



HIGHGEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION...RMR.PCA.ORG

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



FEATURES

- Fall Cone Showdown Autocross 12
- Wings and Spoilers, From Subtle to Striking 17
- Simply Euro Social 18
- Still Seeing Red, The Enduring Legacy of Guards Red 22
- The Man Cave Social 26
- The Colors of Porsche at Denver West Porsche 30

DEPARTMENTS

- Board of Directors 4
- Region Coordinators / Technical Resources 4
- Presidential Impressions 5
- Shifts and Giggles 6
- Track Talk 8
- Upcoming RMR Events 9
- RMR Western Slope 12
- I Get Around 40
- In the Rearview Mirror 42
- List of Advertisers 43
- Aren't I a Beauty? 44
- Member's Classifieds 45
- Dear Tire Guy 46
- Creative License 47

COVER

The Member's Socials Issue, the August Member's Social takes place at SIMPLY EURO's shop in Castle Pines. Photo by Mike Pappas.



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@rmporscheclub.com.



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Eric Elliff
Region President

PRESIDENTIAL IMPRESSIONS

2025 Recap

As your president, I enjoy numerous perks. First, of course, is the Porsche-supplied 2026 911 GTS and priority status for all hard-to-get models. Then there is the office space at Financial House in Cherry Creek North... Sorry, clearly I was asleep and dreaming. Your board of directors is all-volunteer; our only perk is the satisfaction of running the best region that we can.

Now that I am awake, though, I thought it would be useful to look back on 2025 to see what we have accomplished. In the past year, our Social chairs have organized 13 events at various locations around the state, including our 70th-anniversary picnic. Upcoming in December (as I write this) is our holiday party, ably helmed for the first time by Mary Lee Nissim. As you might imagine, these events require more than tossing a few beverages into a cooler. Locations must be chosen, sponsors recruited, and refreshments and door prizes assembled. Our wonderful social chairs, Mitch Fonda and Guy Hopkins, have done us proud.

We brought you 12 tours this year, including several multi-day events. Each required route planning, restaurant arrangements, and hotel coordination for multiple days. Tours also require lead cars and sweeps, multiples thereof if the tour is divided into groups. Organization is key, and these tours have been seamlessly organized by Holly Jackson and her team of event chairs. Holly, our First Vice-President, has been so successful in this endeavor that she is now tour chair for PCA National.

Our incredible autocross team, headed by Scott Pedram, presented seven autocrosses over the season. Each requires a unique course layout and extensive set-up the day before the event. A trailer-full of equipment must be taken to every autocross, and timing and scoring electronics (brilliantly updated by Doug Bartlett) need to be calibrated and set up. The amount of email traffic and activity before each event is truly impressive.

Our HPDE team, chaired by Brian Hoffmeyer, with Chief Driving Instructor Dave Stribling, organized seven track events this year, including the instructor training event at Pueblo. Each was organized by a co-chair responsible for logistics: dinners, refreshments, charity selection, insurance, photography, registration, etc. We also hosted the Rocky Mountain Thunder club race in September, chaired by Vicki Earnshaw and Dave Nelson. Dave also chaired the annual Eiskhana at Georgetown Lake. In addition, Ladies Day and Track 101 came back with a new venue after a year's hiatus. That it came back at all was a true team effort, and it will return in 2026.

We welcomed several new, critical volunteers to the fold. Treasurer Kate Palmer joined us in early 2025, bringing a wealth of sophisticated financial analysis to the position. Her first, heroic, act was to reacquire administration rights to our QuickBooks account, which had gone missing years ago. This allowed us to get a handle on our finances at a level of detail previously unavailable. We now have the freedom to provide more resources for events, secure in the knowledge that we remain on sound financial footing.

None of our events can take place without insurance. Brett Lang volunteered as our new Insurance Chair in 2025. This is a critical yet unsung position. Its absence would bring events to a screeching halt, yet its presence must be seamless. Brett has succeeded beyond all expectations. If you see him, thank him! I am also very pleased to report that we have a new Social Media Chair, Jonathan Wegner. One of my goals for 2025 was to vastly upgrade our social media presence, and Jonathan is uniquely equipped to do so. At the November board meeting, he presented a dynamic and informative social media game plan. You will see our presence vastly expand in 2026 with the goal of increasing our membership, particularly among younger generations.

PCA Member of the Year Bill Simon inaugurated RMR West, an initiative to engage Western Slope members. Bill has organized socials, tours, and a satellite holiday party this year. None of these events are included in the totals above, and Bill is to be applauded for his singular vision to embrace members who are remote from the Denver metro area.

A few other statistics. We held 12 board meetings; Holly Jackson and I attended 13 Zone 9 meetings (one a live event in Albuquerque). I attended two virtual National board meetings, and our tour, social, autocross, and HPDE groups held multiple organizational meetings. So far in 2025, RMR has donated \$10,546 to 10 charities, and we are not done yet.

I am enormously proud of the year we have had, and I look forward to even more success in 2026. Now, having summarized the year, I realize how tired I am. I'm going back to sleep! 🛌

!



Gene Davis
Editor

SHIFTS AND GIGGLES

What You Don't Know...

Happy Holidays, everyone! Searching for something appropriate for this time of year, I found this little piece of poetry on the internet. I was enlisted once to read this, Cajun-style, for a company Christmas Party. It's always a fun little ditty to read aloud.

This particular version was found by Ken Weidmann in 2010 on Rennlist's 356 Registry talk list in 2002, author unknown. I have taken the liberty of recreating it with my own special touches. Hope you enjoy it. ❄️

T'was the night before Christmas and the Porsche was dead.
Should I work on the car, or go straight to bed?
Everything was connected, in proper place,
What was I missing? My steps I'll retrace.

The wires were nestled all snug on their plugs,
Just waiting to fire, new pistons and jugs.
And the wife up in bed, and I in the shop,
I twisted the key, a sputter, a pop.

Then from the back end, there arose such a chatter,
I looked in the mirror to see what was the matter.
I saw only black smoke, so I turned from my seat,
Yanked open the door, my heart skipping every other beat.

Away to the engine, I flew like a spurt,
Tore open the lid, and burnt my night shirt!
I grabbed the extinguisher, just in time.
Then stood there in awe, like a motionless mime.

Now what to my wondering eyes should appear,
A fuel leak, with gas lines and decals all seared.
With a handy old screwdriver, so lively and quick,
I tightened the clamp. What a DIPSTICK!

More rapid than eagles my curses they came
Oh I was pissed, but only I was to blame.
Back to the cockpit and a twist of the switch,
Now crank away! Crank away! Crank away you German witch!

As gas started gass'n and sparks started spark'n,
They both came together; the exhaust started bark'n.
There on the tach, the RPM's upward they flew,
I'm going for a drive, beyond my curfew.

And then, in a twinkling, I heard from the house,
The shouting and laughing of my bright little spouse.
What are you doing, where are you going?
You not trav'ling alone, she began hollering.

She was all dressed and ready to go for a ride,
How could I fault her, as she climbed right inside.
We motored with snow billowing over the roof,
Too bad this old Porsche tub isn't rustproof!

Her lights-- how they twinkled! Her handling how merry!
Her temperature was rising, and I was smitten by Ferry!
His cool little car, ripped down the road,
Hope we make it back home, without getting towed.

At first I was nervous and white knuckled the wheel,
But a friendship was forming, like B.B. and Lucille.
My smile grew bigger, spreading ear to ear,
As I threw in the clutch, and shifted the gears.

We slid and dog tracked around every turn,
Throwing snow and ice into white little berms.
I shifted near the redline each time, with little concern,
Each shift nearly a crime, "I will never learn".

I continued to drive, through the up and downtown,
Past carolers and skaters, without a letdown.
And pressing my shoe on the pedal,
The Porsche sped along like it deserved a medal.

We soon head back home with hardly a sputter,
we pulled into our drive, our hearts both aflutter.
But before shutting the garage door, I paused and bellowed to the
night.
"Happy Holidays to all, and to all a Good Night."



TRACK TALK

Dave Stribling

Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

New Year, New You: Shifting Gears Toward High-Performance Health

As 2026 approaches, many of us are crafting our resolutions: hit the gym, eat cleaner, and focus on personal improvement. It's a timeless tradition, but for members of the RMR/PCA community, there's a unique angle. What if your resolution to get healthier also made you a better driver?

The Demands of High-Performance Driving

We often think of high-performance driving as being all about the car. But just like a finely tuned engine, the driver's physical and mental condition plays a vital role. Reflexes, endurance, situational awareness, and composure all contribute to how well we perform at speed.

A well-conditioned core helps manage lateral g-forces. Strong legs give you better braking control. Cardiovascular endurance keeps your mind sharp and focused through long sessions. And staying hydrated and rested helps prevent fatigue-related mistakes.

Driving at a high level is surprisingly physical, so if you're resolving to improve your fitness, know that it won't just benefit your health; it could drop your lap times too.

A Porsche-Driven Fitness Plan

As you prepare your goals for the New Year, consider this:

Core Work: Planks, yoga, and stability exercises help manage the physical strain of cornering and braking.

Endurance Training: Cardio-like running or cycling builds stamina for long days at the track.

Mental Conditioning: Meditation and mindfulness can improve focus, calm nerves, and build resilience under pressure.

Hydration & Nutrition: A clean diet and good hydration habits can improve reaction time and reduce fatigue.

Consistency is key. Just as you wouldn't skip routine maintenance on your Porsche, don't skip it for yourself either.

Make This the Year It Sticks

Many resolutions fade by February, but this one doesn't have to. Tie your fitness goals to your driving. Set milestones. Track your progress. Enlist a fellow RMR member to hold you accountable. Each improvement you make will directly support your performance on track days, rallies, and canyon drives.

Thinking About Instructing in 2026?

If you're a Solo-qualified driver and love sharing your passion with others, consider becoming an RMR/PCA instructor in 2026. It takes time to prepare and develop the necessary experience, so make this year count. Ask questions, seek mentorship, and keep honing your skills.

Learn more about the process at www.rmr.pca.org/instructor-page/. If you're ready to take the next step, download and complete the application there and email it to me by the end of the year; the sooner, the better!

The Finish Line

Whether your resolution is to get in shape, stay sharp, or work toward becoming an instructor, now is the time to put the plan in motion. Better health means better driving, and better driving makes every PCA event more rewarding.

Here's to a fast, focused, and fulfilling 2026. We'll see you in the gym, and on the grid.

See you at the track! 🏁

UPCOMING RMR EVENTS CALENDAR



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

EISKHANA 2026

*Time to be Announced, January 17
Georgetown Lake, Georgetown*

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*

VOLUNTEER HELP WANTED

Our region has an opening for the following volunteer position:

Charity Committee Chair

Our current chair has decided to retire after many years. This job is a vital one to our region because, at all our events, our region makes collects and makes generous contributions to various local charities.

The duties of this position are:

- 1). Review charities designated by event chairs to ensure that they meet club guidelines, i.e., 501c3 status, no religious denomination or political affiliation. (This has never been an issue.)
- 2). Deposit cash & check donations into the RMR checking account and let the Treasurer know the date and amount of the deposit.
- 3). Request checks from the Treasurer. Mail checks to the designated charities with a cover letter from RMR.
- 4). Write an article on the annual donations for the December or January newsletter.

This position is a simple and low-time commitment way to participate in the region's activities. If it interests you, please contact any board member and they will be happy to discuss it with you in greater detail. 📧

NIKANA

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*All the details of a Porsche,
but without the engine.*

Speaking of Porsche Details



Porsche interior in Pasha fabric.

EISKHANA 2026 COME JOIN THE FUN

Ever driven your Porsche on a skid pad?

Like driving your Porsche in the snow and ice?

Want to do both?

Come out and give it try at EISKHANA 2026 at Georgetown Lake on January 17, 2026.

A controlled environment on an ice-covered lake high in the Rockies.

It's winter driving fun like you have never experienced.

Mark your calendar for the third Saturday morning in January and come have a slick blast of winter fun.

Signup information will be on the RMR.PCA website, Motorsportreg.com, RMR-PCA Facebook page, and by eblast soon.

Watch for it to sign up before the event sells out.



RMR WESTERN SLOPE

Bill Simon

RMR Western Slope Director

Porsches with Altitude!

Grand Mesa Scenic Byway Driving Tour

photos: Marjorie Warren, Brad Barber, Susan DeCillis, and Bill Simon

Thursday, October 23: About 20 Westies braved the Colorado weather to attend our monthly social, Porsches and Pizza, in Basalt at Mezzaluna, a casual Italian spot offering good food and great cocktails. The first seven people who walked through the door were new faces, with one couple, Brad and Suzi joining us from Boulder.

Saturday, October 25: The Grand Mesa Scenic Byway drive was RMR-West's last tour of 2025. We had 21 Porsches, 27 people, and drove about 221 miles. It was a brisk Colorado Fall morning, and we were blessed with clear blue skies. Some Porsches arrived with ice and frost on them! Our early morning meet-up spot was an unsuspecting gas station in West Glenwood Springs. All the Porsches rolling in turned a few heads. After the drivers meeting, we left Glenwood Springs and hopped on I-70 and drove west some 66 miles, past New Castle, Rifle, and Parachute. Even though it was late October, we were still greeted with amazing fall colors at the lower elevations.

We drove through De Beque Canyon, a rugged, scenic 15-mile-long canyon carved by the Colorado River and featuring striking Mesa Verde Sandstone formations. Shortly after passing the Grand Valley Diversion Dam, we took Exit 49 onto Colorado 65N. The Grand Mesa Scenic Byway sign, surrounded by a nice piece of pavement, was the perfect place to rendezvous with the four Porsches joining us from the Grand Junction area.

We took 15 minutes to mingle, inspect each other's beautiful cars, and take the mandatory group photos. After another brief drivers meeting, we set out again. The 63-mile Grand Mesa Scenic Byway climbs over an extensive flat-topped mountain, reaching an elevation of 10,849 ft and offering stunning views of forests, over 300 lakes, and panoramic overlooks from places like the Lands End Observatory. Designated a National Scenic Byway, it traverses the Grand Mesa National Forest from near I-70 to Cedaredge, featuring switchbacks and a 6,400-ft elevation gain.

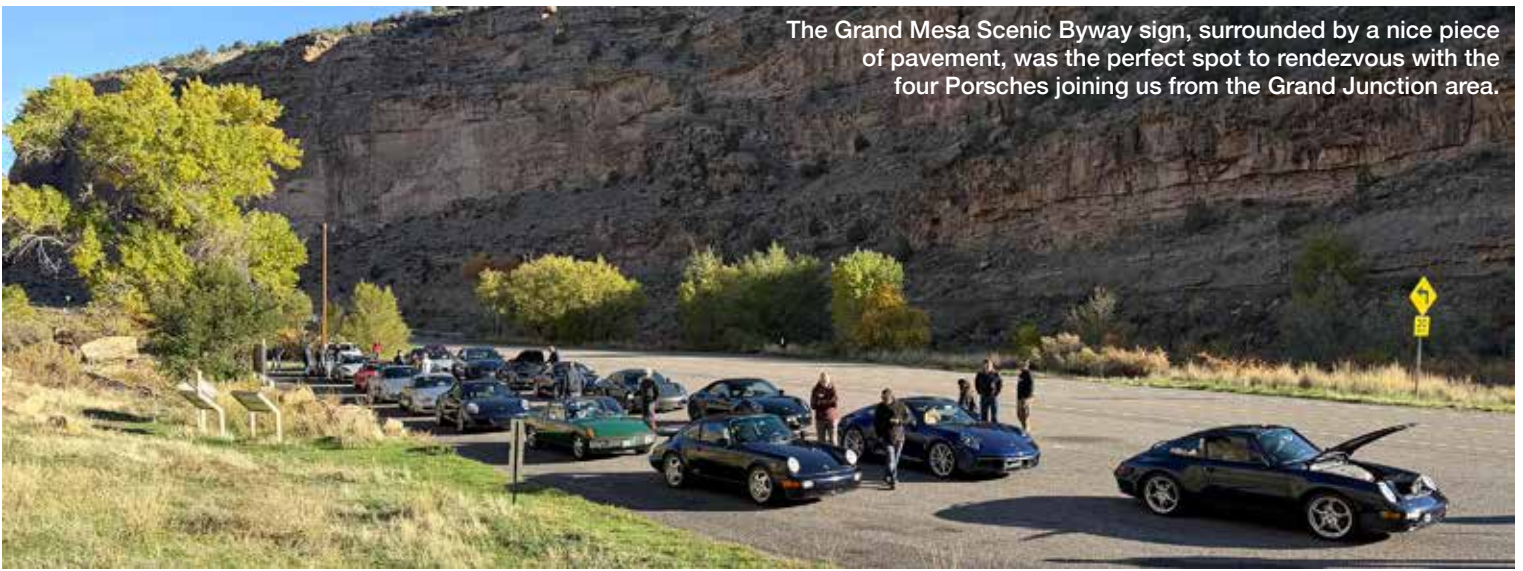
Ascending the Mesa, we stayed alert for roaming cattle, wild bighorn sheep, mule deer, and wild turkeys then made a brief stop at Jumbo Reservoir and Sunset Lake for a group photo. An earlier storm had left a light blanket of snow and frost on the road, so we proceeded cautiously through the potentially slick bits.



Fueled up and ready to roll.



A 2002 911 Carrera (996.2) with Aerokit Package.



The Grand Mesa Scenic Byway sign, surrounded by a nice piece of pavement, was the perfect spot to rendezvous with the four Porsches joining us from the Grand Junction area.

Glenwood Springs > De Beque Canyon > Grand Mesa > Hotchkiss > McClure Pass > Redstone



RS America, total production: 701 units.



We were greeted with some amazing fall colors at the lower elevations.

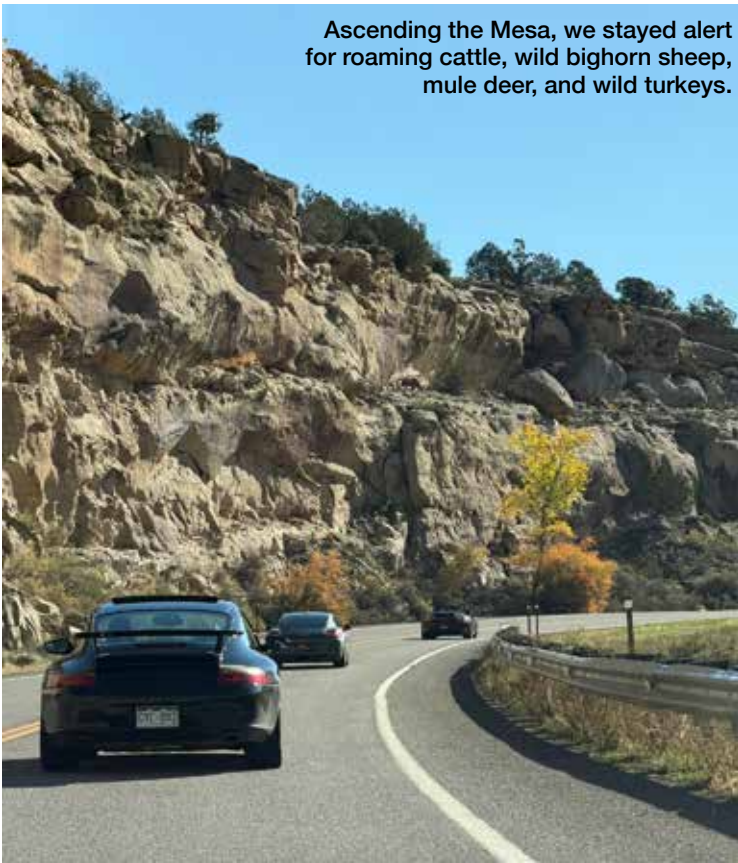


A 1970 914/6.



Exiting I-70 and heading toward the Grand Mesa Scenic Byway.

Ascending the Mesa, we stayed alert for roaming cattle, wild bighorn sheep, mule deer, and wild turkeys.



Descending, we were greeted with more amazing fall colors and valley views. After passing through Cedaredge and Orchard City, we arrived at our lunch stop, Zack's Bar-B-Q in Hotchkiss. A big thank you to Abby, Hank, and the Zack's crew for feeding our hungry group. During lunch, there were conversations about several ideas for the 2026 Western Slope driving tour calendar.

After lunch, we traveled east through Paonia and Somerset then up and over 8,763-ft McClure Pass, pausing briefly in historic Redstone. Set on the banks of the Crystal River and surrounded by towering red cliffs, tiny Redstone is a treasure of unforgettable beauty, elegant charm, and rich, colorful history. Known as "The Ruby of the Rockies," the town is famous for its history as a coal-mining company town, the preserved historic architecture of the Redstone Castle, and the stunning natural beauty of the Elk Mountains. Redstone Boulevard is flanked with unique shops filled with antiques, local art, crafts, wood working, souvenirs, and gifts.

Our last 2025 driving tour attracted a variety of Porsches, including a 1970 914/6, a 1990 928 S4, a 1994 964 RS America, a 2002 992.2, and a brand-new 2026 911 Targa GTS (Congrats, Cecelia T.!). Another successful RMR driving tour was in the books.

As a reminder for 2026, if you find yourself on the Western Slope, check RMR's website, www.rmr.pca.org/calendar, to see what RMR events are happening on the Western Slope. ✖

21 Porsches, 27 Porschephiles, 221 miles, 1 Heckuva Good Time

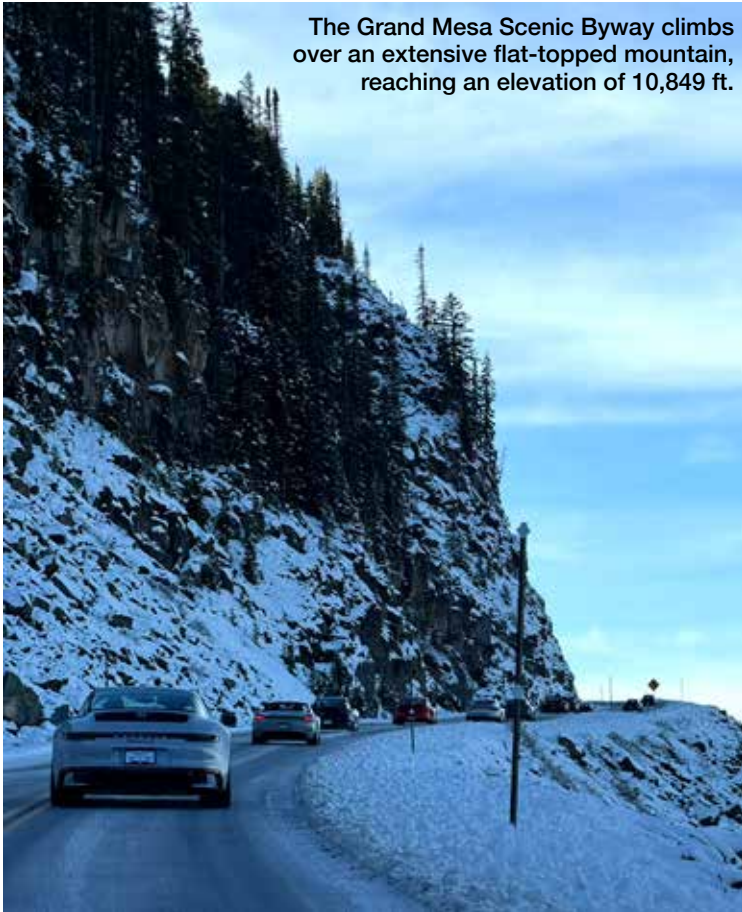
Late October, and still some amazing fall colors at the lower elevations.



We made a brief stop at Jumbo Reservoir for a group photo.



The Grand Mesa Scenic Byway climbs over an extensive flat-topped mountain, reaching an elevation of 10,849 ft.



We had amazing mountain views during our lunch stop.



Zack's parking lot chock full of Porsches.

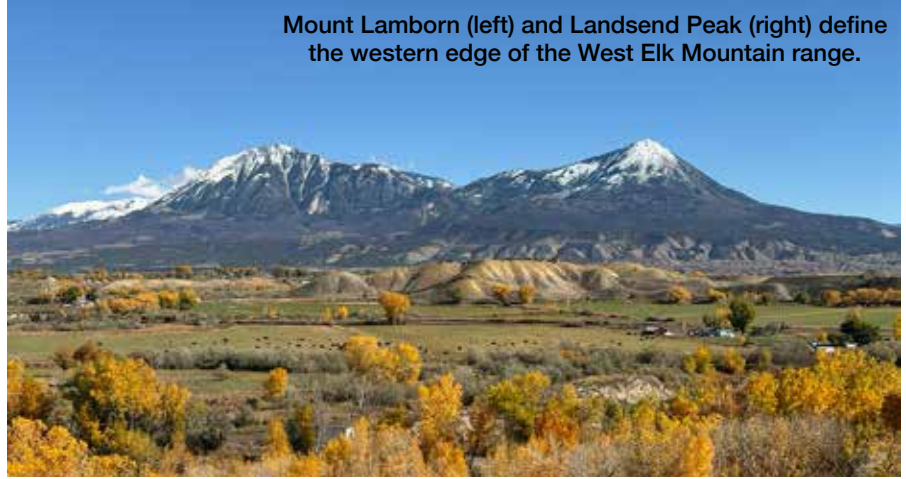


Zack's Bar-B-Q in Hotchkiss, Colorado.

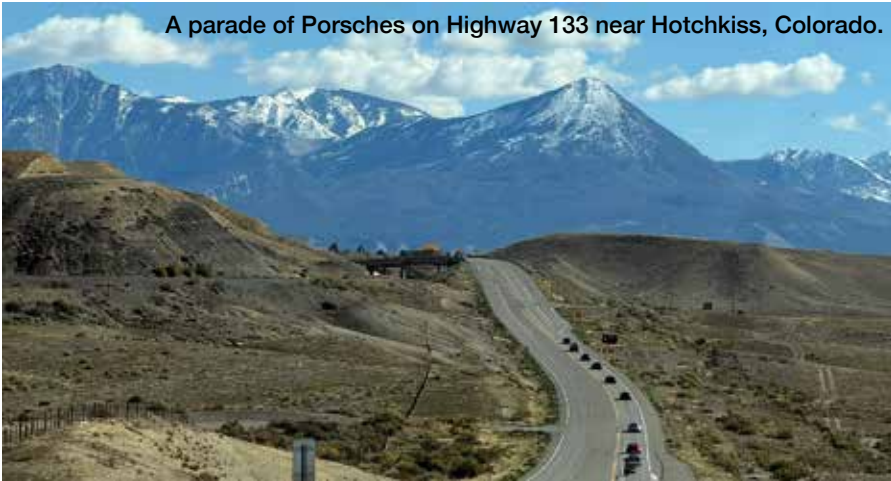




We encountered some great Porsche roads on this drive.



Mount Lamborn (left) and Landsend Peak (right) define the western edge of the West Elk Mountain range.



A parade of Porsches on Highway 133 near Hotchkiss, Colorado.



A brief stop at Jumbo Reservoir.



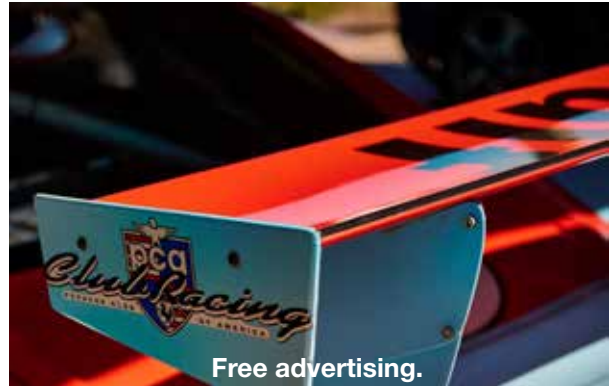
We are considering repeating this drive in September 2026.

WINGS AND SPOILERS FROM SUBTLE TO STRIKING

PHOTOS BY MIKE PAPPAS, SCOTT PEDRAM, VICKI COX-JONES, BEHIC AKGUN & SHAUN SEELA



Whale tail.



Free advertising.



Homemade?



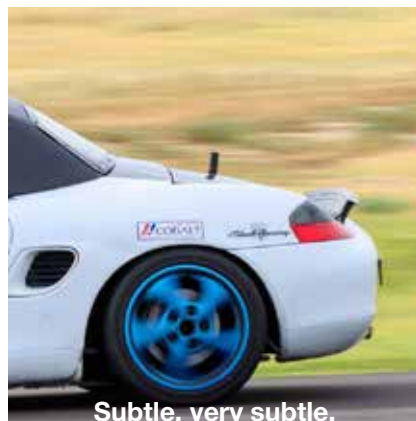
Decorative.



Understated but functional.



I'll be a whale tail when I grow up.



Subtle, very subtle.



Just part of the car.

SIMPLY EURO SOCIAL

STORY BY MITCH FONDA

PHOTOS BY SCOTT PEDRAM & MIKE PAPPAS

August Social at SimplyEuro Castle Pines – What a great time!

Hats off to our host Simply Euro! Theo, Blake, and the team treated RMR members with a fantastic morning, they even got the weather to behave! Flipside Coffee had some sweet custom PCA latte art while El Chamacos served up some killer food. Shine Spot was also on hand to add to the great giveaways. There were so many great Porsches (lost count after 80 as they were parked around back, inside, on the street and in the gas station!) all were filled with even greater PCA RMR members!

Good times, great cars and even greater people! 🍷



Its not just the cars, its the people!





Porsches aplenty.



He's not bored, that's for sure.



Nice Targa!



All smiles!





Appropriate Description.

FREE, a great word.



Rockies Fan?



Beautiful 912



Attractive parking lot.



STILL SEEING RED THE ENDURING LEGACY OF GUARDS RED

STORY BY JONATHAN WEGNER

PHOTOS BY JONATHAN WEGNER AND PORSCHE AG



Guards Red once defined Porsche's visual identity — but in an era of Miami Blue, Chalk, Carmine, and Paint-to-Sample, does it still matter?

I've had a complex relationship with the color red. While it's always been one of my favorite colors, I've been a little reticent to wear it on a car. My first two vehicles were bright red, but what followed was nearly two decades of only black or dark silver. That changed in 2023, when I found myself at a crossroads between two nearly identical 991.1 Carrera 4S models — one in black, one in Guards Red. Seeing the red car in person pulled at something deeper — a distant, emotional memory — and I took the plunge.

Few Porsche colors spark instant recognition and spirited debate like Guards Red. It's a color that splits opinion — some call it iconic, others see it as dated, and some wonder what makes a flat red stand out at all. But behind its bright, almost defiant hue lies one of the longest-running paint codes in Porsche history.

So, the question stands: is Guards Red still as impactful and relevant today as it was when it first emerged? Or has it simply become a nostalgic throwback — a chromatic tribute to Porsche's golden era?

A Color Born for Speed

First offered in 1974, Guards Red — also known by its original paint code 027 — quickly became synonymous with the Porsche 911. It replaced the earlier shade of Tangerine (code L018), a more orange-leaning red that had been popular throughout the late 1960s. Guards Red was bolder, cleaner, more assertive — a color that fit perfectly with the rising performance persona of the G-series 911.

By the 1980s, Guards Red had exploded in popularity. While exact figures are elusive, Guards Red was so popular in the 1980s that some estimate nearly one in three 911s wore it. In an era of white Testarossas and black Countachs, a Guards Red 911 Carrera with Fuchs wheels wasn't just a Porsche — it was *the* Porsche.

Universality and Ubiquity

Guards Red didn't remain confined to the 911. The color appeared across nearly every Porsche model line from the late 1970s through the 2000s — including the 924, 944, 968, 928, and Boxster. While that ubiquity made it a familiar sight, it may also have undermined its sense of exclusivity. As other manufacturers began offering similar flat reds, Guards Red started to feel less like a signature and more like a standard.

And in a modern landscape dominated by metallic flake, three-stage pearls, and bespoke Paint-to-Sample finishes, Guards Red is refreshingly simple — or frustratingly flat, depending on who you ask.

Motorsport Heritage: Red at Full Throttle

Guards Red (originally Indischrot in German — Indian Red) isn't just a street color — it's steeped in Porsche's motorsport DNA.

In 1973, the International Race of Champions (IROC) series featured a grid of identically prepared 911 Carrera RSRs painted in bright, distinguishable colors. Guards Red was among them, helping to introduce the color to a wide motorsport audience. The RSR's aggressive stance paired with the arresting red paint made a statement that stuck — one of performance, aggression, and purpose.

A few years earlier, in 1970, Porsche earned its first overall win at the 24 Hours of Le Mans with the 917K, famously painted in red and white by Porsche Salzburg. While not officially Guards Red, the resemblance helped forge an early emotional link between red Porsches and race-winning heritage.

Through the '80s and '90s, red-liveried Porsche 956s and 962s dominated endurance racing, often fielded by privateer teams like Kremer Racing. Whether through factory cars or customer teams, red was the color of competition — vivid, fearless, and unapologetic.

Even today, Guards Red continues to make appearances in club racing, GT series, and enthusiast events. It's a shade that instantly communicates Porsche's motorsport legacy — and one that continues to earn respect on the track.



o From right to left, every 911 generation in Guards Red, except the very first — wearing Polo Red.

Enter Carmine: The New Red King?

In recent years, Carmine Red (M3C) has seemingly dethroned Guards Red in Porsche popularity polls. Richer, deeper, and intense Carmine is a more luxurious red — better suited to modern curves, deeper paint layers, and an audience seeking exclusivity.

Carmine's surge could be viewed as part of a broader trend: Porsche enthusiasts increasingly opt for more complex or rare finishes, whether it's Chalk, Miami Blue, or Ruby Star. Guards Red, once a bold statement, now feels almost... common.

But Is It Still Relevant?

The answer might depend on what you're looking for in a Porsche color.

If you want rarity, Guards Red probably isn't it. If you want subtlety, definitely not. But if you want authenticity — something that screams "911" before you even hear the engine — Guards Red remains unrivaled.

It's a color that wears its history on its sleeve, unafraid of its '80s bravado or its current contrast to today's moody, muted palettes. It doesn't need to whisper luxury. It shouts performance.

More importantly, Guards Red doesn't chase trends. It is the trend — one that just happens to be 50 years long.

A Heritage That Endures

Porsche's decision to keep Guards Red in the standard palette for the 911 (and available through PTS for others) is telling. Some colors fade into archives. Others become legends.

Guards Red isn't just a throwback. It's a statement — as impactful today as ever, provided you're bold enough to wear it. 🚗



The author's 991.1 Carrera4



The author's non-daily driver.



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WINDOW TINT

THE MAN CAVE SOCIAL

STORY BY MITCH FONDA

PHOTOS BY TOM WILLIAMS & GENE DAVIS

We had a great turnout for the November Social on Saturday, November 23 in Broomfield. About 63 cars brought over 80 people to the Man Cave detailing shop on a beautiful late fall (almost Thanksgiving) day! As RMR members know, November weather in Colorado can be a bit tricky, but our collective will power must have brought such wonderful weather this late in fall for the last regular social for 2025. Many thanks to Mike and Krista and the team at The Man Cave for hosting our great turnout!

We look forward to bringing more great Social events in 2026, such as a Colorado racing-oriented social at the Shelby American Collection in Boulder, several Northern Colorado events, a Friday evening social, twin Southern/Northern Octoberfest socials, and much more! 🍷

Our 2026 RMR-PCA officers were also elected. Congratulations to all, and thanks to Kathy Frice for heading up the Nominating Committee.

The officers are:

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



4 of our newly elected officers: from L. to R., Eric Elliff, Holly Jackson, Grace Kennedy and Doug Wiebe



SUV Row



Dino Door.



Welcome to THE MAN CAVE.



Channelling Carroll Shelby?



Eric seems a bit excited that he won something!



PROST!



Four lovely ladies.



I didn't see any mistletoe.



The old and the new.



Our Social Chairs, James "Mitch" Fonda and Guy Hopkins



A good-sized crowd gathered for the door prizes.

THE COLORS OF PORSCHE AT PORSCHE DENVER WEST

STORY BY MITCH FONDA PHOTOS COURTESY OF DAVE STRIBLING & PORSCHE DENVER WEST

People, Passion and The Colors of Porsche - RMR October Social

At the October Social, The Colors of Porsche at Porsche Denver West, there was a fantastic display of Porsche colors, their history, and their future. A phenomenal group of people turned out with an unmistakable common thread, passion for the brand.

A beautiful collection of cars appeared, some in lesser-seen colors like Turmalin Green, Cockney Brown, and Oslo Blue. Dave Stribling, Sean Farshchi, and Corwin Fergus gave us some history of their first Porsches and some of the colors. They even spec'd a 911 (with input from the audience, no less), which they will order for inventory; it's due to show up around mid-2026!

During the evening, RMR Past President Scott Henderson was recognized for his long and still valuable contributions to the region. Thank you, Scott, for your input, guidance, and passion!

Many thanks again to Porsche Denver West and their entire staff for hosting a great event for RMR members! 🍷





Porsche art.



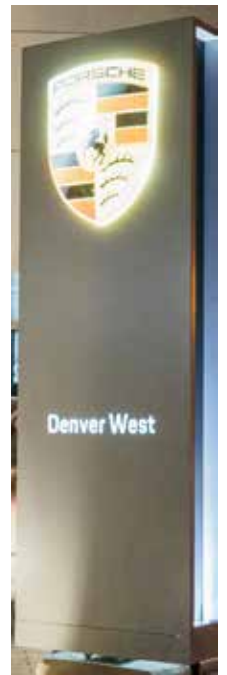
2024 911 Carrera4 GTS in Brewster Green.



Everyone is enjoying themselves, obviously.



An attentive audience.



1996 911 4S in Meissen Blue.

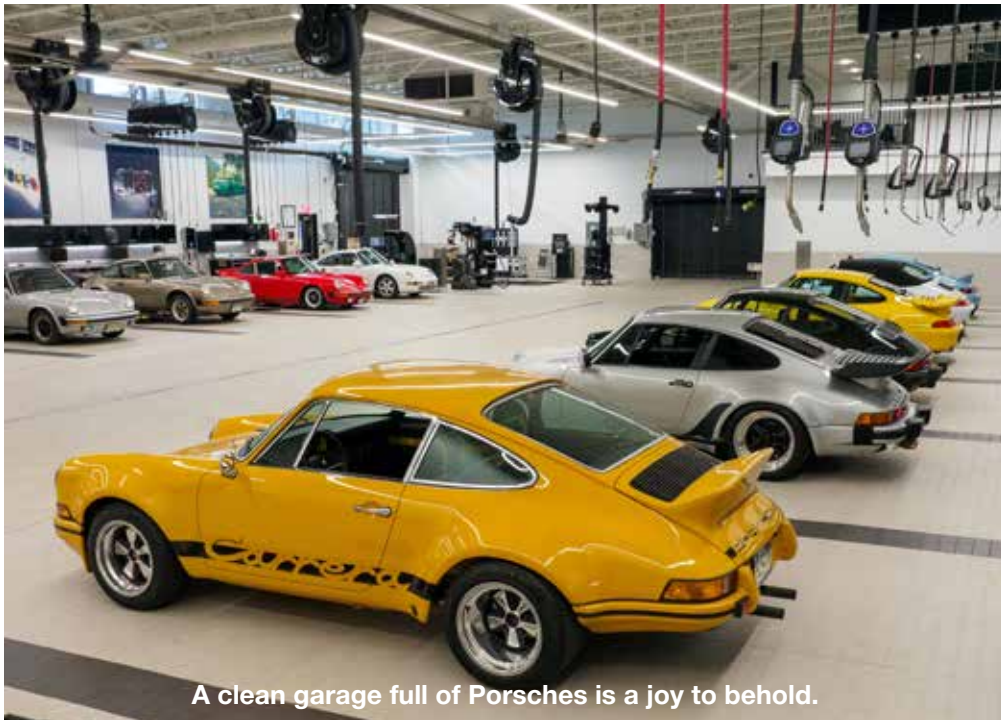


2016 911 GTS in Club Blau.



1997 Carrera 4 (993) Cabriolet White.





A clean garage full of Porsches is a joy to behold.



Past and present region officers swapping stories.





1997 Carrera S in Cockney Brown



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Porsche Design Unveils the Chronograph 1 – PCA Member Edition

Porsche Design honors the 70th anniversary of the Porsche Club of America with a new edition of the Chronograph 1. Exclusively made for a special community, PCA members now have the opportunity to customize Porsche Design's most iconic timepiece that was originally designed by F. A. Porsche in 1972.

Creating a special sense of community amongst members, this new timepiece features the PCA logo and "PORSCHE CLUB OF AMERICA" lettering, and optionally a personalized club region name stated on the case back. The made-to-order watch will not only come with a titanium bracelet, but also two sportive textile straps in vibrant Club Blau, one featuring the PCA logo and the other the PCA 70Y anniversary logo.



► Visit: pca.org/news/porsche-design-chronograph-1-pca-member-edition



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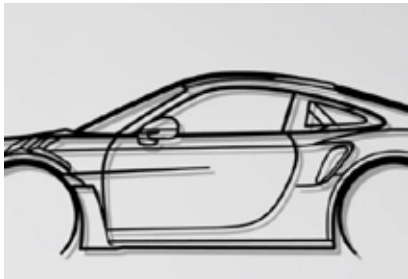
As a Denver native and lifelong enthusiast of performance, I know what drives people in cars and in homes. I'm a 3rd generation luxury sales professional who grew up in a family of Porsche and Volkswagen dealers. After years as a successful car dealer and Realtor in The Hamptons, I now bring my experience back home to Denver. Whether buying or selling, I can help you navigate the competitive real estate market with the same precision and passion Porsche drivers expect.

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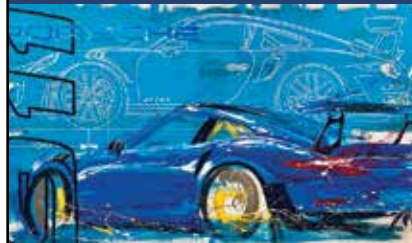
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A Passion for Painting Porsches • Andreas Somogyi



Images: Andreas Somogyi, 2025, acrylic on canvas, commissioned paintings, 36 x 60 inches



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Special opportunity for PCA Rocky Mountain Region members:

Andreas Somogyi is represented by NL Fine Art of Houston and Aspen. Owner, Nicole Longnecker, will give a percentage of all Andreas' commissions or sales to Rocky Mountain Region PCA to support the club.



Contact NL Fine Art *Marketing Director* and Rocky Mountain Region member, Brad Barber at **Brad@NLFineArt.com** to discuss a painting of YOUR Porsche.



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 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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rmr.pca.org/events-page

BOARD MEETING



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



Denver West Social



Danielle Badler
RMR-PCA Columnist

I GET AROUND

THE WHEEL GOES ROUND AND ROUND

We're back. We did it. Roughly 4,000 miles in exactly two weeks. Seven states, two provinces. In *Le Monstre*, a battleship-gray 19-ft camper van based on a turbo-diesel Mercedes-Benz Sprinter platform, jacked up with four-wheel-drive and a front-end winch.

What did I learn? Let's just say I had recurring flashes of doing the trip in one of my cars, the two dogs in the back seat, a few suitcases in the trunk, and a warm bed each night. But no. As expected, we challenged ourselves, our patience, our sanity. And we learned something. It's a lot simpler if you know what you're doing.

Take the vehicle. Think giant Erector set. Oh yes, we had an orientation, which turned out to be exactly what the word means; we got oriented. That doesn't mean familiar, as in "we got familiar with the rig."

We tried to avail ourselves of the high-tech portable induction cooking device, wedged vertically into a slot under a counter. We wiggle-wiggle-wiggled it out, plugged it in, and a pilot light came on. And, uh, that was that. For the life of us, we just couldn't get it to heat up. So we called Beau, the van's owner, and he said, "No problem! There's a manual in the..." We found the manual. Hungry, tired, and not in the mood.

The power went out in the middle of the night. We called Beau. He said I should download some app, scroll to a certain site, ensure that two separate electronic switches were in the on position and.... The second time it happened, I was proud of myself; I turned the power back on, without help.

No wi-fi in the van. Beau said the problem had to be at our end. Yeah, right. I tried to reboot. No dice. I told Beau, uh, I really don't think so; my laptop and both of our cellphones had no problem getting wi-fi at campsites that offered it. Mostly slow wi-fi, but still. Funniest electronic moment; pulling up to the campground in Banff, I asked the lady showing us our spot if they had wi-fi. She swivelled around and spurted out, "This is the wilderness!"

Running the van down the road particularly concerned me. Would I get comatose, chugging along mile after mile at well below posted limits? Would I relive those somnambulant moments from the 1970s, when the national speed limit was 55? Does that ring a bell? Are you old enough to remember those days of endless soporific daydreaming down the road? I do.

But no! The thing rocked! A bit of trickiness off the line, as the turbo spooled up. And then, well, 75-plus was good all day. As long as you didn't have to stop, or turn.

Like a semi. Maybe faster but still requiring a cranial rewiring of what enthusiastic driving is ... into the zen of mastering a big rig mentality. Quite satisfying if you forget the "whole trip at speed, with a warm bed each night" alternative.

Le Monstre was small enough to maneuver through a supermarket parking lot. I have no idea what the giant Newells and Airstreams and Winnebagos do. But that wasn't our problem.

And then: Bicycling with the grandkids around Stanley Park in Vancouver, with lunch on the water. Banff. Just jaw-dropping. The Canadian Rockies do deliver. We hit Glacier National Park next and, well, sorry, but it's like a first trip to Europe. Go to London, then Paris. Because if you do it in reverse, you'll be disappointed in London. Glacier was like that, compared to Banff. And this is from someone who thought she was jaded by mountains, living in the shadow of the Colorado Rockies for 19 years.

Lowlights. It started the very first day. At our first rest stop, west of Vail. We did our thing, the dogs did too, and it was time to move on. But Lily, my 40 pounds of love, just would not climb the two metal stairs under the sliding door. I went to pick her up and ... she squirmed out of my hands and her harness and proceeded to prance down the exit ramp, me yelling obscenities after her and with the hyper-kinetic Martian, Molly the Boston terrier, close behind. They got to not more than 20 feet from the interstate. We were agog, shocked, fogged with fear ... until, suddenly, Lily turned and headed toward a small pond. Whereupon, adrenaline-charged, I yanked her up into my arms and toted her deadweight the half mile back to the van. Janelle did the same with Molly.

Our relationship. Let's just say we brought new meaning to the term "hangry." It became the norm, literally every night. But we did grope our way through the miasma that we created for ourselves. We're still talking, still together.

So, yeah, we certainly pushed ourselves, certainly redefined our comfort bubble. But, perhaps most importantly, we made memories. Mission accomplished, I think. ☒



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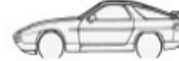


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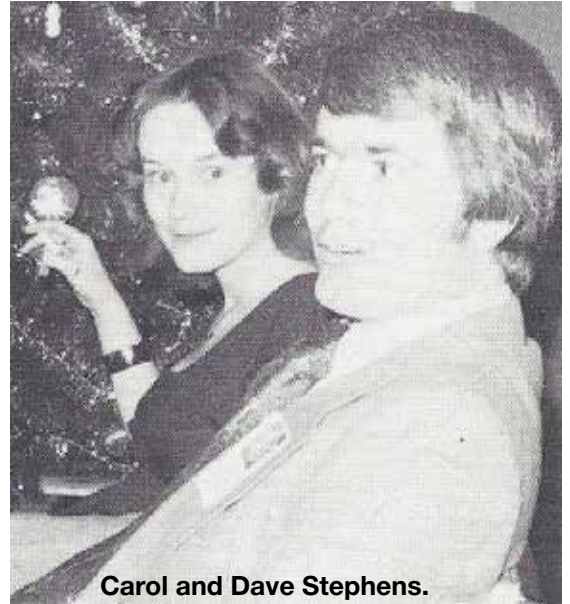


IN THE REARVIEW MIRROR

Amy Legg-Rogers
Historian

1976 Christmas Party

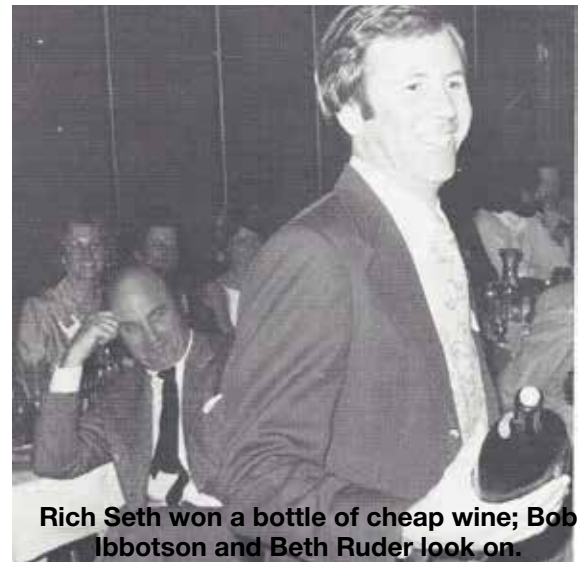
RMR's 1976 Christmas Party was held December 7 at the Tiffin Inn (at Writer's Manor on S. Colorado Boulevard) in Denver. Cost was just \$10.50 per person. Door prizes included \$100 for use at the 1977 Parade in San Diego, a CB radio, a \$112 voucher for labor at Stuttgart West, a case of Valvoline oil, a Porsche sweater, Porsche posters, and a Porsche stripe kit. ❄️



Carol and Dave Stephens.



Ron Swarsen and his cute date.



Rich Seth won a bottle of cheap wine; Bob Ibbotson and Beth Ruder look on.



A pretty yet unknown RMR lady accepts her door prize.



Sandi Misura picks a raffle ticket out of the 1976 PCA Region of the Year trophy, held by husband Chick.

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.

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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 ir.pca.org
- All of Utah, Southwestern Wyoming
- Llano Estacado Region le.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
- Midland, Lubbock and the surrounding area

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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.

These beauties were seen at the Man Cave social in November. 🍷



996 Carrera with a beautiful aftermarket spoiler.

Photo by Gene Davis



Spyder RS, Weissach Edition.

Photo by Gene Davis

MEMBER'S CLASSIFIEDS

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Jeff Lebesch, jlebesch@gmail.com

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OEM Porsche 19" wheels w/Continental Winter Contact 860S performance winter tires; about 75% tread remaining, TPMS sensors included. Sizes: 225/55-19 front, 275/45-19 rear. Excellent cond. Pick up in Fort Collins or free limited delivery in Denver area.

Jeff Lebesch, jlebesch@gmail.com

Taycan Wheels, All-Season Tires

Asking \$1500

OZ Superturismo Aero-E 20" wheels, star graphite, w/Continental DWS06-Plus tires; about 80% tread remaining; TPMS sensors included. Fronts: 20x9", 255/45-20 tires; rears: 20x11", 295/40-20 tires. Cost new \$4515 in May 2023 from Tire Rack. Some curb rash on one rear wheel. Combo just right for multi-purpose Cross Turismos; equally at home on sedans. Pick up in Fort Collins or free delivery in Denver area.

Jeff Lebesch, jlebesch@gmail.com

GT3 Wheels, Tires

1992 OEM black wheels, TPMS, Girodisc rotors; 200 mi on wheels, rotors; was second wheel set for GT3. Tires: Goodyear Super-Sport F1s, fronts new, rears used one track session. Bought from Suncoast Parts, www.suncoastparts.com/product/sku992whgt3.html. In Boulder, will meet Colorado residents halfway.

Joe Roback, joe.robak@gmail.com

1973 914 Tub

\$200 or best offer

No running gear, trunk lid, top, engine lid, or headlight boxes but includes two 1970 doors. Some rust, very straight, used to build jigs. Some parts removed but many good parts remain. Prior owner was going to build a race car; reinforcement kit added. Stored inside last two years; need space for 914-6 assembly. Also available: left and right 914 door jigs, 914 front trunk/suspension mount jig; rear suspension mount jig. In Golden.

Kyle Schroeder, 303/548-7375, kschroeder@team-ate.com

2013 Carrera S Coupe

\$75,000 OBO

White, tan interior, 3.8-liter, 7-spd manual, 60,000 mi, two sets wheels/tires (summer/winter), car cover, roof rack. Gorgeous, well maintained and cared for; never molested, tracked, or crashed; receipts. Last naturally-aspirated 911 motor.

Jep Seman, 303/638-7000, jseman@jps-law.net

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Simpson Hybrid Neck Restraint, Size Med., Dated 2018. Never used. \$250. Chatterbox duo communicator, \$25. Bell zippered helmet bag, \$25. Simpson zipper gear bag, \$25. Wonderful Christmas gifts.

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Gene Neiges, 719/371-3949, Axxiom1966@gmail.com

17" Porsche Cup Rims for 993 911

Asking \$1500

Genuine OEM wheels, ET 55 993, Part numbers: 993.362.124.00 (17x7), 993.362.128 (17x9), for a 993 911. Factory Silver with zero curb rash, no bends or cracks. Center caps are from 1995 Carrera 4, will include if interested. Tires: are old (beyond date code).

Todd McKee, 303/810-1578

DEAR TIRE GUY

December 2025



As the holiday season approaches and we're all busy decking the halls, there's something else that deserves your attention – those four round companions that keep your Porsche planted firmly on the asphalt. Yes, we're talking about tires and wheels, the unsung heroes of every spirited drive. While your family argues over whether Die Hard is a Christmas movie, you might find yourself pondering a more pressing question: Are your tires ready for winter's embrace? Nothing says "Happy Holidays" quite like maintaining traction while navigating that treacherous mall parking lot in search of the perfect gift (probably another Porsche accessory, let's be honest).

Just as you wouldn't wear flip-flops to a black-tie event, your summer performance tires aren't exactly dressed for winter's formal affair. Winter tires, with their specialized rubber compounds and aggressive tread patterns, are like giving your Porsche a pair of snow boots – functional, necessary, and surprisingly stylish.

This is the perfect time to consider a dedicated winter wheel setup. Think of it as your Porsche's seasonal wardrobe change. Smaller diameter wheels with higher sidewall tires not only provide better winter performance but also protect your precious summer wheels from road salt's corrosive holiday spirit. Plus, switching complete wheel sets is easier on your tires than repeated mounting and dismounting.

Your off-season wheels need a cozy winter home – somewhere cool, dry, and away from direct sunlight. Stack them carefully or invest in a proper wheel rack. Clean them thoroughly before storage; road grime is not the gift that keeps on giving.

This holiday season, give yourself the gift of confidence and safety. Whether you're heading over the river and through the woods to grandmother's house or navigating your daily commute, proper tires are the foundation of every memorable drive. Remember, there are two types of Porsche owners: those who understand proper tire selection, and those about to learn it the hard way in a snowy parking lot.

From all of us at On-Site Tires, we wish you and your families a wonderful holiday season filled with joy, laughter, and safe travels. May your holidays be merry, your New Year bright, and may your grip always exceed your ambition!

Until next time Drive On!
The Tire Guys!



PCA-RMR Event

Speaking of driving on icy roads, or ah, lakes. If you have ever thought about what it would be like to drive on a frozen lake with your Porsche you are in luck. The 2026 Eiskhana is right around the corner. It is scheduled for Saturday, January 17th on Georgetown Lake. Get registered or just head there and watch Porsche owners having a lot of fun!



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



Katie and baby Charlotte Gaessler in the “Babymobile”.



IPO = Initial Public Offering

This Creative License Plate graces Tommy Gaessler’s 2024 Gentian Blue Porsche Macan. Tommy writes, IPO means Initial Public Offering; it’s when a company lists on the Nasdaq or New York Stock Exchange and the company stock becomes tradable. I joined Zoom 7 years ago, right as we were going public. Exciting times and lots of growth, which enabled us to buy our first Porsche. We are very blessed. The Gentian Blue also reminded me of Zoom’s blue color scheme. ❄️

PORSCHE



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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.

