This Month:

A 50 Year Retrospective of Porsches and the RMR

Reviewing the year in photos
It’s the Season for Giving Thanks

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Wishing You & Your Family a Wonderful Holiday Season,

Dan & Stacy
The year in Review Collage

A 50 Year Retrospective

In the Rear View Mirror

Features

Departments

Advertising Rates
Region coordinators/Technical resources
Presidential Thoughts
Members’ Corral
Upcoming events calendar
Zero to Sixty
In the Zone
I Get Around
Classifieds
Advertiser index
What we do

Advertising rates (monthly)
Note: all annual contracts receive a 10% discount

Size (W x H) Placement Color
Full (8.5” x 11”) outside back cover $450
Full (8.5” x 11”) inside front cover $390
Full (8.5” x 11”) inside back cover $360
Full (8.5” x 11”) interior page $330
Half (8” x 5”) inside back cover $260
Half (8” x 5”) interior page $225
Quarter (4” x 5” or 8” x 2.5”) interior page $130

High Gear and the rest of the Rocky Mountain Region of the PCA wish you a very merry Holiday Season!
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Webmaster
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  Liz Shaw: 505.231.7003, lizshawsf@msn.com

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  Jim Kellogg: 303.840.2356, twingril62@aol.com
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  Dave Stribling: 303.238.8101, davestribling@prestigeimports.net
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  Rob Heath: 303.995.1147, robheath912@gmail.com
914
  Dale Tuety: 303.670.1279, d2t@aol.com
924
  Dan Semborski: 303.420.2708, dansemborski@yahoo.com
928
  Volunteer to be the RMR 928 specialist and help others!
944
  Richard Winnick: 303.429.5213, rewinnick@cs.com
968
  Zach Schroeder: 970.229.0990, info@poudresportscar.com
Boxster/Cayman
  Doug Bartlett: 970.214.7279, doug@dbartletts.net
Cayenne
  Zach Schroeder: 970.229.0990, info@poudresportscar.com
GT2, GT3, Cup Cars
  Chris Cervelli: 303.809.6173, chriscervelli@msn.com

Monthly board meetings are always open to club members. See
the list of upcoming events for schedule. You may contact
the entire board at board@rmrporscheclub.com. To volunteer to be
an RMR Board member, 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.

President
  John Mackin
  president@rmrporscheclub.com

Vice President
  Rick Seiferth
  1stvicepresident@rmrporscheclub.com

Second Vice President
  Jim Thorburn
  2ndvicepresident@rmrporscheclub.com

Treasurer
  Blair Whitaker
  treasurer@rmrporscheclub.com

Secretary
  Mark Taylor
  secretary@rmrporscheclub.com

Membership Chair
  Holly Jackson
  membership@rmrporscheclub.com

Newsletter Editor
  Russ Rydberg
  newsletter@rmrporscheclub.com

Past President
  Jim Widrig
  pastpresident@rmrporscheclub.com
Would you like to get involved? Do you want to be a part of the team? Do you like to see color photos in this publication? Do you have a gift for sales and marketing? We are looking for an Advertising Coordinator to help increase the amount of income generated through advertising sales in the HighGear publication. More advertising dollars means more pages in the newsletter. More information for the members of the club, and more color photos to enjoy!

If you are interested, please contact the editor at newsletter@rmrporscheclub.com

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Here I am writing the December column. Where has the year gone? It’s time to think about winter.

We recently had the annual Joint Board Meeting with AMR to integrate the schedule for next year. It will be another full driving season! Highlights of our schedule will be five weekends at High Plains with some different dates. The first DE will be on May 6 and 7 at High Plains. The Club Race/Super DE will be held in June on the 17/18th. The remaining DE’s will be July 15/16, September 9/10 and October 7/8. Ladies Day will be on July 29 at the Colorado State Patrol Track. AMR has four Des and a Ladies Day. Autocross dates are April 29 (school) & 30, August 19 and October 28. We have eleven tours scheduled including another 4x4 tour, a Gimmick Rally and Poker Rally. It should be a jam-packed year.

The Board spent a day recently reviewing the results of 2016. One of the trends we noted has been the decreasing profitability of Driver Education events. Last year DE’s just broke even, whereas in the past they had been a significant source of profitability for us. We are considering several options to help improve DE financial performance. We anticipate that the track costs will go up this year by a couple of percent as HPR tries to keep up with inflation.

The following weekend will be our last event of the year. After the monthly Breakfast Club gathering there will be a drive to drop toys for the Marine Corps Toys for Tots program and then proceed to Helga’s for lunch. Our members have always been very generous in donating to this program and others that benefit the community.

We will kick off 2017 with our annual visit to 3R Racing in Englewood on January 12th. They always show us great hospitality and have many interesting vehicles to see.

In December, we will have a joint AMR/RMR Porsche Club Holiday Party at Johnny Martin’s Car Central on Saturday, December 3rd, 2016. It should be a fun event for those that can make it.

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FALL COLORS HAVE BEEN CAN YOU BELIEVE THE weather we have been having?! I really like to see our club members posting pics on our Facebook page of the drive they just took. And that some of our members get together to enjoy the day together! I wish I had more time to drive my car! Driving to work is just not enough! A sick day may be in order, but don’t tell my boss!

We are finalizing the details of our calendar for the year. Another packed year of fun filled events. We hope you can attend something new this upcoming year. We usually have Mother Nature on our side providing great weather, but sometimes she likes to keep it interesting. Planning up to a year in advance is always a gamble. We have a great group of volunteers and we’re looking to expand the volunteer base. Keep your eyes out for the emails debuting these positions.

I want to give a BIG THANK YOU to all of our volunteers who keep this club running smoothly with so many activities and to ALL our sponsors, advertisers, and our monthly social hosts! We really appreciate all the support this year!

As we all know, it’s that time of year to buy presents. Don’t forget to check out our Goodie Store for some custom gifts!

NAME BADGE ANYONE?

If you ordered a name badge back in March, please send me an email! membership@rmrporsheclub.com.

If you don’t have a name badge and would like one, please email me the form found on our web page: rmr.pca.org.

Do you know someone interested in joining? Bring them along to an event! We would love to have a larger family of Porsche enthusiasts!

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Dave Liddle Photo

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October New Members

Marilyn Harris, Denver, CO  2016 Cayenne
Bruce Hastings, Nederland, CO  1989 911 Carrera
Ralph Hearn, Lakewood, CO  2016 Cayman GT4
Ken Host, Fort Collins, CO  2007 911 Turbo
Sean Hulin, Lafayette, CO  2004 911 Turbo
Rob Hunter, Salida, CO  2006 911 Carrera
Pete Jensen, Nederland, CO  2011 911 Carrera 4S
Jordan Lemer, Golden, CO  2001 911 Turbo
David Loebe, Bailey, CO  2004 911 Turbo

Rick Rippberger, Boulder, CO  2006 911 Carrera 4S
Jeffrey Rosen, Denver, CO  2008 Cayman S
Jeff Silverberg, Denver, CO
Matt & Kelly Story, Lakewood, CO  1969 912
Lance Dickson, Denver, CO  1989 911 Carrera (Transfer from Alpine Mtn Region)
Keith Douglas & Rachel Abella (daughter), Elizabeth, CO  2012 911 Carrera (Transfer from Northern New Jersey Region)
Stephen Johnson & Virginia Gardner, Castle Rock, CO  1994 911 Carrera 2 Cabriolet (Transfer from Redwood Region)

Upcoming Events Calendar

December

3  7:00 a.m. Cars & Coffee Car Show
    Hagerty Insurance
    Golden, CO

   6:00 p.m. AMR/RMR Holiday Party
    Johnny Martin’s Car Central
    Colorado Springs, CO

10  8:00 a.m. Breakfast Club
     The Perfect Landing Restaurant at Centennial Airport

January

7  7:00 a.m. Cars & Coffee Car Show
    Hagerty Insurance
    Golden, CO

12  8:00 a.m. Membership Social
    3R Racing
    Englewood, CO

14  8:00 a.m. Breakfast Club
    The Perfect Landing Restaurant at Centennial Airport

All dates subject to change. For a comprehensive list of all upcoming RMR events, click the “Events” link at mrm.pca.org!
WHAT A YEAR THIS HAS BEEN. I have really enjoyed being your Newsletter Editor over the past twelve months and look forward to another great year of providing you news, photos, and information on upcoming events. I have learned so much while undertaking this new adventure and I know I will continue to gain knowledge and skill as time goes on.

There have been a few changes to the Newsletter over the past year and there will continue to be changes made moving forward. The publication has evolved into something so much more than a newsletter. When you consider the information and editorial comment in these pages, it really has become more of a magazine than a newsletter. My predecessors, who are all very skilled in publication layout and design, and are all incredible artists in their own right, have shaped this vehicle of communication into something they should be proud of, as I know I am, in representing the Rocky Mountain Region on a national level. This is evidenced in the award that was given this last year recognizing HighGear as an outstanding club publication. I hope to continue this tradition while serving as your managing editor and I am looking forward to upcoming changes that will bring you the news and information you seek in a more timely and modern fashion.

Soon, we will be sending you a survey in which you will be able to convey your desire to accept one of two options. As a means to deliver the magazine to all of our members in a format that they would enjoy and prefer, we will be offering an “online only” option to those who choose to receive the magazine in this format. We know that many of you get your news and information via web sources and digital formats. You will receive the same information and content as before, but in a more convenient format that will be right at your fingertips. We will also include links to advertiser’s home pages for easy reference to the folks who supply us with goodies and technical information that enhances our enjoyment of our Porsches.

Recently, we interviewed many applicants for the Assistant Editor position being vacated by Bill Terry. Bill has undertaken this duty for the last 4 years approximately and has done an outstanding job as “Wordsmith” for the publication. I would like to welcome Tom Champion aboard as our new Assistant Editor. Tom has been a member of RMR/PCA for almost 5 years is was very enthusiastic about taking on this role. I look forward to working with him to continue providing everyone with a magazine that they will enjoy.

In the coming weeks, we will be searching for volunteers to fill new positions that are being created to assemble an entire magazine committee. There are many duties that require a fair amount of attention and dedication to maintain a professional magazine. We are looking for photographers and advertising specialists just to name a couple. Be watching for an email detailing these fun volunteer positions!

I hope everyone has an enjoyable Holiday Season and a Happy New Year. I am looking forward to another fun filled year as a member of the Rocky Mountain Region PCA!
Show Us Your Car!

You have found the greatest group of car nuts on the planet. Our monthly meetings are loaded with food, beverages, networking with like-minded Porsche People and much technical and social camaraderie. Some of the venues we’ve been to before, and some places are new to us. All are interesting and fun.

It’s all about the people. We all share the love of anything Porsche-related. From real racing or just driving fast in a controlled environment like on the track or autocross, to meeting a mechanic or owner of a car just like yours for a chat about problems and solutions, to washing and waxing in preparation for the weekend tour or car show, you’ve found the most precious resource for the care of your car and hobby.

Show us your car! Let’s see your smiling face! How about a photo of your “garage queen’s” throne room! Share photos from your favorite drive; share the story of your hunt for the favorite car; share the triumph of your first rebuild. That story and those pictures are worth immortalizing in print.

We’ve all been there; maybe you’re experiencing the newness of that first special car. Perhaps you’re climbing the ranks in a competitive series of races. Have you found the perfect wash and wax routine to deliver the trophy? (Some secrets are worth sharing.)

The point is that the club’s members are its true strength. Your membership is your key to unlocking the wealth of knowledge and friendship the club represents. The membership socials are the first step to a deeper understanding, a deeper relationship with your vehicle. Come share the experience!
LAMBORGHINI HURACÁN LP 610-4 SPYDER
LAST ZONE REPORT OF THE YEAR but still over a month to go for 2016. During the middle of October, I traveled to Spokane, WA, for Parade 2017 planning. The host hotel is the Davenport and it includes 3 properties in downtown Spokane. Most everyone will probably stay in the Davenport Grand, which is across the street from the Convention Center, where most of the banquets will be held. The area around Spokane is beautiful, with pine trees and the Columbia River running right through town. I teamed up with Leeds Gulick, the Parade Autocross Chair, and two guys from Michelin and Jackson Motor Group, to inspect possible sites for the autocross and the Drive & Compare. We’re hoping a large parking lot at an event center will work out because there’s enough space to run the autocross and the Drive & Compare at the same venue.

The following weekend, I joined many PCA members from Roadrunner, Southern Arizona, and Hill Country, to help Carrera Region celebrate 50 years with PCA. This year’s OktoberFiesta was another one for the books – fun social on Friday, well-organized drive-out to White Sands, Cloudcroft, and Ruidoso. I had the honor of having PCA President, Caren Cooper, as the passenger in my car and we both enjoyed the scenery and the camaraderie of our fellow tourers. After everyone got back to the Hotel Encanto, including the track drivers, we enjoyed a sumptuous dinner and were given a history of Carrera Region by President Dan Thomas. A special touch for the evening was when Caren presented Carrera Region with a PCA banner that was signed by everyone.

During the last weekend of October, I traveled to Atlanta, GA, for my driving session at the Porsche Experience Center. I had been to the Center earlier in the year, for the PCA Board of Directors meeting, and I looked forward to being able to drive at the Center. “My” car was a new Carrera S and I was signed up for a 1.5 hour “Sport Driving” experience. The first exercise was with a kick-plate, which was at the beginning of a slippery section. When the car was driven over the kick-plate (slowly), it moved the car left or right and the driver needed to immediately respond and try to keep the car from sliding sideways. Needless to say, this was MUCH harder than it looked!

The next exercise was with a low-friction circle, which had little jets at the edges of the circle to keep the surface wet. Again, MUCH harder than it looked! My instructor demonstrated how it should be done and then I proceeded to do just about everything wrong. I had done one of these exercises before, at an autocross school in California, but that with my (lower-horse-powered) 964, which has a clutch. I think with this PDK 911 and 400 hp, it was much harder to do. That’s my excuse and I’m sticking to it.

After a few more exercises on the track, which included a launch-control exercise, I spent 30 minutes on one of the simulators in a training room. This was a lot more fun than I expected and I was pleased at how much better I got. I spent 15 minutes with a Cayman GT4 at Laguna Seca and then 15 minutes with a 911 RSR on the same track. I’ve driven at Laguna Seca before but it was fun doing it on a simulator where driving into a wall or onto the gravel didn’t hurt or cause any expensive damage! I got much better by the time my session was over and if I have the chance to get back to the PEC, I will definitely get back on a simulator!

Coming up for me to finish the year will be the LA Auto Show and PCA Tech Tactics in November, then a few Region holiday parties in December.

Liz Shaw
Zone 9 Rep
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SAME TIME NEXT YEAR

I remember when Autoweek was still a weekly, and it was called Competition Press & Autoweek. It was printed on newsprint. I’m not ashamed of that. But I much prefer to look forward, to the New Year and beyond, especially at this time of year.

And so I did recently, when I found in my virtual in-box a one-off special insert from Autoweek’s parent, Automotive News. The insert was all about something called Automobility LA. Apparently this was a four-day trade show for the “new” auto industry, celebrating “the intersection of technology and the automobile. …”

I dived in; in-depth promotion of the talk-fest, timed to precede the annual LA Car Show, with representation from … yes indeed, Porsche. As well as Ford, Amazon, IBM Watson, Mercedes-Benz, Facebook and more.

No, I didn’t read the whole insert. And I didn’t print it out either. I mean, it ran to 50+ pages. But I did discern some highlights that I’m honored to share with you, dear reader, as we round out the year. You can thank me now or thank me later.

The keynoter was Padmasree Warrior, U.S. CEO of Beijing-based EV start-up NextEV. That’s Beijing as in China. She had previously been a global marketer with Motorola and Cisco Systems. In advance of her podium remarks, she sat down with Automotive News for a Q & A.

“We are focused on the mobility experience versus just the car,” she says in the interview. “We say we are designing the product and platform strategy from the user end rather than the wheels out … I think of the car as the smartest device people will own in the future.

“Three big trends will disrupt the auto industry. First is the shift from the internal combustion engine to the EV. Second, the shift from the car being just a device to an experience. Third, the shift from ownership to ride sharing.

“Cars will continue to be aspirational products. There will continue to be ownership, because cars are the most desirable consumer product, more so than owning a home in many countries.

“Increasingly the car will become more of a computer, more of a robot. I think of it as an intersection of two circles. We are absolutely open to partnering as the whole industry shifts to the future. For me it’s not a question of who wins. We want the consumer to win.”

Hmmm. Remember, she was the keynoter. I’d give a lot to know how these comments registered with the delegation from Stuttgart. You’ll note, no talk of enthusiasm. No wail of the banshee. No mention of lap times or driver involvement, other than to press buttons.

Then I came across the Top 10 Automotive Startups of 2016. These were selected by the event organizers from 130 applicants for an expectation that they will “make significant contributions to the world’s transportation and mobility needs.” Here are a few.

Evercharge. Their goal is “to make electric vehicle ownership accessible for everyone—not just people who own their own homes … The company’s focus is installing and managing smart EV charging systems in multiple unit buildings.”

See Jane Go. A “ride-hailing app set up by women for women, providing safety and trust factors lacking in existing sharing apps. Because we think getting into cars with strange men should be reserved only for online dating.”

Spacial AI. A “geospatial API that provides users with the culture and flavor of urban areas, through big data analysis of social media.” The idea is to enable people to navigate an unfamiliar city like a local, “anywhere in the world.”

YourMechanic. This one’s my favorite. An “on-demand car repair service, offering more than 500 repair, maintenance and diagnostic services. These mechanics can travel to your office or, yes, they even make house calls … Before scheduling an appointment, the customer can read ratings and reviews of the mechanic. The flat rate quote doesn’t change, even if the job takes longer than anticipated.”

The organizers of Automobility LA are also promoting a Design and Developer Challenge. The theme? “Autonomous Vehicles: A Redefined User Experience for 2050.”

Teams competing must “collectively envision how technology, data, connectivity and content will power modern vehicle design and the in-vehicle experience.”

No, they don’t say who won. This insert was in advance of the convention. But I’m really curious. Maybe I’ll get an update insert from Automotive News in my e-mail. I hope so. Because, hey, 2050 is 34 years from now. That’s it. Think back 34 years to, yes, 1982. It wasn’t that long ago. What were YOU driving?

Hold that thought! Happy Holidays and New Year to us all!
A 50 Year Retrospective of 7 Porsches and the RMR

by Jeff Bowen, Ph. D.

AS I THUMBED THROUGH THE November issue of HighGear and saw Frank Barrett’s photos of the 1979 Turkey Cross (I have plaques for ‘72 and ‘76), it brought back some delightful memories of my first Porsche and my original association with the Porsche Club and RMR, now 50 years ago.

My first Porsche was a 1966 912, bought new at Hagestad’s—the early predecessor of Prestige Porsche. My intention was to purchase a 356, after several exciting rides in my brother’s 356A, but discovered Porsche no longer made the model. So a specially ordered navy blue 912 was a fine alternative. I didn’t think I needed a 911—a 4-banger was fine—and though speed has always been part of sports car driving, I didn’t really understand the forthcoming Porsche trend toward significant horse-power, even in daily drivers. I did later own two 356s, including a “B” series roadster. But power is the insidious motivator and I subsequently owned (and raced) a 1969 911S with solid chain tensioners and a 1996 993 C-4. Then last winter, 50 years after the 912, I purchased Porsche #7, a new Macan. For historic reasons and my many years ago friendship with Don Adis, I bought the Macan at Prestige, paying probably the 50 year inflation-adjusted equivalent of what I paid for the 912.

What a fabulous new generation—a buck thirty up the Georgetown Hill? Yup. That’s twin turbocharged Porsche power!

OK. Back to the 912. I occasionally wonder where the 912 is today. Is it still on the road? Is in a junk yard? Is it in a barn? Has it simply been crushed up for re-cycle? It was a fabulous car—especially after driving a TR-3 for several prior years. The Porsche’s finish, tightness and drivability were exquisite, and its beauty was, of course, legendary.

In the summer of 1966 I joined PCA-RMR, and for a lot of years—and the later Porsches—PCA membership offered friends, fun, Porsche knowledge, good driving skills and later some delightful D. E. and autocrosses.

There is also a wonderful 912 footnote: my father-in-law purchased a 1965 912 at the factory, drove it in Europe for a summer, then thanks to my future wife, who at the time was a Pan American flight attendant, arranged to have it shipped to the U. S. in the hold of a Boeing 707. That car is still in my wife’s family with a couple hundred thousand miles on it.

On one of my father-in-law’s visits to Colorado, we spent quite a bit of time in my garage tuning both 912s, which was very instructive for me. Those were great days—one didn’t need a degree in electrical engineering to service a Porsche; I still have the tools and my homemade timing light.

Ken and Bobbie Lundgren were (effectively) co-presidents of RMR in those days and they became inseparable friends. They also had a 912. Dick Howe and I became friends (that’s the two of us in the “Toro” photo). Dick had a 912 and taught me how to successfully rally.

My first competitive experience in the 912 was a hill-climb near Breckenridge. I have no memory of who put it on, but I was driving to Breck sometime during the summer of 1966, I think over Swan Mountain Road, passed a bunch of sports cars at the start of the race and thought “why not”? So I paid my $2 and very few minutes later raced to the finish at the top of the course. Helmet? Not required. Inspection? Not offered. Drivers’ meeting? Not offered. Roll bar? Not required. Seatbelts? Yes—they were required. My time? I don’t remember, but the 912 produced a ribbon (not me).

As I look at the professional polish of RMR HighGear, it brings me back to the 1966-67 production of the RMR monthly newsletter. Once a month the Lundgrens and I would meet at the Edgewater Inn and cut and paste (yes with scissors and paste) the newsletter. Copy delivered to the printing company often had incontrovertible evidence that pizza and beer had been part of the preparation process.
Much of the focus of PCA events in those days was rallying and touring. The Edelweiss was the classic, and was often oversubscribed. But we did have treffens and various speed events. The most fun was a 1969 winter treffen to Steamboat springs. The trip from Denver to Steamboat was designed as an “honesty” rally—in which you recorded times at unstaffed check points yourself. I was excited because I had just installed a fourth gauge in my instrument panel, a WWII 24 hour aircraft clock with two stopwatch timers on it. It worked well, but the snowstorm driving to Steamboat was so brutal, my new wife and I gave up trying to spot checkpoints and I focused on driving. I was glad I had a new set of the original Michelin X-stop tires on the 912.

The following day we had ski races (including an obstacle race) on the mountain. I still have the silver cup for that race. The final day we had an icklehna, which was great fun once we got all the 912s started. The early 912s had (at least) 2 peculiarities: very occasionally they simply wouldn’t turn over and start. That was annoying (needless to say), yet to my knowledge no mechanic ever figured out a fix for the defect, at least prior to my selling my 912. The other peculiarity was there was no choke on the early 912s and to start the cars on a cold morning one had to pump the throttle to inject gas into the cylinders. Unfortunately, it was around 20 below that morning and everyone’s throttle cables stuck.

When I bought the Roadster, some years later, I took it to Bill Randle at Eichhorn’s to inspect it; Bill was characteristically blunt: “If you don’t buy it I will”. One hour later, for $1700, I was the proud owner of a red 1961 B Roadster, which later had black, red and white plaid seats and matching carpet. It had what was called a “Normal” (77 hp) engine, so it wasn’t awfully fast, but it was fun to drive, especially at a very tight PCA autocross at Bandimere Raceway. As you might suspect it mostly sat covered up in the winter.

One year, with PCA tents flying high and a line of smartly parked Porsches (plus lots of beer), we all watched Harvey Staab blast his 356 around CDR with a Morgan chasing him—that being one of the most fun of Porsche Club activities. Harvey did win, but the more powerful Morgan gave him a run for his money, at times passing on the straight-aways but losing on the corners.

When I read of Grady Clay’s death a few months ago, I brought back memories of my later “early” days in the RMR and the July 4th 1976 D. E. at the Aspen Raceway. By then I had the 1969 911S Targa, and Grady was my almost fearless instructor. I was rather green at the high speeds on a real racetrack and I was glad my 2 liter “S” was among the slower cars on the track. That afternoon I was distantly following Bob Ibbotson in his new black turbo into the 90 degree curve at the end of the (for me) 100 mph straight-a-way. Bob was travelling a whole lot faster (perhaps Mach 3?) and entered the turn a little fast. Suddenly his awesome car skidded sideways and stopped within very few feet of the rock wall, proximate to the turn. We all stopped, looked and realized a non-bending event had occurred because of Bob’s deft maneuvering after his car let loose.

The other joyful memory of that day is RMR plus many other revelers effectively drank Aspen out of beer watching fireworks at Pepke park that night—the 200th anniversary of the founding of our country.

Another Grady Clay memory—Bill Randle’s instruction, back in the days when Eichhorn’s was going great guns, that the last employee to leave the shop in the evening had to tell Grady to go home—which of course is partly how he gained such an encyclopedic knowledge of Porsches before opening Rennenhaus.

One year at an autocross (probably when I had either the Roadster or the 356SC), I asked Grady if I could ride along with him and learn the intricacies of autocrossing. Grady was driving a 914-6 that day and the education was notable. I was very glad to get my balance and bearings back after a half dozen excruciatingly fast circuits around a surprisingly rough autocross course—during one of which, he posted the fastest time of the day.

I also fondly remember a RMR tour or rally, probably in 1977 (it might have been the Econo Rocky Mountain PCA Rally). My 5 year old son came along as my “bored navigator”. He immediately fell asleep and slept through the whole event. My memory is he crawled in the back where the jump seats were folded down and went to sleep.

One final story, which also relates to Aspen. I don’t remember the year, but a bunch of us were headed over there to ski, and as we roared down Glenwood Canyon at about 9:00 at night, a rock the size of a football fell off the cliff, landing about 2 feet in front of my 911S. There was no way I could miss it (obviously if it had fallen a couple seconds later it would have gone through my Targa roof with nasty results). The left front wheel hit the rock, which emitted a huge bang. As soon as I could, I stopped to see if I could safely drive further. The answer was yes: the wheel was bent out about 30 degrees, but the Michelin X-stop tire, fortunately with a tube in it, was still inflated. And though the original steel wheel was bent, it was not broken. I drove a bit conservatively over the balance of the weekend, and we dropped the car off at Rennenhaus on the way home. Grady said “Yup, I’ve got the necessary repair parts upstairs. I’ll bring the car over to your house tomorrow when we finish fixing it”. My memory is the cost was all of $75. [I did later upgrade the 911S with wide alloy wheels, sticky Pirelli tires and Recaro seats—and bought a SAAB to trash in the winter.]

Needless to say there are other stories and memories of the early days, including a couple later ones in the 993 C-4. Though the new Macan is really a drive-around-town Porsche, it is a joyful re-entry into the Porsche world after spending too many years thinking other brands were satisfactory.

Yup. “There is no substitute”.

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DECEMBER 2016

HIGHGEAR

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**PORSCHES**

1983 944 - White with dark brown interior, 130,000 miles; Never driven in the winter; Stored with car cover (cover was recently blown away); Original wheels and Michelin tires; New windshield; Tinted windows. $9,250.00 Bud Monk - Golden, CO vcm_456@yahoo.com 303-981-6699 (Dec)

2015 Cayman, one owner, 6-speed, black on black, 7k miles, clear bra and tinted windows, asking price $57,000. Please contact Lisa Bryan at 720-217-9450 or email at LisaBryan617@gmail.com for pictures. (Dec)


Prepared E Class Race Car. 1975 chassis with 1979 SC 3.0L. Steel 930S fenders, 100 L fuel cell and more. Has been a great Club Race and DE car, but I haven’t driven it much in the past few years and it’s come time to downsize. Two sets of CCW wheels with older tires. Please contact Travis at PorscheRcr13@aol.com or 303.981.0842 with any questions. Pictures and more info can also be found at goo.gl/zyDF59. (Oct)


2006 Porsche Cayman S, only 48K miles—$30,000/obo, 6-speed, black/black, brand new turbo-style wheels, new tires, brakes and rotors. Brand new ceramic clearcoat paint finish from Man Cave. Lots of upgrades, including a top-of-the-line $2k Passport 9500ci radar/laser detector, Bose sound, leather, 6-disc changer, power sport seats. Asking $30k/obo 303-762-1986 or gregschmid@yahoo.com for pictures. (Oct)

1983 911SC Cabriolet, white w/ black top, burgundy leather interior, 64,000 original miles, 5 speed, A/C, cruise control. Very good condition. Seller has many receipts and other ownership history documents. Brian 303-377-4779 (Oct)

2013 Porsche Boxster S, $57,000 OBO. 12,400 miles. Original owner, Basalt Black Metallic exterior, black interior, 6-speed, PTV, PASM, premium package, 20” Carrera S wheels platinum, sport seats w/ memory & heating, sport steering wheel, power steering plus, Sport Chrono package, rain sensor, BOSE stereo, SiriusXM, dimming mirrors, bi-xenon package, rain sensor, BOSE stereo, SiriusXM, dimming mirrors, bi-xenon headlights, integrated escort 9500ci radar, Fabspeed black chrome catback exhaust, Lojacker anti-theft system, clear bra, transferable 40K-mile maintenance plans. Always garaged, summer driver. Gene: 704-641-0047 gene@balanceusa.org (Sep)

**MISCELLANEOUS**

Shocks for 1965 - 1968 911 or 912 Two HD Bilstein front strut shocks and two rear KYB shocks taken off of a 1967 912. Have about 1500 miles on them and are like new. Should fit 1965-1968 911 or 912. $295 Contact Joe Freeman at joe@freemanoil.com. (Dec)

OEM 16” WHEELS, 7”&9” 5X130MM ET 55 & 70, FOR 95-98 993, POWDER COATED TO MATCH ORIGINAL FINISH, RECONDITIONED. FITMENT FOR OTHER PORSCHES AS WELL. ASKING $650. 719 495-5778 (Nov)

2014 Featherlite 17”6” Model 3110 Trailer, includes spare tire carrier, spare tire, tool box, tire rack, and wind dam. Cost $9,500.00 new. Photo available upon request. Also, 2 OMP racing seats like new, and 2 new Schroth ProFI II 6-part harnesses, approx. $300.00 new. Danny Thompson (214-728-8870) DannyLThompson@gmail.com (Nov)

Looking for a stock muffler for a 2001 911 turbo. Contact Dan @ 303-450-8222 (Oct)

Ultra-High Performance Sport Tires. Two 295/35 ZR 18 (99Y) PS2 Michelin Pilot Sport tires with less than 1500 miles on them. Ideal for street or track. $700 for both. Dick Berls (720) 651-0077, dickerls@hotmail.com. (Oct)

ANTERA WHEELS MADE IN ITALY: Set of 4 18x10 & 18 x 8.5 130mm - et47 & 50, spacers if needed included. Fitment for Porsche 911,944,964,968,928, boxster,cayman, cayenne & some other imports. Previously powder coated in graphite satin finish. Reduced: $650/best. Pobrien053@gmail.com. (Oct)

Set of 4x18” Michelin Pilot Sport Cup Tires for Cayman/Boxster. Less than 7000K miles on them. 18” tires, 9.5” width off my 2006 Cayman S, which I upgraded to new 19” tires and wheels. $500/obo. Available after Sept 1st - Greg – 303-762-1986. (Sep)

Classified ads are free to RMR/PCA members for items personally owned by the member. No commercial ads. Ads for non-members are $10 for each month (send payment to RMR Treasurer - Blair Whilaker, 161 Race Street, Denver, CO 80206). Ads must be 75 words or less. Deadline for classified ad submission is the 15th of the previous month. Member ads will run for two issues. Ads will also appear with an optional photo on the rmr.pca.org Web site. E-mail your ad to newsletter@rmporscheclub.com.
DRIVING EVENTS

Tour
A tour is a non-competitive driving event in which participants follow a given route to a destination (which may or may not be known in advance). A tour may vary in length from a day trip to a long weekend with an overnight stay or two. Tours usually follow scenic routes (which are plentiful in Colorado) and/or visit interesting or obscure destinations. Tours are sometimes combined with rallies to add variety and a dose of competition to the event.

RMR hosts several tours each year; AMR typically offers several as well. A number of tours are usually offered at Porsche Parade.

Rally
A rally is a competitive event in which contestants attempt to follow a course specified by a set of instructions. Rallies are typically run on public, paved roads, and speed limits are always observed. The two major types of rallies are the Time-Speed-Distance (TSD) rally and the Gimmick rally. In a TSD rally, participants attempt to follow the instructions precisely, maintaining the correct speed, as points are deducted for arriving at checkpoints (the locations of which are not known in advance) early or late. A Gimmick rally is typically a bit less rigid and usually involves solving puzzles of some type.

Between RMR and AMR, a handful of rallies—between 3 and 5—occur each year. Rallies are usually offered at Porsche Parade. RMR hosts several autocross events each year, including Eiskhana (essentially an autocross on the ice!) in the winter and an AX school in the spring. Additionally, autocross is a major event at Porsche Parade.

Driver Education (DE)
A driver education event provides a safe, controlled environment for high-performance driving instruction. DE offers drivers of all skill levels the opportunity to hone their driving skills, with the help of an experienced instructor, in a controlled, closed-course environment. In keeping with PCA philosophy, the primary emphasis at all times is on safety. A word of warning, though: the DE experience may be habit-forming!

As DE events are not racing, nor preparation for DE events are followed immediately by a time trial event, which gives drivers a chance to quantiﬁe their performance. Lap times may then be used to measure personal improvement or for bragging rights amongst your peers, etc.

RMR hosts six DE’s each year at High Plains Raceway, with AMR hosting several more at the La Junta, Pueblo and (possibly in the future) Pike’s Peak International Raceway tracks.

Club Race
A club race is a wheel-to-wheel racing event. A race weekend consists of a number of practice sessions and “heats” (race sessions), often involving both “sprint” and “endurance” races.

Since a Club Racing license (issued by PCA National) is required for competition, club racers are serious and experienced drivers. The cars they bring with them to the track can be quite impressive! As a point of interest, the PCA Club Racing program was inaugurated with the RMR-hosted “First Ever Anywhere” club race at Second Creek in 1992.

Because of the logistics involved in an event of this magnitude, a club race requires a legion of volunteers. However, it is also one of most exciting events to participate in, so be sure to sign up!

RMR hosts one club race each autumn at High Plains Raceway which, when combined with a Driver Education event, adds up to one thrilling weekend!
The 1976 RMR Christmas Party was held at the Tiffin Inn on December 7. Cost was $10.50 per person. Door prizes included $100 for the 1977 Parade, a C.B. Radio, a $112 voucher for labor on maintenance at Stuttgart West, one case of Valvoline, a Porsche sweater, Porsche posters, and a Porsche stripe kit.

Frank Barrett Photos
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