDE participant,

You **MUST** be an HPDE instructor, or an intermediate or advanced driver, having driven Solo for at least 4 days on at least 2 different tracks.

You **MUST** provide a track driving history documenting that you meet the above criteria and/or contact information for your local Region's Chief Driving Instructor.

Shared-driver cars will be allowed provided that one driver has previously run in the Expanded Passing run groups (and is approved by the RMR Chief Driving Instructor) and the co-driver qualifies for Solo HPDE participation.

We will have two Solo HPDE run groups. There will be one Solo run group with designated passing zones. There will be one Solo run group with PCA Expanded Passing rules (further defined by RMR passing zone rules). **For passing, a point-by is mandatory in both run groups, and only one car is allowed per point-by!**

New This Year – Time Trial during the Sunday afternoon session. The format will place 3 cars on track, separated to minimize passing. Drivers will have hot lap conditions upon entering track and complete two full laps plus a cool-down. Prizes or awards in 3 competitions, including fastest lap, most consistent of two laps, and predict-your-time.

We need 11 volunteer corner workers. If you are interested in doing this important task, please contact either of our Race Co-Chairs.

We look forward to seeing you in September!

Event Sponsor:

Porsche Denver West



PCA ZONE IX REPRESENTATIVE REPORT

Vicki Cox-Jones
Zone IX Representative

Around Zone IX
PHOTOS BY VICKI COX-JONES

July brought hot weather to Zone 9, and this year it also brought Parade to Oklahoma City. I was happy to see so many Zone 9 members attending and impressed by their level of participation. If the awards that our members brought home are any indication, they had a very successful and fun Parade. I sent a list earlier, but I want to again congratulate the winners on their achievements. Impressively, Zone 9 was represented in all available competitive categories.

Parade Winners

Bill Simon, Rocky Mountain Region: Enthusiast of the Year

Art Show

Russ Rydberg, Rocky Mountain Region: First, Studio Art, Sculpture

Jeff Beckel, Alpine Mountain Region: First, Studio Art, Monochrome Drawing

Concours d'Elegance

Jane and Tommy Thompson, Alpine Mountain Region: First in Class

James and James Valenti, Carrera Region: Third in Class

Jeff and Lisa Beckel, Alpine Mountain Region: Gmund Silver Level of Achievement

Kurt Lochmiller, Rocky Mountain Region: First, Porsche Classic Originale

Newsletter Awards

Roadrunner Region: Second, Class IV

Website Awards

Bill Simon, Rocky Mountain Region: for the following:

Big Island Hawaii Region: Second, Class I

Keystone Region: First, Class I

Pocono Region: First, Class II, with Michael Smihosky

Grand Prix Region: Second, Class IV, with Jimmie Mitchell

Zone 2: First, Zone Website

Autocross

Stephen Yeh, Rocky Mountain Region: Second in class

Vicki Cox-Jones, Rocky Mountain Region: First in class

Historical Quiz

Roland Wiele, Roadrunner Region: First in class

5K Run/Walk

Jeff Beckel, Alpine Mountain Region: Second, Age 60-69 Class

Gimmick Rally

Matt and Megan McClintock, Rocky Mountain Region: First in Class

Eric and Stephen Yeh, Rocky Mountain Region: Eighth in Class

TSD Rally

Lisa and Jeff Beckel, Alpine Mountain Region: Second, Unequipped 2000 & older

Roland Wiele and Wendy Wiele, – Roadrunner Region: Seventh, Unequipped 2001-2015

Eric and Stephen Yeh, Rocky Mountain Region: First, Unequipped 2001-2015

Dan and Patricia Sandt: Sixth, Unequipped 2016–present

Mike Suttle and Paula Sears, Roadrunner Region: Fifth, Unequipped 2016–present



Jeff and Lisa Beckel's 1967 Porsche 912, winner of the Gmund Silver Level of Achievement for Restoration.

Bill Simon, Rocky Mountain Region, and Paul Young, San Diego Region: Second, Equipped

National Service Awards

Two Zone 9 members earned National Service Awards, given when a person retires from their PCA National position.

Alex Ching, Alpine Mountain Region: Treffen North America Chair

Denise Jordan, Alpine Mountain Region: Zone 9 Representative

Thanks to Rocky Mountain's Holly Jackson for putting together the wonderful tours. Talking to people at Parade, I heard many good things about them. I look forward to what you have in store for next year's Parade in Lake Placid.

PCA was very lucky to have three generations of the Porsche family at Parade this year, Hans-Peter Porsche; his son Daniell; and his grandson Tamino. Rocky Mountain Region's Kathy Fricke was lucky enough to have Daniell and Tamino add their signatures to Hans-Peter's and Wolfgang's inside her Porsche's hood.

Looking forward, my August is filled with instructing at Rocky Mountain's women's-only HPDE, and an autocross. I hope you are enjoying your summer, and I look forward to seeing you out there! ✂



Russ Ryberg's winning Studio Art, Sculpture entry, "Porsche Mechaniker"



Kathy and Walt Fricke's Speed Yellow 2007 Porsche Turbo S



Kathy Fricke, RMR-PCA member, and her friend, Debbie Cooper from Space Coast Region

UPCOMING RMR EVENTS CALENDAR



For up-to-date RMR events information, see: RMR.PCA.org/calendar

PIKES PEAK HILL CLIMB DRIVING TOUR

August 30

SARATOGA DRIVING TOUR DRIVING TOUR

September 25

OFF-ROAD FALL COLORS DRIVING TOUR

September 27

RMR BREAKFAST CLUB – NORTH

8 AM to 10 AM — First Watch, 2809 South College Avenue, Fort Collins
1st Saturday of the Month

RMR BREAKFAST CLUB – SOUTH

8 AM to 10 AM — The Perfect Landing Restaurant, Centennial Airport
2nd Saturday of the Month

LAFAYETTE CARS & COFFEE

7 AM to 10 AM — Flatirons Church, 355 W South Boulder Road, Lafayette

LONE TREE CARS & COFFEE

9 AM to 11AM — 9535 Park Meadows Drive, Littleton
1st Saturday of the Month

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 for instructions.

2025 HPDE SCHEDULE

High Plains Raceway, 93301 East Highway 36, Deer Trail
Saturday & Sunday; September 20-21 (Club Race); and October 11-12

2025 AUTOCROSS SCHEDULE

Colorado Air and Space Port, E 30th Avenue, Watkins
August 16; September 13; October 18

A LADIES DAY AND TRACK 101 THANK YOU

A big **SHOUT Out** is extended to **Cognativ, a Business Solutions Company**, for their very generous Turbo Sponsorship of this month's Ladies Day and Track 101 Events. Without the support of partners such as Cognativ, events like these would be difficult to provide for our members. Please consider patronizing all of our sponsors whenever you have a chance to do so.



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TRACK TALK

Dave Stribling

Leader, Chief Driving Instructor Team

Keep Raising the Bar Higher

Sharpening The Edge: Driving With All Your Senses

At our last advanced driver education event (DE), Wilson Clayton led a thought-provoking classroom session that sparked a lot of reflection for me and a few follow-up conversations in the paddock. The topic? Driving with your senses. Not just “using your senses” but consciously isolating and refining each one to better understand what your car is telling you.

The idea is simple in theory but powerful in practice: pick one sense and focus on it for an entire session. Don’t multitask. Don’t chase lap times. Just commit to that one sensory input and absorb everything it can tell you.

Start With Sight

Vision is the natural first step, our dominant sense behind the wheel. But even here, many of us only scratch the surface. For three laps, deliberately expand your visual awareness. Look beyond your turn-in point and apex. Take in the surface detail, cracks in the pavement, tire marks, even the weeds growing along the edges of the track. Notice the light, the shadows, the track’s crown. Where is the rubber laid down? Where is it not?

You’ll be surprised at how much information is available when you truly look.

Listen Up

In your next session, turn down the chatter, and let your ears do the work. Listen for tire scrub. Note how the engine pitch changes under load or off-throttle. Can you hear a rattle under braking? A squeal mid-corner? Does the tone shift with each lap as tires heat up or brakes begin to fade?

Sound can be an early warning system but only if we’re paying attention.

Feel Everything

Lastly, dedicate a session to feel, what Wilson called “seat of the pants” driving. Tune in to the subtleties of motion. The way the car’s weight shifts under trail braking. The sense of balance as you unwind the wheel. The way your hips register lateral Gs. Can you feel the chassis settle? The rear start to move? That micro-moment before understeer sets in?

This is the sense that separates smooth from reactive. It’s how great drivers become intuitive.

Why It Matters

By isolating each sense, we sharpen our total awareness. We become more deliberate. More connected. And in a high-performance environment where inputs come fast and margins are slim, that can make all the difference.

Next time you’re at the track, try the “three-lap drill.” Sight. Sound. Feel. One session at a time. You’ll come away not just quicker but more in tune with your car, your driving, and the track beneath your tires. 🏁

** Editors’ Note: Long-time RMR-PCA member Frank Barrett suggests that Alpine Mountain Region member Ronn Langford, who started MasterDrive in 1986 in Colorado Springs and now has locations in Centennial and other Front Range cities, can provide immense knowledge re this subject. To quote Frank, “In the best of Ronn’s courses I took, we never got into the car, just sat around a table and covered the psychology of fast driving. It helped me more than any other driving course I ever took.” Ronn has written a book with Ross Bentley, entitled Inner Speed Secrets: Mental Strategies to Maximize Your Racing Performance. This book is a good source for drivers wishing to better understand how to utilize their senses and mind to become a more competent and complete driver. See www.masterdrive.com.*



Our CDI's new wrap, love those headlights.

HOW TO PREPARE FOR A HIGH-PERFORMANCE DRIVING EVENT

INSTRUCTIONS BY BRIAN HOFFMEYER & SCOTT HENDERSON

High-performance driver's education (HPDE) events aren't just about going fast; they are a fantastic tool to sharpen your driving skills. Safety is the most critical aspect of participating in any track event. Tech inspections are a key part of keeping us and our cars safe.

New for 2025: Tech inspections are now valid for 120 days, up from the previous 30 days. The inspection form has also changed; see the RMR website. Less-frequent inspections will ease the entry process. You no longer need to get your car inspected before every event; instead, you must only ensure that your 120-day inspection is valid. When you check in for an event, the registrar will no longer collect the completed form; instead they will simply note your valid inspection. Keep your form between events. After a mechanical or on-track incident, the car must be re-inspected, even if fewer than 120 days have passed. There are no changes to the on-grid, top-tech inspection.

All inspections must occur at professional shops. For a list of participating shops, see below. Some will host inspections on a particular day and time; others require appointments. Some will do free inspections, especially if you're having other work done. We will do tech inspections at the track, but only as a last resort; they will cost \$50, but if the car fails, you'll may be unable to participate because there will be little chance to fix problems.

Wear and tear can occur between inspections. Should you have a mechanical failure and subsequent repair during your 120-day inspection, you must get a new 120-day inspection performed by either a shop or at a tech inspection location.

Tech inspectors check the following items, so be aware of them between inspections. Inspectors review other items, but these are the most critical and have the highest failure potential:

Helmets: SNELL safety-rated helmets are required by PCA for HPDE events. Current ratings are 2015SA, 2020SA, and 2025SA (Special Application) or M (Motorcycle). Find the SNELL sticker inside the helmet by pulling back the lining; it should read 2015SA, 2020SA, or the latest, 2025SA. SNELL ratings are good for 10 years. If you ran in a PCA event last year with that helmet, there should be a PCA SNELL sticker on its left side for easy reference. If not, you can get one at the event.

Brake Fluid: Brake fluid must have been flushed within 365 days. If not, it must fully flushed, with a new 120-day inspection. Fluid must be clear or light amber in color. We highly recommend high-temperature brake fluid. Old brake fluid is the most common cause of tech inspection failure. Have your car's brake fluid flushed regularly and filled properly before inspection.

Brake Pads: The simplest way to check pads is to look at them. Thickness must equal or be slightly more than the pad's mounting plate. There are devices to accurately measure the thickness. The harder you brake, the faster the pads wear, so check them frequently.

Brake Rotors: Rotors must have no major cracks. Many drilled rotors have slight cracks around the holes; these must not extend from one hole to the next or reach the rotor's outer edge. Check rotor thickness; a quick check is to run your finger over the rotor's face (when cool, of course) to its edge. If you feel a ridge there, replace the rotor.

Tires: Tires are the only part of a car that contacts the road, so their condition affects everything from ride quality to overall performance. Inspect the tread and check for abnormal wear or visible cords. A tire worn down to the wear bars must be replaced before an event. The faster you drive, the faster your tires wear, so check them after every track session. RMR HPDEs require track tires no more than seven-years old. Tires may look to be in good condition, but they dry out and can crack at high speeds, so check the dates on each tire. Tires repaired with a plug may not be used for track driving.

Fluid Leaks: Be sure your car is leak-free. Inspect the engine bay and underside for leakage creating puddles on the ground. Inspect all lines for leaks. Be sure all fluids are filled to required levels. Visible leaks leaving puddles will fail tech inspection and must be repaired before track events.

Suspension: Check all suspension bushings and rubber boots; be sure they aren't torn or loose.

Tech Inspection Locations

Simply Euro, 7520 Village Square Dr., Castle Pines, 720/580-2900; by appointment only.

Porsche Denver West, 9201 W. Colfax Ave., Lakewood, 877/622-9542; by appointment only.

Poudre Sports Car, 5806 S. College Ave., Fort Collins, 970/229-0990; 5:30 PM Wednesdays 10 days before event.

John's Auto Care, 1900 55th St., Ste. 104, Boulder, 720/706-3565; by appointment only. Charges \$150 per inspection, rebated against cost of any necessary repairs.

Big Mission, 579 County Line Rd., Unit A, Palmer Lake, 719/375-1527; by appointment only. ☒

2025 FAST & FABULOUS AUTOCROSS

STORY BY SCOTT PEDRAM

PHOTOS BY VICKI COX-JONES, SCOTT PEDRAM & SHAUN SEELA



The sun on the morning of June 21st was so bright and so fierce that the National Weather Service issued a heat advisory. We still forged ahead with our scheduled autocross at the Colorado Air and Space Port, but not without precautions. To combat the heat and keep everyone hydrated, an abundance of ice and water were on hand as well as Gatorade and other electrolyte drinks. The organizers even bought cooling neck bands to hand out to everyone; they were surprisingly effective and greatly appreciated!

Behind the scenes we had contingencies for getting people extra shade and air conditioning if needed. We made sure the Watkins Fire and Rescue District knew how to find us in case someone was stricken with heat stroke. Fortunately, none of that was needed.



Sticker Art - Porsche Style.





Like nearly all of our autocrosses for the past couple of years, this one was initially sold out. However, several entrants understandably canceled due to the heat, so ultimately just 54 drivers came out to brave the weather.

We normally schedule four runs in the morning, a lunch break, then another four runs in the afternoon. We had decided to end the day early, before the worst heat, so decided to push to make five runs in the morning and fewer in the afternoon. Thanks to everyone's quick turnarounds and a shorter lunch, we still got the other three runs in during the afternoon and, with fewer drivers, were still able to end early, before the worst afternoon heat.

Logan Rodrian, once again our course designer, created a fun and unique challenge for all drivers. Using F1 circuits for inspiration, he based the course on Catalunya. The back straight between Turns 9 and 10 was a slalom—because all autocross courses must have a slalom.

For the third year in a row we celebrated LGBTQ+ Pride Month and raised \$500 for The Center on Colfax. Several people came dressed for the occasion, but sadly our pride starting flag broke one of its fasteners after just two cars.

We will hold one autocross per month through October, so come and check out our next event on August.16th. Sign up early at <http://motorsportreg.com>, as they often sell out! 🏁



THE CONE TOSS RITUAL



Up It Goes

Everyone
Tries it...But
Only a Few
SUCCEED.



A One-Point Landing

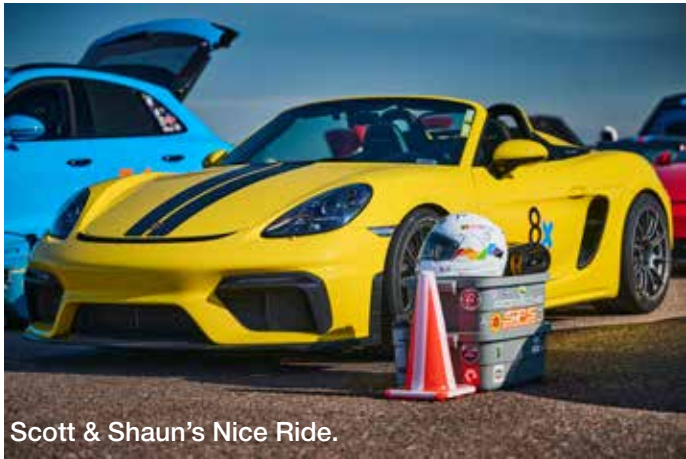


It was just a little nudge.



There is no need for a point by, this is not a HPDE.





Scott & Shaun's Nice Ride.





AUTOCROSS STANDINGS AS OF 7/13/2025

2025 PCA RMR Autocross Class Championship Standings

			5/18/2025	5/31/2025	6/21/2025	7/12/2025	Current
Driver C5	Car Model	Class	Event Points	Event Points	Event Points	Event Points	Points*
M Sean	Porsche 718 Cayman GT4	C5	991.0	1000.0	1000.0	998.8	3989.8
G Rob	Porsche Cayman GT4	C5	1000.0	992.1	984.8	1000.0	3976.9
P Scott	Porsche 718 Spyder	C5	975.9	975.7	976.7	994.8	3923.1
S Shaun	Porsche 718 Spyder	C5	962.3	973.5	974.0	983.7	3893.5
W Jeff	Porsche GT4RS	C5	918.6	901.9	933.3	949.6	3703.6
			5/18/2025	5/31/2025	6/21/2025	7/12/2025	Current
Driver C4	Car Model	Class	Event Points	Event Points	Event Points	Event Points	Points*
C Lara	Porsche 718 Cayman S	C4	943.0	973.7	937.8	940.6	3795.2
C Victoria	Porsche Boxster GTS	C4	920.8	950.3	929.9	925.1	3726.0
F Walter	Porsche Cayman S	C4	889.7	948.1	897.8	921.4	3657.0
G Matt	Porsche Cayman GTS 4.0	C4	1000.0	0.0	1000.0	979.7	2979.7
M Austin	Porsche Cayman GTS 4.0	C4	998.4	0.0	0.0	1000.0	1998.4
			5/18/2025	5/31/2025	6/21/2025	7/12/2025	Current
Driver C3	Car Model	Class	Event Points	Event Points	Event Points	Event Points	Points*
K Vivek	Porsche Boxster GTS	C3	1000.0	1000.0	1000.0	1000.0	4000.0
F BJ	Porsche Cayman S	C3	989.5	991.5	993.3	989.9	3964.2
M Dan	Porsche 718 Cayman	C3	865.8	869.8	883.0	872.0	3490.6
R Logan	Porsche 718 Cayman	C3	831.0	875.3	891.0	878.3	3475.5
L Jeff	Porsche Cayman S	C3	0.0	904.7	929.4	876.2	2710.2
			5/18/2025	5/31/2025	6/21/2025	7/12/2025	Current
Driver C2	Car Model	Class	Event Points	Event Points	Event Points	Event Points	Points*
Z Roger	Porsche Boxster	C2	942.4	1000.0	1000.0	939.1	3881.4
L Peter	Porsche Cayman	C2	1000.0	0.0	0.0	1000.0	2000.0
B Rob	Porsche Cayman	C2	0.0	0.0	966.8	954.8	1921.6
B Corey	Porsche Boxster	C2	0.0	0.0	920.8	930.9	1851.7
R Liam	Porsche Boxster	C2	0.0	0.0	0.0	943.9	943.9
			5/18/2025	5/31/2025	6/21/2025	7/12/2025	Current
Driver C1	Car Model	Class	Event Points	Event Points	Event Points	Event Points	Points*
S Chris	Porsche 911	C1	917.6	0.0	1000.0	995.2	2912.9
K Jonathan	Porsche 911 SC	C1	1000.0	0.0	0.0	0.0	1000.0
S Bradford	Porsche 911S	C1	0.0	1000.0	0.0	0.0	1000.0
R Chayse	Porsche 944 Turbo	C1	0.0	0.0	0.0	1000.0	1000.0
S Ashley	Porsche Boxster	C1	0.0	967.0	0.0	0.0	967.0
			5/18/2025	5/31/2025	6/21/2025	7/12/2025	Current
Driver CS	Car Model	Class	Event Points	Event Points	Event Points	Event Points	Points*
P Mike	Porsche Macan GTS	CS	964.5	0.0	0.0	982.1	1946.6
S Lisa	Porsche Taycan 4 cross Turismo	CS	909.9	0.0	0.0	911.8	1821.7
S Clayton	Porsche Cayenne	CS	901.2	910.3	0.0	0.0	1811.5
M Liana	Porsche Macan GTS	CS	1000.0	0.0	0.0	0.0	1000.0
M Mike	Porsche Macan S	CS	0.0	1000.0	0.0	0.0	1000.0

*Current Points are the total of a drivers best 4 events. Gray cells are dropped scores.

Updated 7/13/25

RUNNING DOWN THE DREAM

STORY BY REX KENNEDY

PHOTOS BY BEHIC AKGUN, AMY SETTLE, DAVID MIELKE &



Green Run Group's first lap.



Saturday morning meeting at the Pavilion.



The “Running Down the Dream” Drivers Education (DE) event was held recently and it was a hot two days in July at RMR’s home track at High Plains Raceway.

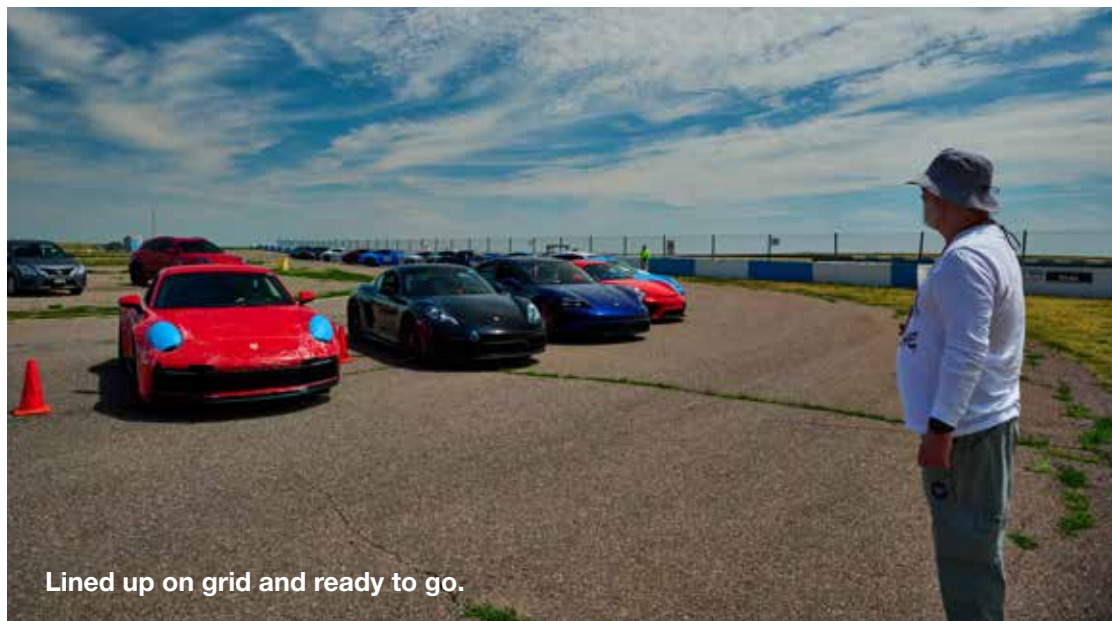
A quick primer on what a DE event is for those who may be new to PCA/RMR, curious, or unfamiliar with how one is conducted. To start with and the most important point, yes it is held at a race track but it is not a race! When you participate at one of these events you get to take your car on a track but do it in a very controlled and disciplined manner along with everyone else around you. Yes there are other cars on the track at the same time but there are strict rules in place for everyone’s safety and enjoyment factor.

Regarding the “Education” aspect of a DE event. At a PCA/RMR DE event no one is just turned loose in their car to start driving it on the track. A qualified instructor is assigned to you prior to the event. They are your experienced “co-pilot” during the entire day. Their first priority is to insure you are safe while on the track and to monitor traffic around you. All while also teaching the fundamentals of driving fast on a track. After that comes coaching on improving your track skills.

A DE day gets you time in a classroom to learn the basics, in-car personal instruction while on the track, and approximately four 25-minute driving sessions. This is a huge benefit the club provides that I encourage all of you to consider trying if you never have. Plus it gives you a real opportunity to drive your Porsche the way it was engineered and built to be used. No spirited driving on roads and highways can compare and there is no risk of getting a ticket.

HPDE

& MIKE PAPPAS



Lined up on grid and ready to go.



Last point on this topic, it is conventional wisdom that an instructed track day will make you a better driver on the street. You will come away with a far better understanding of your car's capabilities too.

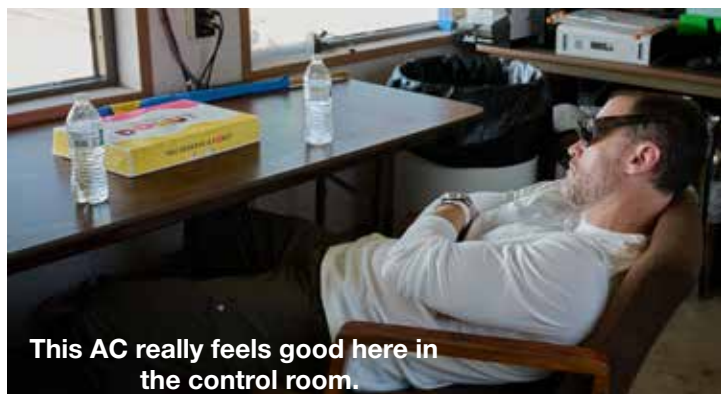
Alright, now on to the rundown of the event itself. It was hosted by myself, my daughter Grace (the RMR Membership Chair), and son Grant (one of RMR's instructors).

It was definitely "July hot in Colorado" weather but with no rain or hail we called the weather hot but still plenty good-enough. We had a full-house in attendance again and everybody absolutely had a blast.

The CDI/Safety team of Doug, Jeff, and Bob ran a tight and safe event. The Classroom, Control, Grid, Equipment, Comms., and Tech teams all performed their roles in their usual stellar manner. Pete worked his registrar duties for weeks to insure all those details were covered as well. The Instructors all came prepared to once again prove that group is one of the best in the nation.

We also had a talented team taking photos during the weekend. You'll see many of those included in this write-up and there are many more you can check out on the RMR site here: <https://rmrpca.smugmug.com/HPDE/2025>.

Finally our charity for this event The Food Bank of the Rockies (<https://foodbankrockies.org>) will be receiving more than \$2,700 from all of the donations collected either during registration or from the lunchtime laps and pavilion barrel. A heartfelt THANK YOU to everyone who contributed to this worthy cause. 🙏



This AC really feels good here in the control room.



Our unheralded grid control crew.





Patriotic Porsche spread.



Hope springs eternal.



Significant party foul...No Number on Car.
Please report to the Black Flag Station.





THE GREEN RUN GROUP PAGE



All HPDE's welcome first timers to class-room sessions. **FUN**-damentals taught here make everyone's track day better.





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We understand that your car isn't just a personal possession—it's an experience. Your vehicle is an investment that we know you want to drive and appreciate for many years to come. That's why we make it our priority to help you love your car and enjoy its new-looking appearance for as long as possible. We know you don't want to damage your vehicle's finish, so we help you preserve it with unmatched services. Our Clear Bra installations are professional and dependable, and you're not going to believe the difference a Ceramic Coating and Ceramic Window Tint can make.



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CERAMIC COATINGS



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STUTTGART MARKET LETTER

David K. Whitlock
RMR Guest Columnist

July kept pace with June's strong auction performance, matching its 74% sell-through rate while coming in just shy of dollar volume at \$38,101,964 from 635 Porsches offered. That is a healthy increase from July 2024's 66% and \$30.5 million, showing the market's resilience even as certain segments cooled. This was a month where rare and limited editions took center stage, with cars we have not seen in some time crossing the block including a Black GT3 RS 4.0, multiple 911 S/Ts and Sport Classics, and a unique one-of-one 993. While these headliners drew plenty of attention, the seven-figure market told a different story as several high-profile million-dollar contenders failed to find new homes.

It only took a little over a month for another GT3 RS 4.0 to clear the million-dollar mark, and this one came with an even rarer twist. Finished in black, a color not seen at auction for this model since a 1,000-mile example sold for \$885,000 back in August 2022, this 842-mile 2011 car looked every bit the collector-grade example it was. Expectations were high after a low-mileage White RS 4.0 crossed \$1 million earlier in May, and the market responded accordingly. It landed squarely within its \$1 to \$1.3 million estimate, selling at \$1,260,000. With this sale, RS 4.0s are now firmly established as million-dollar modern 911s.

We ended June with the sale of a 911 S/T at a new auction record of \$805,992, and July wasted no time in bringing more to market. Three more examples crossed the block, but not all met seller expectations. The first two failed to sell at final bids of \$700,000 and \$726,000, likely held back by hopes of replicating June's record result. The third proved to be the charm, a 130-mile Shore Blue Metallic example that hammered sold at \$702,000.

It was not just S/Ts making headlines. Two 992 Sport Classics also found new homes. A standard-spec, 258-mile car sold for \$473,000, while the other, a Paint-to-Sample Dolphin Gray over Black and Pepita Heritage Design example, stole the spotlight. With just 2,800 miles, body-color Sport Classic wheels, a Burmester sound system, and an MSRP of \$311,000, it returned to the block after previously selling for \$483,500 at Broad Arrow's Amelia Island sale in March. This time, it surged past that mark to \$550,000, making it the third-highest Sport Classic auction result to date.

If there were an award for the rarest Porsche to hit the market in 2025, this 1996 911 Carrera Coupe 6-speed would be a front-runner. Built by Porsche Exclusive as a pre-production Carrera S press vehicle, it featured a collection of one-off touches rarely, if ever, seen together. These included Turbo-style front and rear spoilers on a narrow-bodied car, Turbo S front and side intakes, and Porsche's X51 power kit. It sold for \$275,000, a price that felt entirely justified for something this unique, and in doing so set a new all-time auction record for a 993 Carrera Coupe.

The 356 market was active in July, with 25 cars crossing the block for a total dollar volume of \$1,837,212, though the sell-through rate was a modest 60%. One standout was a 1957 356A Speedster that broke through a ceiling we have seen hold firm this year. Until now, only one 356A Speedster had crossed the \$300,000 mark in 2025 despite almost a dozen examples coming to auction. Finished in black over tan, this car sold for \$325,000, besting its \$300,000 high estimate. While it did feature a replacement engine, the unit had been rebuilt during a 2023 refurbishment, with the seller providing detailed photos of the work. In this case, great condition and thorough documentation carried the day.

While July offered some truly special sales, the upper end of the market also had its share of notable no-sales. Leading the list was a 2015 918 Spyder finished in Paint-to-Sample Grey Black over a striking Leather-to-Sample White interior. Showing 5,000 miles, it carried \$7,000 in Custom Tailoring but lacked the desirable Weissach Package that often commands a premium. The last non-Weissach 918 to sell was an 887-mile example that brought \$2,315,000 all-in at Amelia Island this past March. This one came close, but ultimately fell short, failing to sell at a final bid of \$2,305,918. Also failing to find a home was a 911 Speedster by Gunther Werks, which stalled at \$959,911 despite a recent run of million-dollar-plus results for other Gunther Werks builds.

With sales holding strong over the last few months, the stage is set for an exciting Monterey Car Week. The combination of rare, high-quality consignments and a market that continues to show resilience suggests we could see some standout results when the gavel falls in August.

- David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porscheophiles, by Porscheophiles, delivered free to your inbox. To sign up, visit: www.stuttgartmarketletter.com ✉

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PORSCHE CLUB WHERE PASSION MEETS SPEED

STORY BY DAVID NELSON, PCA-RMR MEMBER

The Porsche Club of America (PCA) is more than social gatherings and scenic drives; it's where Porsche passion finds its purest, most exhilarating expression: on the track. What began as a collection of driving enthusiasts evolved into a grassroots race series unlike any other. In the early 1990s, PCA member Alan Friedman brought an ambitious vision to life: a race series by Porsche owners, for Porsche owners, where nearly every model could compete.

Before Club Racing,

PCA members seeking wheel-to-wheel action looked elsewhere. Sports Car Club of America (SCCA) events offered competition but often at the cost of your car's pristine condition. Aggressive driving and frequent contact were part of the landscape--not ideal for those who cherished their classic 911s and air-cooled icons. Vintage-racing clubs like the Sportscar Vintage Racing Association (SVRA) introduced rules to discourage contact, including the famous 13/13 Rule, which penalized avoidable car-to-car incidents harshly. Still, for many Porsche enthusiasts, these environments felt like compromises.

High-performance driver education (HPDE) and time trials offered alternatives. These events prioritized driver skill and safety, with solo or paired cars vying for the fastest lap. They scratched the competitive itch but didn't quite replicate the visceral thrill of racing wheel-to-wheel, hearing the howl of flat-sixes as you chase a competitor into Turn 1.

Alan Friedman, after experiencing the camaraderie and respectful competition in vintage racing, helped shape PCA Club Racing to capture that spirit. The rules emphasized safety and sportsmanship, and grids could be filled with everything from purpose-built Cup Cars to lovingly maintained street-legal classics. It wasn't about professional glory---it was about the pure joy of racing a Porsche against fellow enthusiasts.

Where the Racing Happens

Today, PCA Club Racing events span iconic tracks across North America---Road America, Watkins Glen, Daytona, Sebring, and many more. Race weekends combine serious competition with a welcoming paddock atmosphere where lifelong friendships are forged over tire pressures and lap times. Whether you race or volunteer, you are part of the family.

The first Club Racing season kicked off in 1992 with just four events hosted by six PCA regions. Notably, our own Rocky Mountain Region (RMR) organized the inaugural PCA Club Race---just one week before Summit Point's event--and in 2023 celebrated 30 years of racing heritage. Some RMR folks who raced in that premier event are still around.

Though RMR experienced a brief hiatus between the closing of Second Creek Raceway and the opening of High Plains Raceway, the passion for racing never wavered. Today's Club Racing calendar boasts 23 races across the U.S. and Canada. From the legendary 48 Hours of Sebring that opens the season in February to Rocky Mountain Thunder in September and events stretching to November, PCA racers experience historic venues like Lime Rock, Road Atlanta, Watkins Glen, Pocono, Road America, Circuit of the Americas, and more. For entrants, a race season often involves cross-country road trips and friendly rivalries among familiar faces.

Smaller circuits also play an essential role in Club Racing. Venues like High Plains Raceway and Hastings Motorsport Park in Nebraska host intimate and equally competitive events. To encourage participation, regional competition series like the Mid-America Series and West Coast Series offer season-long points championships. These two championships provide racers in Colorado, Texas, California, and Utah a fun and affordable path to race frequently without traveling coast to coast.

How to Get on the Grid

Joining is easier, safer, and more affordable than you might imagine. CA Club Racing was designed to make competitive racing accessible to Porsche owners without requiring purpose-built race cars or extreme modifications. Nearly all Porsches can compete, as long as they meet safety requirements; the car you already enjoy at HPDE events could be your ticket to wheel-to-wheel racing.

CLUB RACING, MEETS THE TRACK

MEMBER AND LONG-TIME CLUB RACER

Club Racing is the natural extension of the HPDE experience. Drivers progress from learning the basics to honing advanced skills in safe, controlled environments. Once ready, candidates can apply for a PCA Club Racing license, which requires proof of skill, consistency, and a commitment to safety. After all, fellow racers want to know the car next to them is driven by someone who respects them, the track, and the machine.

New for 2025, PCA offers race schools in four regions, giving prospective racers hands-on instruction in racecraft and Club Racing protocols. This streamlined path makes earning a license easier than ever. Additionally, drivers licensed through SVRA, SCCA, and NASA may join as provisional candidates after completing a mandatory orientation hosted by the race steward to cover the nuances of PCA's rules. See <https://pcaclubracing.org/licensing/race-schools/>.

Safety remains paramount. Drivers must equip themselves and their cars with essential gear—racing suits, helmets, roll cages, and harnesses—ensuring that every racer enjoys not just thrilling competition but peace of mind. Racing here is about fun and friendship, not fame. The emphasis is on enjoying your Porsche, challenging yourself, and clean racing.

PCA Club Racing is also self-sustaining, with race weekends organized by local regions yet supported by a national infrastructure. Every event features a steward, a scrutineer, and an expert timing and scoring crew, creating consistency coast-to-coast. One of the days of volunteers with stopwatches and clipboards timing laps from the pit wall. Today, embedded timing loops and in-car transponders deliver split-second accuracy, overseen by skilled volunteers and timing and scoring specialists, a testament to the program's growth and professionalism.

Volunteer Roles at a Glance:

You don't need a race car to be an essential part of Club Racing. Volunteers play key roles in creating a safe and exciting weekend. Here are just a few of the opportunities available: No experience is necessary, just enthusiasm and a willingness to learn. Volunteers receive training, enjoy exclusive access to the action, and become part of a tightly knit racing community.

Corner Workers: Provide critical flag signals to drivers and report on-track incidents.

Grid Marshals: Ensure cars line up correctly and safely before each race session.

Timing & Scoring: Operate advanced electronic timing systems to deliver precise race results.

Pit Lane Officials: Manage pit traffic and enforce safety protocols.

Registration and Hospitality: Welcome racers and guests and keep events running smoothly.

Join Us at the Track

RMR will host its annual race, Rocky Mountain Thunder, on the weekend of September 20-21 at High Plains Raceway, and we need passionate volunteers like you. Whether you're an experienced flagger or a first-timer curious about motorsports, there's a spot for you. Step into the paddock, hear the engines roar, and experience firsthand what makes Club Racing so special. Who knows? The next car lining up on the grid could be yours. 🏁



RMR WESTERN SLOPE

Bill Simon

RMR Western Slope Director

Porsches with Altitude

Recapping RMR-West's Recent Events in Fruita, Basalt, Glenwood Springs, and Steamboat Springs

The Porsche community here on Colorado's Western Slope continues to build momentum. Here is a recap of RMR-West driving tours and socials from the last couple of months.

May 9, 2025 — On this early Friday morning, RMR Westies from Aspen, Avon, Basalt, Carbondale, and Grand Junction rendezvoused in Fruita to drive through one of Colorado's natural treasures, the very scenic Colorado National Monument. After our drivers meeting at the Colorado Welcome Center in Fruita, we drove from the valley floor up the winding switchbacks, climbing to the Colorado Monument Visitor Center (elevation 5,787 ft.). We worked our way through the gift shop and out to the lookout platform to take in the majestic views. Interpretive Park Ranger Don Regan, a former geologist, provided a brief introduction to the Monument's history and geology. After obligatory group photos, we drove the 23-mile Rim Rock Drive that winds along the canyon walls and onto the mesa top. We made several stops along the way to enjoy views of the Monument's towering monoliths and canyon panorama, where sheer-walled canyons cut deep into the sandstone and granite formations. This part of the Colorado Plateau is high desert, so we were surrounded by pinon and juniper forests. After a few hours of exploring, we descended via winding switchbacks back down to the valley and ended our tour at Ristorante Pantuso, where Westies enjoyed Italian cuisine, Porsche stories, and shared photos. A variety of Porsches joined the drive: a 356 Cabriolet, a 1977 911S Targa, a 911T, 1983 and 2008 911 Turbos, a 992.2, a Boxster, a 911 Dakar, a Cayenne Diesel, and a Macan. In addition, we had one Porsche imposter, Don Regan, in his Honda S2000.

May 30, 2025 — RMR-West held its May social at Woody Creek Distillers in Basalt, Colorado. About 30 Westies braved the off-and-on afternoon rain showers AND the Town of Basalt's "chip and fog seal" project. We had 16 Porsches including a '74 Porsche 914 LE "Creamsicle" (1 of 500); two "renegades" opted to bring their non-Porsches: a '69 Chevy Camaro SS 350 and a '72 DeTomaso Pantera. Tasty bites were provided by El Taco Express.

June 6–7, 2025 — On Friday, a small group of RMR Westies left Aspen, driving over Independence Pass and on over to Colorado Springs. Dinner included a meet and greet with Chris Lennon, Porsche racer, Pikes Peak International Hill Climb winner and author of the just-released book, *The Peak of Racing*. The following morning, Westies met up with Front Rangers to start their Pikes Peak Hill Climb Experience at the Penrose Heritage Museum. There, participants got an introduction to the legend-

ary race, its drivers, and saw some of the legendary cars that have conquered the mountain. The tour departed the museum and headed to the mountain; stops were made along the way, where interesting and entertaining stories were shared. Stops included the pit/paddock area for the race, Glen Cove and Devil's Playground. These locations had ample parking, and offered beautiful settings. The tour concluded on the 14,115 ft. summit with gorgeous vistas and a visit to the Summit House.

July 17, 2025 — RMR-West held its July social event at Ironbridge Golf Club in Glenwood Springs with several Westies driving in from Aspen and Vail to attend. Four non-PCAers drove by in their Porsches, saw our gathering, stopped, and hung out with us for a bit, with several expressing interest in joining PCA. Tasty bites and beverages were provided by The Kitchen at Ironbridge.

July 25, 2025 — In late July, RMR's Front Rangers and Westies participated in an "East Meets West" driving tour to Steamboat Springs. Blessed with near perfect weather, Westies met in Glenwood Springs for our drivers meeting and began our drive east on I-70 through the majestic Glenwood Canyon to Edwards; Westies then proceeded north to Yampa, where we met up with the first of three Front Ranger run groups. All four groups converged at Steamboat's Fiesta Jalisco. After lunch, the Westies continued our driving tour west to Craig, then south through Meeker, ending our ~275-mile drive in Rifle. All-in-all, there were 18 Westies in 12 Porsches and 58 Front Rangers in some 34 Porsches. Westies brought an impressive grouping of both air- and water-cooled Porsches and one "imposter": a 1969 912 Targa, a 1972 914, a 1978 928, a 1979 928, a 1996 993 Targa, a 2014 911 Turbo, a 2014 911 4SCabriolet, two Cayennes, a 2020 992 Turbo S, a 2024 Boxster GTS, and a 1974 DeTomaso Pantera.

RMR-West, a new(ish) subset of RMR, focuses on member engagement, events, and building a Porsche community on Colorado's Western Slope. All RMR members are welcome and encouraged to attend RMR-West events. As we work on RMR's Western expansion, we plan to hold monthly events at such Western Slope locations as Aspen / Glenwood Springs, Vail / Avon, and Grand Junction / Palisade. Details will appear on the RMR website (rmr.pca.org/calendar) and in *HighGear* so that members can participate and "sports car together" in our "Porsches with Altitude" group, RMR-West.

Questions about RMR-West?

You can reach me at: pcarmrwest@gmail.com✉

Colorado National Monument is a scenic wilderness area known for its towering sandstone formations, deep canyons, and dramatic desert landscape.



Photo: Bill Simon

Colorado National Monument Driving Tour

Westies at the Saddlehorn Visitor Center overlook platform.



Photo: Scott-Trevey



Lunchtime fun and shenanigans.

Westies enjoyed long, clear vistas from overlooks along Rim Rock Drive, showcasing the park's geological wonders.

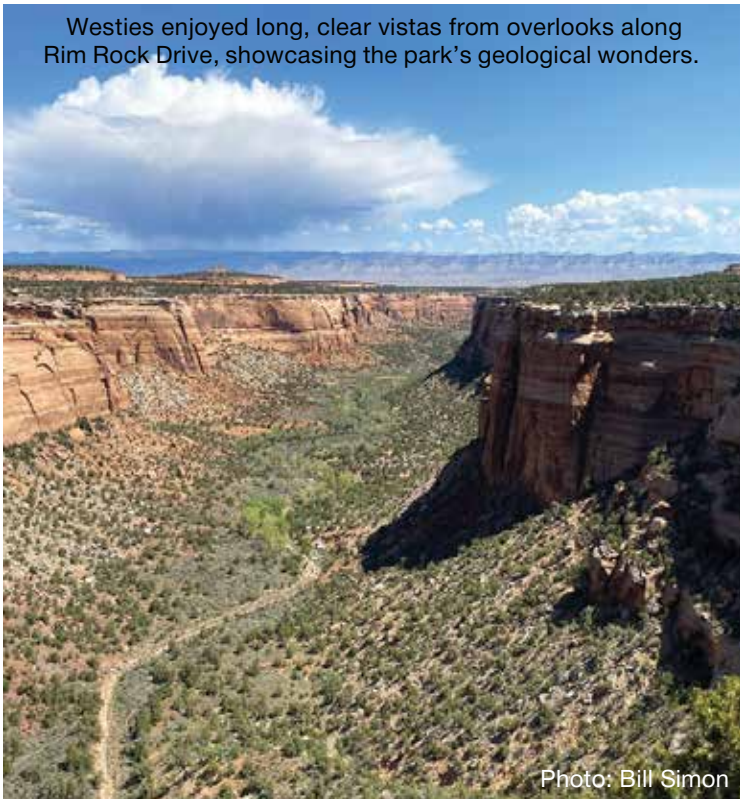


Photo: Bill Simon



Photo: Bill Simon



Photo: Bill Simon

Westies from Aspen to Vail converged in Glenwood Springs to attend our July social at Ironbridge Golf Club.



Photo: Bill Simon

RMR-West's July social was held at Ironbridge Golf Club in Glenwood Springs



Photo: Bill Simon



Photo: Bill Simon



Photo: Bill Simon



Photo: Bill Simon

About 30 Westies braved the off-and-on afternoon rain showers AND the Town of Basalt's "chip and seal" project.



Photo: Bill Simon

RMR-West's May social had a 100% chance of rain.

Photo: Vicki Cox-Jones



The rendezvous spot in Yampa.

Lunch break at Steamboat's Fiesta Jalisco.



Photo: Vicki Cox-Jones

Photo: Dianne Pavone

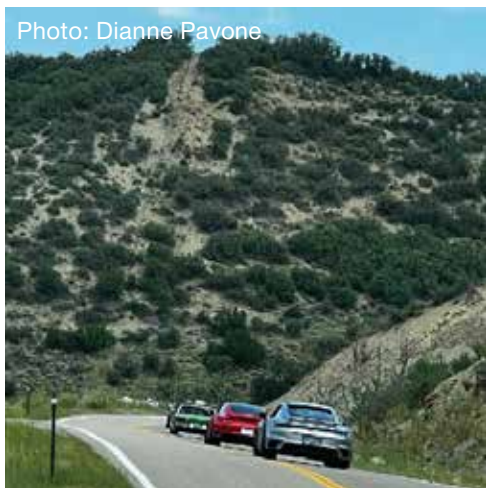


Photo: Vicki Cox-Jones

Photo: Dianne Pavone



Some good Porsche roads.

"East Meets West" Steamboat Springs Driving Tour



Photo: Vicki Cox-Jones

Good roads and great weather for our Steamboat Springs drive.



Photo: Dianne Pavone

Photo: Bill Simon



At our May social at Woody Creek Distillers, we had 16 Porsches including a 1974 Porsche 914 LE "Creamsicle" (1 of 500).



Photo: Bill Simon

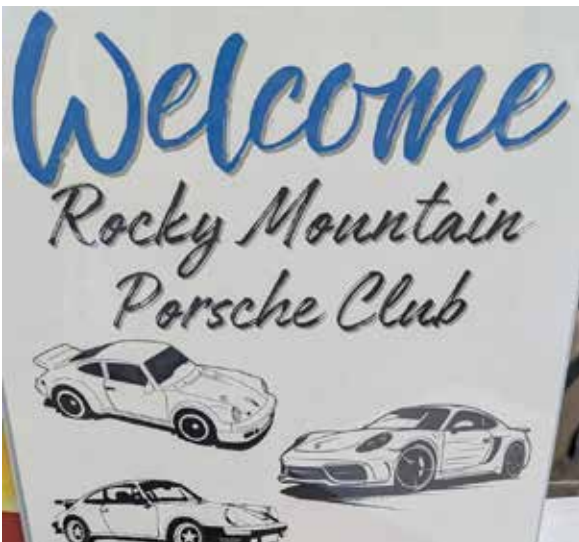
2025 RMR SOUTH DAKOTA GRAND LOOP TOUR

STORY & PHOTOS BY JOHN MACKIN



On Sunday August 17th, 23 people, 2 dogs and 14 cars left on this year's Grand Loop Tour to the Black Hills of South Dakota. Leaving from Brighton, we started on I-76 before heading North onto CO-14 and into the wide-open plains of Nebraska. We stopped in Scottsbluff for lunch and made short visits to Ft. Robinson State Park and Wind Cave National Park before reaching our destination, the rustic Bavarian Inn in Custer, SD.

The small town of Custer pays homage to its western roots, with statues of bison on every corner of the main street. The town is the oldest in the Black Hills and was founded in 1875 after gold was discovered by an Army expedition led by then Lt. Col. George Armstrong Custer.



Porsches in a row. Remember, the speed limit is 55 mph



The best kind of backseat drivers.



On Monday we were on our own to explore the local area. Most of the group availed themselves of the suggested itinerary which included visit to Custer State Park and Mount Rushmore.

We gathered at the local Feel Good Café on Tuesday to stage for our third day of the tour. We started out with a visit to Crazy Horse Memorial just a few miles from our hotel. We spent about an hour touring the museum and viewing the memorial.

From there the route got a little rough. Extensive construction in the area closed portions of US 385 and turned other portions into an unpaved construction zone with significant delays. After getting through the construction and onto paved highways, we headed to lunch at the Alpine Inn in Hill City. This historic inn featured a delightful German menu. After spending some time in Hill City, we were on our way to our hotel for the next two nights in Deadwood.

Our visit to Deadwood coincided with a classic car event, so we got to see many great cars from the 40's through the 70's. Main Street in Deadwood was blocked off to display the cars with several bands playing at outdoor venues along the street.

On Thursday we were again on our own. John Donahue, our tour chair, provided us with a suggested route to see the local sights, including museums in Sturgis, Roughneck Falls, Spearfish Canyon, the town of Sundance and Devils Tower in Wyoming.

Thursday marked the last day of the tour. On Friday some of the group continued to tour the Black Hills while others headed home after this memorable tour. ❄



Downtown Deadwood.



1950's and 60's classic cars.



Construction zone.



New Porsche 911 Club Coupe celebrates 70 Years of PCA — 70 cars for 70 members

The Porsche Club of America is proud to announce the third 911 Club Coupe, a collaboration with Porsche AG to celebrate our club's 70th anniversary. As with the 50th and 60th anniversary Club Coupes, this Club Coupe contains many unique features that one cannot not find on other Porsches. 70 units will be produced and exclusively offered for sale to PCA members through a raffle system.

Stay tuned to [PCA.org](https://pca.org) for more information and updates on this incredible opportunity for PCA members. Consider expressing your interest to become a PCA70 911 Club Coupe owner when the raffle opens July 11.



► More about the Club Coupe at pca.org/news/pca70-club-coupe



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Whether your tastes are social, technical, or competitive, RMR has something for you! You can have fun in your Porsche by participating in driver education and time trials at area tracks, autocrosses, rallies, driving tours, tech sessions, car shows and more.



rmr.pca.org/events-page

BOARD MEETING

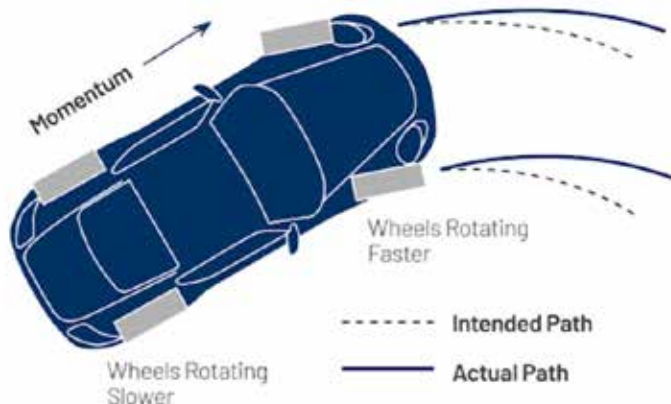


RMR board meeting minutes can be found at:
rmr.pca.org/mr-board-meeting-minutes

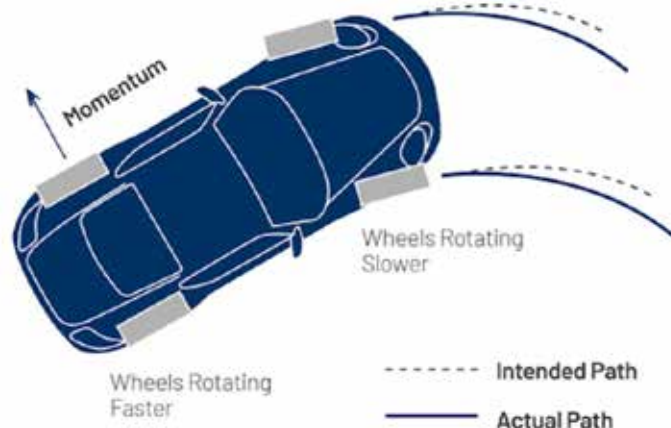


UNDERSTEER VS. OVERSTEER

Understeer



Oversteer



2026 RMR-PCA BOARD OF DIRECTORS NOMINATIONS

In accordance with the RMR By-Laws the Nominating Committee's Proposed slate of candidates for the Board of Directors is listed below and is currently open.

The committee has nominated the following Proposed Candidates for RMR's Board of Directors for 2026.

- Eric Elliff Proposed President
- Holly Jackson Proposed 1st Vice President
- Doug Wiebe Proposed 2nd Vice President
- Kate Palmer Proposed Treasurer
- Chérie Talbert Proposed Secretary
- Grace Kennedy Proposed Membership Chair
- Gene Davis Newsletter Editor
- Scott Henderson Past President

The Nominating Committee members for the 2026 Board of Directors for Rocky Mountain Region:

Kathy Fricke, Chair of Nominating Committee, RMR Past President, Past Zone 9 Representative

John Mackin, RMR Past President, Registrar Chair and Volunteer Coordinator

Susan Eastman, RMR Member, High Gear Newsletter Columnist

Eric Elliff, RMR President, RMR Driving Instructor

Scott Henderson, RMR Past President, RMR CDI Instructor Team, RMR Safety Team

If you are interested in serving on the RMR Board, please contact Kathy Fricke at: katfricke@msn.com.

If you have concerns or comments re this recommended slate, we would like to hear from you. Send your comments or suggestions to Kathy Fricke at: katfricke@msn.com as well.

RMR members will have the opportunity to accept the Committee's nominations at the November membership meeting.

If you intend to nominate an RMR member in good standing from the floor for a Board position during the November meeting, you must submit the proposal in writing to Chérie Talbert, RMR Secretary at: secretary@rmrporscheclub.com on or before September 2, 2025.

Respectfully submitted,

RMR Nominating Committee for the 2026 RMR Board of Directors ✂



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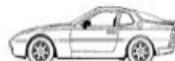
WWW.EurosportLTD.com

(303) 789-2545



1855 W Union Ave, Unit C, Sheridan, CO 80110

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I GET AROUND

Danielle Badler
RMR-PCA Columnist

I saw “F1 The Film” a few days ago, and I then doubled down by screening “Grand Prix,” for the first time in a few decades. I recommend doing the same – the contrast, what has changed and what hasn’t, from two snapshots in time, separated by 59 years - if you’re a fan, you owe it to yourself.

But first, the new film. Here’s my take. It’s Hollywood. Just accept the storyline. Yes, if you follow F1 in the slightest, it’s totally improbable. And, yes, the end is pretty easy to predict. Deal with it. Because the film, on the heels of “Drive to Survive,” is enabling the sport to reach an audience that, only a few years ago, would have been inconceivable.



Now

&



1967 BRM P115

Photo: Adobe Stock

Photo: Adobe Stock

I went with my partner, who came a favor to me. She has absolutely no interest in the sport – she sat quietly, despite the cranked-up volume, and the sensory wrap-around immersion of the IMAX theater (and, if you’re reading this, you owe it to yourself to splurge on the full zoot version as well.)

All throughout, I kept wanting to poke her, to tell her ...

- That’s Toto Wolff, the real team principal for Mercedes, offering the driver a ride!

- That was Fernando Alonso, a real two-time world champion, tapping Brad Pitt on the shoulder!

- Look, look, they’re walking up the hill of one of the most daunting turns in all of motorsport, Eau Rouge. See how steep it is? And, today, they take it flat out!

- The fictional team’s headquarters and factory – that’s actually McLaren’s home base, in Woking, outside London! There, see the Marlboro-liveried race cars in the background? McLaren has them all on display.

You’ll do the same. That’s part of what makes it fun. Just be cognizant of who you’re with. Because, if you’re not with a gearhead, you should bite your tongue, and keep your hands to yourself.

And then there’s John Frankenheimer’s classic. I knew that Grand Prix revolutionized the use of split screen. But I had forgotten just how creatively, sometimes poetically, the technique was employed. Right from the start. In F1 the Film, there’s a single scene, where the screen is split in two. I thought, are they tipping their hat to the original? Is the director paying homage? I like to think so.

The contrast to today. No curbs, other than the real ones that

were laid for real street traffic. Hardly any barriers or guardrails. No seatbelts. No aero. No downforce. The cameos from 1966 are chock-a-block. Richie Ginther. Graham Hill. Gurney. Rindt. Clark. There’s “Pheel Heel,” shouting “his car’s on fire!” I think the only driver from the era still alive is Jackie Stewart.

And the glamour of it all. Take Monaco. The tunnel is much shorter in length. Chicanes are missing. Just a few yachts bob in the harbor. But the track is the same sinewy string bean as today, the challenge to pass is exactly as today, the crowd is just as passionate, the idolatry is just as over the top.

Spoiler alert, F1 the Film does not go there. Literally. I have no

idea why. In fact, there was a distinct lack of glitz in the film. Oh sure, there was the love interest. But beautiful people, jet setters, hangers-on? Toned way down.

As opposed to the dilettantes, the minimal commercialization, the hero-worship, the preoccupation with death, all of it in Grand Prix. The announcer yells, “there’s been an accident!” A damsel in the pits spurts out acidly “that’s what they come for, to see someone get killed.”

On Grand Prix weekends today, I usually start by watching Sky’s pre-race show, Formula 1: Grand Prix Sunday. And, sometimes, it has moments that can be better, more interesting, than the race. This past weekend, at the British Grand Prix, Brad Pitt was actually there. And McLaren actually let him drive one of their F1 cars. With the cameras rolling, of course.

Afterwards, Pitt said something like “I get a lot of perks in this job. But this one, this one’s the best.” Zak Brown was asked how he did. “He shouldn’t quit his day job ... just kidding ... he did very well.”

David Coulthard did an interview recently that I caught on Facebook, where he said that, after being out of the sport for a few years, he thinks he couldn’t come within five seconds of Max Verstappen’s lap times...which, in F1 racing, might as well be light years. He says it just can’t be done. And an average person, plucked from the street, wouldn’t last more than 10 laps, max.

Whatever. It’s all good. It’s all in good fun. It’s entertainment. And, if you’re a fan, you will indeed be entertained, either way, watching yesterday or today. Or both. 🏁

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). It reaches 2,100+ households comprised of 3,500+ members. Please contact RMR's Sponsorship/Advertising Coordinator, to explore promotional possibilities for your business or event in RMR's newsletter.

Sponsorship@rmrporscheclub.com

MONTHLY ADVERTISING RATES

Size (W x H)	Placement	Rate
Full (8 $\frac{3}{8}$ " x 10 $\frac{7}{8}$ "	outside back cover	\$450
Full (8 $\frac{3}{8}$ " x 10 $\frac{7}{8}$ "	inside front cover	\$390
Full (8 $\frac{3}{8}$ " x 10 $\frac{7}{8}$ "	inside back cover	\$360
Full (8 $\frac{3}{8}$ " x 10 $\frac{7}{8}$ "	interior page	\$330
Half (8 $\frac{3}{8}$ " x 5 $\frac{3}{8}$ "	inside back cover	\$260
Half (8 $\frac{3}{8}$ " x 5 $\frac{3}{8}$ "	interior page	\$225
Quarter (4" x 5")	interior page	\$130

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Porsche Denver West	48
Poudre Sports Car	29
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ZONE 9 REGIONS

Another Zone 9 Region (zone9.pca.org) might have an event you might be interested in. To see what is happening in a nearby Region check out their website.

Alpine Mountain Region amrporsche.com

Southern Colorado

Carrera Region carreraregionpca.org

Western tip of Texas and Southeastern New Mexico

Intermountain Region irpca.org

All of Utah, Southwestern Wyoming

Llano Estacado Region lle.pca.org

Amarillo, the Texas and Oklahoma panhandles

Roadrunner Region rrrpca.com

Most of New Mexico and Southwestern Colorado

Rocky Mountain Region rmr.pca.org

Northern Colorado, Southeastern Wyoming, and Southwestern tip of Nebraska

West Texas Region wtxpca.org

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AREN'T I A BEAUTY?

Do you have a great a photograph of your Porsche? We would love to share your quality photo, along with a brief description of your Porsche and its specs (color, model,trim level etc...). Email us at mcsellc80206@gmail.com.

Parade Beauties

Lacking any submissions this month, here are a few beautiful Porsches from the recently held Porsche Parade in Oklahoma City, OK.



Photo: Vicki Cox-Jones



Photo: Vicki Cox-Jones

MARKTPLATZ

Looking for the most up-to-date classifieds from members?

Visit the RMR website: RMR.PCA.org/adverts

PORSCHE

2014 991.1 Carrera S \$85,000

Agate Grey with black interior, 32,000 miles, PDK; 20" Carrera Classic Wheels; Porsche Dynamic Light System; Sport Chrono Pkg; Electric Sunroof in Glass; Premium Package Plus i.c.w. 14 Way Power Sports Seats-heat and ventilated; Sound Pkg. Plus; and more. Car spent the majority of its life in So. California.

Wayne Jonas (949)-726-2431
wjonas18@gmail.com

MISCELLANEOUS

Carrera GT Tires \$2,500

Michelin Pilot Super Sport with about 2k gentle road miles (awaiting suspension recall parts).

Front: 9.5X19 265/35ZR-19 (93Y)

Rear: 12.5X20 335/30ZR-20 (108Y)

Located in Castle Pines.

Call Fred: (920)-266-3336

Sets of (4) Fuchs Wheels & Continental Extreme Plus Tires \$1600

4 sets of Fuchs wheels with Continental Extreme Contact DWS 06 Plus tires. They came off of my 997.1 C2.

Fronts: 235/40-18, on 8x18 wheels with 50mm offset. Date code is 3420. Tread depth is 8/32" on each.

Rears: 265/40-18, on 10x18 wheels with 65mm offset. Date codes are 0823 and 1123. Tread depths are 10/32" and 9+/32".

One rear wheel has a slight curb rash area, and the other rear has a small blemish on the rim. These are "Italian Fuchs" and are a cast wheel made in Italy. They are made to look exactly like the older style Fuchs that are on the late '70's and '80's cars. They are a flatter "satin" finish and not the glossy finish that you sometimes see on new wheels. They are not the original "forged" Fuchs wheels, but rather are a less costly cast wheel. IMO they look fantastic – especially if you like the look of the older Fuchs. They are round, balanced, aired up, and ready to mount and drive. The new retail pricing for all this new is approx. \$4,000. I feel \$1600 is fair, and you can pick up in Fort Collins.

Tom Fitch (970)-449-9975 (not a cell #)

OZ Racing Hyper XT 20 Rims & Tires \$1200

OZ Racing 20 inch wheels Hyper XT in gloss black, purchased 2022. Four all sold together. Tires mounted are Michelin Pilot Sport R20 245 / 45 on the front and R20 285 / 40 on the rear. Tires perhaps have a good summer season left on them. These were on a Porsche Taycan. Rims in like-new condition. Buyer must pick up. Venmo or cash. Prefer to sell wheels/rims and tires together.

Tressa Allington
tressa.allington@gmail.com

OEM Porsche Cup 2, 17" Rims \$1500

Description: Genuine wheels ET 55 993.

Part number: 993.362.124.00 (17X7),

993.362.128 (17X9)

Rims are factory silver with zero curb rash, free from bends or cracks.

Center caps are from a 95 Carrera 4 (will include if interested). Tires are old (date code).

These will fit a narrow body 993 911.

Todd McKee (720)-542-6352



Photo: Vicki Cox-Jones

DEAR TIRE GUY

March 2024



MEMBER SPOTLIGHT: Check out 60 Seconds With Dale Hartzel Visit onsitetires.com >Porsche Owners to watch a short interview with veteran racer Dale Hartzel at Heartland Park and learn all about how this force on the track got into club racing. Don't forget to browse our wide selection of wheels and tires while you're there. Got questions? The Tire Guys have answers: 720-410-7007



Let's face it: nothing kills summer joy like sitting down and instantly questioning every life choice that led you to that moment. Leather looks luxurious, but it also soaks up heat like your tires soak up corners. If your seatbelt buckle has ever branded your thigh, this article's for you.

Protecting your interior isn't just about comfort—it's about keeping that leather looking showroom-fresh:

Use a windshield sunshade – It might not scream “cool,” but it'll keep your cockpit from becoming an oven. Bonus: It's like giving your Porsche stylish sunglasses.

Apply leather conditioner – Treat your seats like the supple, pampered royalty they are. Condition regularly to prevent cracking, fading, and judgment from your Porsche club peers.

Window tint (legal, of course) – Not just for stealthy looks. Quality tint keeps your cabin cooler and helps preserve your dash and trim.

Your tires feel the heat, too. Summer temps increase pressure and wear—so keep them in check:

Check your tire pressure regularly, especially after long drives or temp swings. Hot rubber expands, and overinflated tires = less grip and faster wear. Inspect for bubbling or sidewall cracking, particularly if your Porsche has been parked in the sun or storage. Heat ages rubber quickly.

Consider a summer performance tire – If you're still riding on all-seasons, you're missing out. A proper summer compound gives you sharper handling, more grip, and confidence when pushing through a canyon curve.

Until next time keep cool and Drive On!
The Tire Guys

720-410-7007 - info@on-sitetires.com

CREATIVE LICENSE



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



CYMNGTS = Cayman GTSr“

This Creative License plate graces Terry Dowd's Chalk 2022 718 Cayman GTS. Terry writes "This Cayman is my first Porsche ...and it is amazing! Occasionally, people will ask what the license plate means which surprises me. The (explanation for the plate) answer is (sitting directly) right above the plate!" 🏁

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The EPA range estimates for new vehicles enable comparison to other electric vehicles. These range estimates provide guidelines but the distance you can drive (range) varies considerably based on a number of factors, such as driving conditions and traffic situation (e.g., stop-and-go driving or highway driving), personal driving habits and selected driving mode (e.g., Sport), speed, topography, use of comfort/auxiliary equipment (e.g., air conditioning, heat, etc.), optional equipment (e.g., wheels and tires), weather, outside temperature, number of passengers, cargo, age of vehicle and the battery, battery capacity, and charging habits. As with all battery-electric vehicles, the actual range of the all-electric Macan will vary based on a number of factors as described above with regard to EPA range estimates.

