

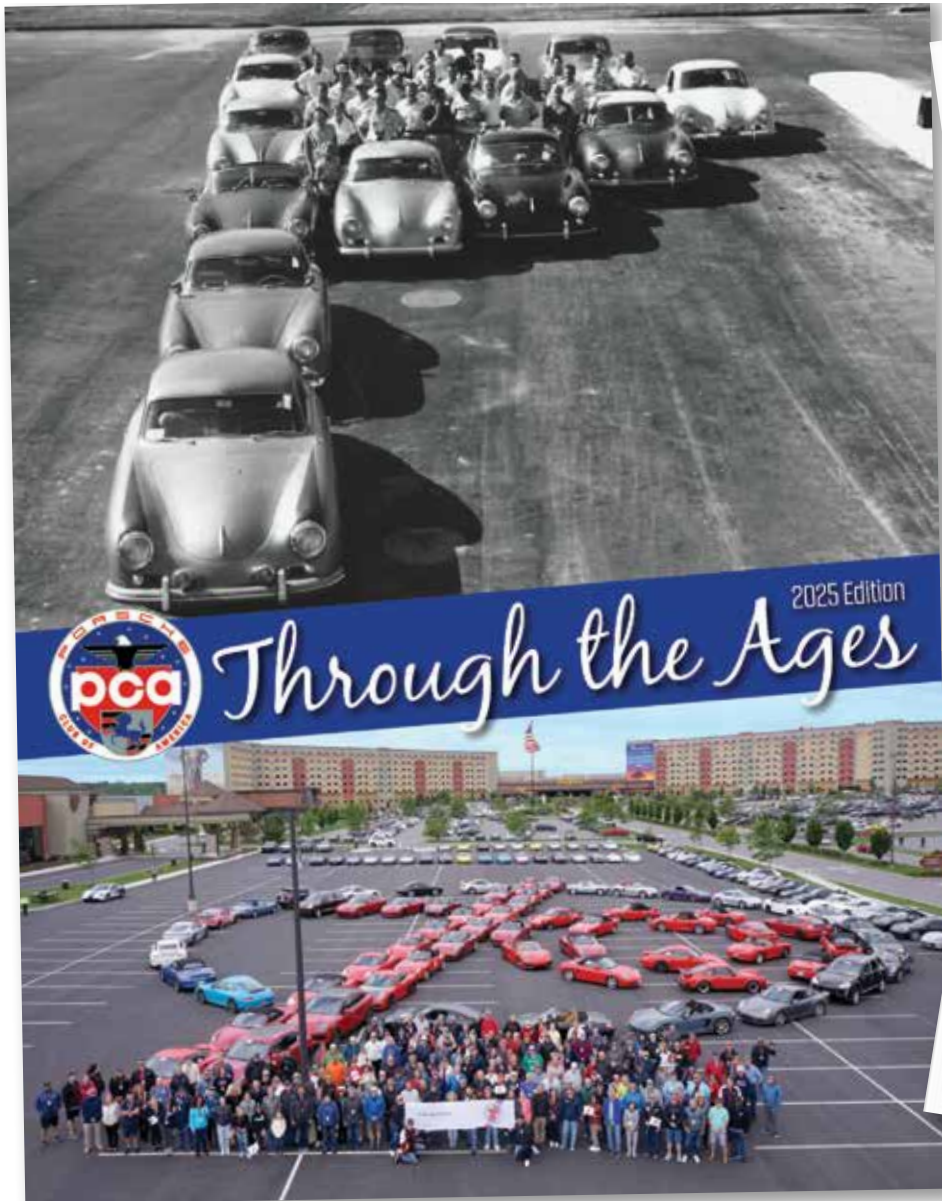


# HIGH GEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGIONS. | [RMR.PCA.ORG](http://RMR.PCA.ORG)

VOLUME 67 | EDITION 2 | FEBRUARY 2025





# Through the Ages

2025 Edition

## Updated PCA History Book Online Now!

*Through the Ages* now features the latest club events and programs

New for 2025, the Porsche Club of America History Book contains an overview of the club's history, followed by individual sections covering specific detailed items. Some sections were designed for use as standalone articles for region newsletters. Individual chapters and page numbers can be "clicked on" from the contents page. Major National Awards are also included.

Take a look: <https://ww2.pca.org/pca-history>



# PORSCHE CLUB OF AMERICA





# HIGHGEAR

Volume 67, Edition 2  
February, 2025

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



16



28



35

## FEATURES

In Memoriam, John R Goggin Jr. 14

Eiskhana 2025 16

The Art of The Point-By 24

High Performance Driver's Events 2024 8

Swing for the Fences 35

## DEPARTMENTS

Board of Directors 4

Region Coordinators / Technical Resources 4

Shifts and Giggles 5

Presidential Impressions 6

Members' Corral 8

Membership Anniversaries and Updates 9

RMR Western Slope 10

Upcoming Events Calendar 11

Track Talk 12

The Stuttgart Market Letter 22

I Get Around 1 34

I Get Around 2 40

Aren't I a Beauty 42

Marktplatz 43

Dear Tire Guy 44

Creative License 45

In The Rearview Mirror 46

## COVER



Porsche Dakar charging through the ice and snow at Eiskhana, 2025 on Georgetown Lake, Georgetown, Colorado.  
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](mailto:board@rmporscheclub.com).



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<b>924</b> .....	Dan Semborski .....	<a href="mailto:DanSemborski@yahoo.com">DanSemborski@yahoo.com</a>
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<b>Cayenne</b> .....	Zach Schroeder .....	<a href="mailto:info@PoudreSportscar.com">info@PoudreSportscar.com</a>
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**Gene Davis**  
Editor

## What You Don't Know...

I joined PCA-RMR because I had a Porsche for the first time in my life. There was no other underlying reason. I merely thought I should join since there was a local Porsche club and I had just acquired a Porsche. That all changed with a chance meeting of a group of local businesspeople sharing Colorado Avalanche tickets. The three PCA members there shamed me into bringing my car to a driving event three weeks later. Little did I know what interesting people I would encounter at that and subsequent PCA events.

My first instructor was Cecil Morris, a well-respected local attorney recognized as one of the best lawyers in America. As a novice driver, I was in the Green group. Per convention, Cecil drove the first three laps in my 6-speed manual 997.1 Carrera S. As we blazed down the straight on our third lap, he asked me to give a point by to the car behind us. I immediately did so, asking myself, "Why isn't he doing that with a point-by over the roof, through the driver's window?" Then I looked over at Cecil and was stunned. He wasn't using two hands to drive. In fact, he was downshifting using his right hand and holding the steering wheel with his knee. Cecil, ever the observant instructor, immediately said, "Don't worry, I lost the use of my left arm in a motorcycle accident when I was young. I have been driving like this for a long time." What he was doing at high speed with great tact and precision amazed me. This sort of skill and dedication to his craft more than impressed me. It *awed* me.

A year later, my driving instructor was Dave Byassee. Dave was approaching 70 years young and raced a Spec Boxster. Also an attorney, he had been a pilot during the Vietnam War, a rare Marine turned Air Force veteran. The first Thursday morning after having him as an instructor, I got on the elevator at the Granite Building in downtown Denver to go to my office. On the next floor, the elevator stopped, and who should get on but Dave. We both did a double-take and then pointed at each other saying "I know you!". Small world. He was and still is a wonderful mentor and friend who 'gently' pushed me into buying 924 SP1 race car and then encouraging me to race it in Porsche Club Racing events. Later he recommended me as an instructor, a vocation that I now practice at our club's HPDEs.

Right next to Dave's trailer in the paddock was Gary Ferrera's trailer. A former ski racer, he was, like me, learning track driving but in an advanced group. He was a determined and gifted student. He rapidly progressed and ultimately raced not just in PCA but also at a much higher level, in IMSA Pirelli and Michelin Cup racing with a local team driving first Aston Martins and finally Mercedes-Benzes. What a fascinating and

affable fellow Gary is. I never suspected that he was a retired U.S. Army Ranger/Special Forces veteran. He is now the CFO for a company that sponsors a race team in Formula 1. He is an accomplished racer, a credit to our armed forces, and a wonderful friend to everyone he meets.

I won't forget starting a conversation with a gentleman parked next to me at a High Plains Raceway HPDE a few summers ago. He drove a newish 911 Carrera S, a model that always catches my eye. We exchanged pleasantries and after a short discussion of his car, I introduced myself.

"It's nice to meet you; I'm Gene Davis."

He responded, "Nice to meet you as well, I'm John Fielder." With a surprised look I responded, "THE John Fielder?"

"Yes", he answered.

Astonished, I said, "Aren't you a bit of an environmentalist? Burning up fossil fuels out here seems a bit incongruous."

"Yes," he answered, "just don't tell my readers. It's a bit of a passion of mine, driving my Porsche fast for a weekend".

We have all seen John's iconic photographs of our beautiful state of Colorado. He was even nice enough to autograph a copy of one of his books of photographs that I had bought years before.

Thinking of these members and our meetings, I reflect on how lucky I am to meet such talented and wonderful people at our events. But recently I was awakened to the downside, having to say goodbye. The first year I attended HPDEs, I met John Goggins, also a first-timer. His Corvette with the noticeable license plate "50YRW8" engendered a conversation. He was easy to talk with and really loved driving the track. We quickly became track friends, talking about driving, cars, and the students we were instructing.

Last year I didn't see John much and was taken aback to learn that he had passed away this past October. I knew he had been wrestling with health issues but didn't realize their severity. Only when Scott Henderson asked me about publishing the memorial to John that you will find in this issue did I realize how marvelously talented and unique John was. Because we never discussed our lives away from the track, only his obituary revealed that he was as close to a Renaissance man as I have ever met. Godspeed, John. PCA and the world have lost a brilliant man, a loving husband, and a good friend.





**Eric Eliff**  
*Region President*

## PRESIDENTIAL IMPRESSIONS

# Wrapping Up 2024...& Planning 2025

Happy New Year to all our fantastic RMR members! With a new year come new changes, one of the biggest from my perspective being that we have a new president...yours truly. We also have several new board members with new outlooks and perspectives, which makes the new year an exciting prospect.

At our January board meeting, held in person for the first time in a long time (thanks, Holly Jackson!), a board member asked about my goals for the year. As I responded, it occurred to me that, as has been often mentioned in this column, we can only thrive with the help of our volunteers. No volunteers means no driving events, no socials, no tours, no region. So, as I list my 2025 goals, you will see that several require the services of new volunteers to move us forward.

### Understand Our Finances

RMR events are individually budgeted to break even or turn a small profit. For years, our excellent event chairs have been diligent at achieving this goal. Major expenses that do not pay for themselves are the aforementioned HighGear and the holiday party. A quarterly subsidy from PCA National helps us to cover these expenses and establish a healthy emergency reserve, but we have never truly understood the annual inflow and outflow of funds. A better handle on this fundamental fiscal issue will let us understand whether we can provide bigger subsidies to the newsletter and Christmas party, among other things. It will also give us insight as to how to set charges for other events. Is it possible to lower some entry fees? Do we need to charge more? This analysis falls to Treasurer Kate Palmer, who is new to the board after immediate past treasurer Dexter Finlay resigned. (Thank you, Dexter, for your efforts). Previous treasurers were unable to look under the hood to perform this financial tune-up; their time was taken up by bookkeeping attendant to the dozens of socials, tours, autocrosses, HPDEs, and other events put on each year.

To that end, another volunteer position that needs to be filled is new, that of region bookkeeper, someone to work with the treasurer and undertake these managerial but important tasks, leaving the treasurer with time to take a deep dive into the budgetary issues mentioned above. We are looking at hiring someone for this job but would like to avoid that expense. If you have bookkeeping experience and are familiar with QuickBooks, we'd love to talk to you.

### Increase our Social Media Presence

Did you know that RMR PCA has an Instagram page? Neither did I. I don't have a social media presence, nor do I care to, but social media is the main mode of communication for nearly everybody, and it is an easy avenue toward recruiting new members, which keeps RMR growing. Now, because I don't know a thing about social media, I don't have much more to say about its importance. But I do know that we need a Social Media Chair to monitor our Facebook account, reinvigorate our Instagram account, and come up with new, creative ways to increase our social media presence with the goal of continuing to recruit new members and to better publicize our significant and manifold charitable contributions. If you are enthusiastic and knowledgeable about social media, we'd love to chat with you about volunteering for this position.

Finally, these positions require special skills and knowledge, not to mention time. They may not be for you, but you may still want to volunteer. The other day a member mentioned that volunteering---or indeed just becoming more active in the region---can be a little intimidating. One of our goals this year is to make integration into the region and the path to volunteering easier. As an unreformed introvert, I completely understand this member's point. It's tough to walk into a social not knowing anyone, with folks talking in tightly-knit groups about their specific Porsche interests. Yet while that is understandable, it is just perception. We all have one thing, Porsche enthusiasm, in common. Be willing to simply jump in, introduce yourself, say what model Porsche you own (or hope to own), and you will be welcomed. From there, it is a short path to volunteering for something if you want. After all, the people who make up this club are a great and welcoming bunch.



Look for Eric Eliff, our Club President, in his 944 at all our HPDEs.

## Keep *HighGear* Up and Running

After a long search, Gene Davis volunteered (there's that word again) to become our new *HighGear* editor. This required him to learn new software, layout skills, and many other details attendant to publishing our award-winning monthly newsletter. Ex-editor Bill Simon provided his time and considerable talents to help get Gene up to speed. Both of their efforts allowed us to resume publishing *HighGear* with no lapse in the quality that we have become accustomed to.

*HighGear* is RMR's largest expense. The only way to partially offset this expense is with advertisements. The more ads, the less expensive the newsletter is. To that end, one critical unfilled position is Sponsorship Chair. This volunteer is responsible for cultivating current sponsors, soliciting advertising, and finding new businesses to buy additional ad space. The Sponsorship Chair also seeks sponsors for socials, tours, HPDEs, and autocrosses. If you are a people person with sales skills, we would love to talk to you about this role. What other position allows you to talk Porches with like-minded merchants, mechanics, and business people?

# ATTENTION VOLUNTEER HELP WANTED

**Our club has openings for the following volunteer positions:**

**Sponsorship Chair**

**2025 Holiday Party Chair**

**Bookkeeper**

These are wonderful opportunities for YOU to serve OUR club and all its membership. Training for performing the duties associated with these positions is available so don't worry about a lack of knowledge or experience. All that is required of you is a little of your time and the willingness to learn and serve. Please consider joining the Board or the Region Chairs in providing one of these necessary services to our club.



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## MEMBERS' CORRAL

**Grace Kennedy**  
Membership Chair

### Let's make our members feel like family.

Hello, RMR Family! February is chilly, but RMR events and opportunities are heating up. While the winter roads may not be ideal for spirited drives, RMR is preparing an exciting 2025. Whether you're gearing up for our track days, social events, or our popular spring drives, we have something for everyone. To get everyone in the Porsche driving spirit, our 2025 social calendar kicks off early next month. On March 8 the New Member Orientation will be held at Denver Auto Shield in Englewood. This event is followed two weeks later on March 22 by the Performance Driver's Education/Autocross 101 Class at 3R Performance in Denver. Hopefully these popular, festive, and educational social events will get you ready for the return of clear roads and sunny skies. Your Membership Committee is looking forward to these two opportunities to connect our club's fellow enthusiasts, strengthen our community, and plan for a thrilling 2025. Check the calendar of events at [www.rmr.pca.org/calendar](http://www.rmr.pca.org/calendar) or in this newsletter. Let's see what's in store for all of us!

Volunteers are always needed, and we would love you to join one of our teams. Please email [volunteer@rmrporscheclub.com](mailto:volunteer@rmrporscheclub.com). After all, it takes a village.

Welcome, new members and transfers. Name badges can be ordered via [www.rmr.pca.org/name-badge-order-form](http://www.rmr.pca.org/name-badge-order-form) or by emailing [namebadges@rmrporscheclub.com](mailto:namebadges@rmrporscheclub.com).

#### Now for questions from new and potential members:

*Dear Membership, I just transferred from another region, and I'm not receiving the newsletter or emails. What should I do?*

When you changed your address, your region may not have been updated. Contact PCA's national office at 410-381-0911, and give them your name and membership number. Tell them you moved or transferred to RMR, and ask them to update your profile. If you still don't receive the magazine or emails, contact me at [membership@rmrporscheclub.com](mailto:membership@rmrporscheclub.com) so I can verify that you were not inadvertently opted out of communications.

*Dear Membership, I'm looking for information on membership, benefits, cost, events, etc. Can you help me?*

No matter your interest---social, technical, or competitive--PCA has something for you. Over 3,500 local and national events include driving activities, social gatherings, autocrosses, track days, high-performance driver education, club racing, tech sessions, and car shows plus insider exclusives and premieres.

Membership is open to all Porsche owners, co-owners, or lessees 18 or older. Members can name a relative or other interested person as their affiliate member at no additional cost. Family or affiliate members must be 18 or older. Membership is available for one year, \$56; two years, \$110; or three years, \$132. Dues are payable by check, money order, or credit card and include a subscription to Porsche Panorama, PCA's award-winning monthly magazine. Your local region is assigned based on your address.

Two helpful links: PCA website: [www.pca.org](http://www.pca.org); RMR website: [rmr.pca.org](http://rmr.pca.org). If you need further assistance, let me know.

---

## New Member Orientation and Social

WHEN: Saturday, March 8, 2022 from 10:00 am – 1:00 pm

WHERE: Denver Auto Shield ([www.DenverAutoShield.com](http://www.DenverAutoShield.com)) 4211 S Natches Court, Suite D, Englewood, CO 80110

COST: FREE EVENT

CHAIRS: Kelly and Scott Little & Mitch Fonda ([SocialChair@rmrporscheclub.com](mailto:SocialChair@rmrporscheclub.com))

Grace Kennedy ([Membership@rmrporscheclub.com](mailto:Membership@rmrporscheclub.com))

We will have representatives from each facet of our club on site for you to talk to. This is a great opportunity to learn about PCA's Rocky Mountain Region and all of our exciting opportunities for enjoying you Porsche with fellow enthusiasts.

- Food and Drinks
- Learn about Porsche Club
- Show off your car
- Share your love for Porsche
- Donate to charity
- Join the Porsche Club on site





# FEBRUARY 2025 MEMBERSHIP UPDATES

## 2,360

Primary RMR Members

## 3,542

Total RMR Membership

## 137

RMR PCA Juniors

## PCA ANNIVERSARIES — Congratulations!

### 65 YEARS

Anita Fletcher

### 45 YEARS

Tim & Diana Osborne

### 35 YEARS

Terry & Ruth Leever  
Brian & Rebecca Bland

### 30 YEARS

None

### 25 YEARS

David & Patty Allis

### 20 YEARS

William Essin  
Jack & Sharoin Miller

## NEW RMR MEMBERS — Welcome!

Mohammed Albash  
Denver  
2020 Cayenne S Coupe

Taylor & Cierra Borucki  
Cheyenne  
2007 Cayman

Douglas Brunner  
Denver  
1970 911T

Bruce Campos  
Aurora  
2006 911 Carrera 4s Cabriolet

Donald Gallo  
Golden  
2016 Boxster S

Katherine & Chasen Gentile  
Westminster  
2015 Macan S

Charlie Glahe  
Denver  
2004 911 Turbo Cabriolet

Justin Hancock  
Boulder  
2007 911 Carrera 4s Cabriolet

Angela Hanes  
Broomfield  
1999 911 Carrera 4

John & Linda Ijams  
Grand Junction  
2001 Boxster S

Stephen Jackson  
Buena Vista  
2005 911 Carrera

Andre Katz & Ro Fleury-Katz  
Denver  
2024 911 Targa 4s

Jaime Martinez  
Fort Collins  
2011 911 Carrera

Todd Potrykus  
Berthoud  
2020 718 Boxster

Michael Rosacci  
Centennial  
2009 911 Carrera S

Stephen Rosati  
Centennial  
2025 718 Boxster S

Nic Saben  
Brighton  
2003 911 Carrera

Pulak Sharma  
Aurora  
2017 911 Targa 4S

Wilson Strong  
Highlands Ranch  
2024 Cayenne

Kyle Strunk  
Broomfield  
2025 911 Carrera

Dennis & Stephanie White  
Fort Collins  
2011 911 Carrera S

Adam Zink  
Broomfield  
2005 911 Carrera

## NEW TEST DRIVE MEMBERS — Welcome!

Christopher Gilbert  
Denver



## RMR WESTERN SLOPE

**Bill Simon**

*RMR Western Slope Director*

*Porsches with Altitude!*

# RMR-West's Second Official Western Slope Event Westies Brave the Elements for the January Social

Like a flock of migrating Canadian Geese braving the elements and numbing cold, 25 Porsche enthusiasts convened in late January at The Kitchen at Ironbridge Golf Club in Glenwood Springs. Porschephiles drove from Aspen, Basalt, Grand Junction, Avon, and Vail to RMR-West's second event.

As we entered the parking lot, stunning views of 12,965-ft Mount Sopris greeted us. Inside, RMR's "Westies" warmed up by the fire, noshing on smoked salmon, various meats and cheeses, and a veggie platter. Enthusiastic conversations involved favorite drives, new Porsches, the next Project Safari Porsche build, and Western Slope event ideas for the spring and summer.

Door prizes went to several lucky attendees, including a Porsche crest banner donated by Brad Barber; a Porsche dealer calendar donated by Susan DeCillis; a pair of RMR-logo wine glasses, and an RMR-logo canvas bag.

A big thank you to Event Co-Chair Mike Ferguson for his

help coordinating this event. Also, thanks to The Kitchen's food and beverage staff at The Kitchen--Patrick Aulik, Summer Osborn, and Serena Richardson--for their amazing hospitality and for making us feel welcome.

RMR-West is a new subset of Rocky Mountain Region focusing on member engagement, community, and events on the Western Slope. All are welcomed and encouraged to attend our events.

Working on RMR's western expansion, we plan to hold monthly Western Slope events in Aspen / Glenwood Springs, Vail / Avon, or Grand Junction. Details will appear on the RMR website ([rmr.pca.org/calendar](http://rmr.pca.org/calendar)) and in *HighGear* so that RMRers can participate and "Sports Car Together" in our "Porsches with Altitude" group,. At the time of printing this issue of *HighGear*, February event details are not yet solidified.

If you have questions regarding RMR-West, please contact me at: [pcarmrwest@gmail.com](mailto:pcarmrwest@gmail.com). ☒

RMR's Westies brave the elements for the January social in Glenwood Springs, RMR-West's second official Western Slope event.



# UPCOMING EVENTS CALENDAR



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

## RMR EVENTS

### HIGH PERFORMANCE DRIVER'S EDUCATION/AUTOCROSS 101

9:00 AM - 1:00 PM - 3R Performance, 6404 E. 39TH Avenue, Denver  
March 22, 2025

### NEW MEMBER SOCIAL

Time TBA - Denver Auto Shield, 4211 S Natches Ct. Suite D, Englewood, CO 80110  
March 8, 2025

### RMR BREAKFAST CLUB – NORTH

8 AM to 10 AM — First Watch, 2809 South College Avenue, Fort Collins, Colorado  
February 1 | March 1 | April 5

### RMR BREAKFAST CLUB – SOUTH

8 AM to 10 AM — The Perfect Landing Restaurant, Centennial Airport  
February 8 | March 8 | April 12

### LAFAYETTE CARS & COFFEE

7 AM to 10 AM — Flatirons Church, 355 W South Boulder Road, Lafayette, Colorado  
February 1 | March 1 | April 5

### LONETREE CARS & COFFEE

9 AM to 11AM — 29535 Park Meadows Drive, Littleton, Colorado  
February 1 | March 1 | April 5

### BOARD MEETING SCHEDULE

Board meetings are the second Tuesday of the month from 6:30 to 8:30 PM. RMR members are welcome to attend.  
If you would like to be part of a Zoom call, please contact [president@rmrporscheclub.com](mailto:president@rmrporscheclub.com) for instructions.  
February 11 | March 11 | April 8

### 2025 HPDE SCHEDULE

HighPlains Raceway 93301 East Highway 36, DeerTrail, CO 80105  
Saturday & Sunday - May 3-4; June 7-8; July 19-20; September 20-21 (Club Race); and October 11-12

### 2025 AUTOCROSS SCHEDULE

Colorado Air and Space Port, E 30th Avenue, Watkins, Colorado  
April 26; May 17-18; June 21; July 12; August 16; September 13; October 18

### 2025 LADIES DAY

Flatrock Regional Training Center, 23600 East 128th Avenue, Commerce City, CO 80022  
August 9th





## TRACK TALK

**Dave Stribling**

*Leader, Chief Driving Instructor Team*

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

### Your First High Performance Driver's Education

So, you've decided to take your Porsche beyond the limits of city streets and onto the track—congratulations! Joining a High Performance Driver's Education (HPDE) event with the Rocky Mountain Region Porsche Club (RMR PCA) is your gateway to discovering the full potential of your car while improving your driving skills in a controlled, safe environment. Whether you're a newcomer to the track or just looking for a refresher, here's everything you need to know to get started.

#### What is High Performance Driver's Education (HPDE)?

RMR PCA's HPDE events focus on high-performance driving and safety, not racing. Participants learn about car control, track etiquette, and disciplined driving techniques that benefit not only their track experience but also their daily driving. It's a perfect environment to push your car—and yourself—while connecting with fellow Porsche enthusiasts.

#### How to Get Started

##### Choose and Register for an Event

The first step is selecting a DE event that suits your schedule. Check the RMR PCA Event Calendar for upcoming opportunities. Once you've picked your event, register via Motorsportreg.com. Be sure to complete your registration early, as spots can fill quickly!

##### Get a Car Number

Every car needs a unique number displayed during the event. Visit the Car Numbers page for details on how to obtain one.

##### Preparing for the Big Day

##### Pre-Event Tech Inspection

To ensure your car is track-ready, you'll need a Tech Inspection roughly ten days before the event. RMR PCA organizes these inspections at local shops, and dates are published in the club newsletter and online. Download the Tech Inspection Form and bring it with you to the inspection.

##### Essential Gear

1. **Helmet:** A helmet that meets current safety standards is required. Check the event details for specifications.
2. **Clothing:** Wear a cotton shirt and pants (short sleeves are acceptable). Avoid yellow, blue, or red shirts if you're planning to volunteer at a corner station.

##### What to Expect on Event Day

##### Safety Briefing

Before heading onto the track, you'll attend a mandatory safety briefing. Here, you'll learn the event schedule, track rules, and essential safety protocols.

##### Run Groups

Participants are placed in run groups based on experience. This ensures everyone can enjoy their time on the track, from first-timers to seasoned drivers.

##### Track Signals

Understanding flag signals is crucial for safe track communication. Review these in the briefing or ahead of time in the Beginner's Corner section.

##### Take a Virtual Lap Around the Track

To get a feel for what to expect, take a virtual lap around High Plains Raceway (HPR) by visiting A Lap Around HPR. This resource offers an excellent preview of the track layout and tips for navigating it.

##### More Resources for Beginners

If you're feeling nervous or just want to dive deeper into preparation, the Beginner's Corner on the RMR PCA website is packed with helpful articles and guides. Additionally, watch the "Learning Curves — High Performance Drivers Education" video to gain insights into high-performance driving techniques.

##### Join the Porsche Community

Participating in a DE event is more than just driving—it's about becoming part of a community that shares your passion for Porsche. So, prep your car, brush up on track etiquette, and get ready for an unforgettable day at the track. The only thing left to do? Enjoy the ride! 🏁



Dave (in the white shirt) speaking with Scott Henderson (with the grey hat) and his father Richard Stribling at the May 2024 HPDE  
Photo: Shaun Seela

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*Arvada German Garage: Your trusted shop for all European brands & more!*



# In Memoriam

## John R Goggin Jr.

RMR member and driving instructor John R. Goggin, Jr. passed away on October 19, 2024, after a brief illness, with his loving wife, Lorna, by his side. John was born on June 26, 1951, the only child of John Sr. and Pauline (Robinson) Goggin. He grew up in Roswell, New Mexico, where his sharecropper family grew cotton and alfalfa. From an early age, John embraced a deep love, curiosity, and an insatiable thirst for the world that shaped his life. Thus, he became an avid runner, cyclist, alpine and back-country skier, decorated mountaineer, ice climber, hunter, competitive shooter, pool player, mechanic, driving instructor, and most importantly, a wonderful husband and traveling companion to his beloved wife, Lorna. Perhaps his greatest achievement was conquering the severe asthma that plagued him in his childhood and adolescence.

John had a robust academic and business career. Degrees in mathematics and computer science from the University of Texas, Austin led him to a career as a certified software engineer in development, reliability, and quality control. Among his achievements, he was:

- a faculty member at Colorado State University,
- a software reliability engineer for NASA's manned Orion spacecraft,
- the principal engineer on NASA's Space Launch System,
- the software quality engineer for the GOES-R/GOES-16 weather satellite, and
- the author of classified, top-secret software for NORAD and the U.S. Navy.

A licensed driver at age 14, John had a passion for cars and racing. As a teenager, he built a mid-engine car by putting a Corvette engine in the back seat area of his 1965 Corvair. Like many young men in the 1960s, he was an avid Corvette enthusiast. When he retired in 2013, he bought a 2007 Corvette. He joined a Corvette club but was disappointed to find that it was mostly a social group. John longed for track time, so he began coming to RMR HPDEs as a guest. He was quickly welcomed as a non-member student, then a continuing participant, and finally an instructor.

John loved instructing and took every opportunity to do so. Per Dan Carlson, John was "a very dedicated PCA driving instructor and participated in most of our High Performance Drivers Education events. He loved to instruct...Period. While he loved driving and instructing in Porsches, his not-so-secret passion was to instruct students in Corvettes, and there always seemed to be a least one student with a Corvette at each event. Did John have something to do with this?" High praise indeed.

Meanwhile, John kept an eye out for a Porsche that he could race. In February 2024, his diligence paid off, and he acquired a Cayman R in an auction. He put a decal on its rear bumper that read, "Ten Years After." Many of us remember that as the name of a 1960s/70s rock band,

ARTICLE BY GENE DAVIS

PHOTOS BY MIKE PAPPAS OR LORNA GOGGIN



Peace to you as well, my friend.



Photo: Lorna Goggin



the author of classified, top-secret software for NORAD and students in Corvettes, and there always seemed to be at least one student with a Corvette at each event. Did John have something to do with this?" High praise indeed.

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John spent early 2024 prepping himself and his car, with the help of David Nelson and Dave Stribling, for the September 2024 Club Race at HPR. Unfortunately, when he went to get his race-license physical, his doctor wouldn't clear him to participate. He passed away barely a month after the race date.

John solved algebraic equations at age 6, and at age 8 won a regional science fair with a project entitled "Air Pressure." With some irony, RMR plans to honor John's memory on June by dedicating a kiosk at HPR for checking tire inflation. 🏎️



John testing out his Cayman R Summer 2024

Photo: Lorna Goggin



Photo: Lorna Goggin



Thumbs Up, John



# EISKHANA 2025



Let the Fun Begin!

STORY BY DAVID NELSON

PHOTOS BY MIKE PAPPAS & VAIBHAV MAKAR

This year's Eiskhana was nothing short of an exciting test of skill and adaptability, set against the backdrop of the coldest weekend of the season. The temperature hovered around a frigid zero, with the wind chill plunging it to a bone-chilling  $-24^{\circ}\text{F}$ . It was a true winter-driving challenge.

Eiskhana offers a unique opportunity to practice handling your Porsche in extremely low-grip conditions. Georgetown Lake's flat surface and wide-open space ensure a safe environment where participants can explore the limits of their car's traction without obstacles. Speeds remain low, making it a perfect setting to experience and learn how to control a sliding car.

The event is not just fun. It's also about building confidence and skills for real-world winter driving. Participants get to feel their cars slip and slide and learn how to regain control, turning a momentary loss of traction into a chance to practice positive, corrective action.

This year, 25 cars were registered, with multiple drivers allowed per vehicle, provided they met certain age requirements. The two courses featured a combination of slalom-style turns and sweeping curves to test drivers' abilities to navigate icy surfaces.

## Instruction and Learning

We encouraged participants to take advantage of our instructors, who were available to ride along for a round or two and offer personalized feedback. While many drivers initially opted to go it alone, they often returned after a few runs asking,



Playing Follow the Leader.  
Is that really a good Idea?

“Hey, can I have someone look at what I’m doing out there?” This collaborative spirit makes the Eiskhana not just a fun event but a valuable learning experience.

### Plenty of Challenges

While there was no official timing on the course, some drivers timed themselves or challenged friends, adding an extra layer of excitement to their runs.

One highlight was the appearance of a \$260,000 Porsche 911 Dakar, whose brave owner decided to put the stunning new vehicle to the test on ice. Despite errant course management leading to the car getting stuck on a snowdrift, a trusty 35-year old Audi Quattro came to the rescue and pulled it free.

Interestingly, we’ve seen cabriolets in prior years, but none made an appearance this time. Perhaps the predicted sub-zero temperatures kept the soft tops safely tucked away in garages.

### Lunch and Camaraderie

For those looking to dine and warm up apres-ice, lunch was offered at Coopers by the Creek in Georgetown, gratis for our hardworking volunteers. We had a great turnout, with 24 people gathering there, sharing stories and laughs between driving sessions. After a challenging driving experience, Porsche people make friends fast.



Dave said this was a driving event!



Halt, who goes there?



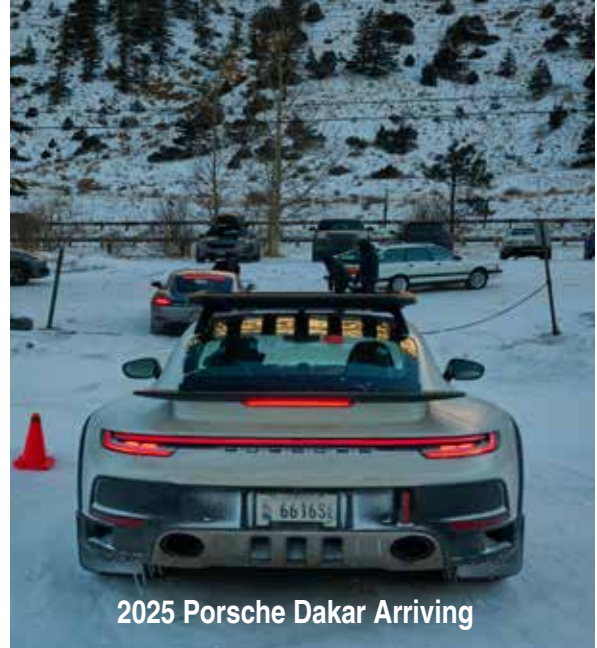
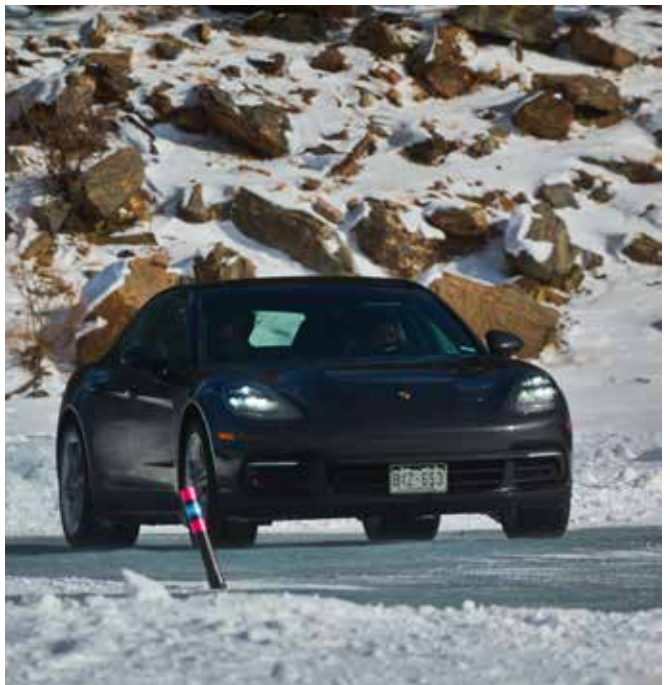




Two Thumbs up for sure!

**Thank You!**

Special thanks to volunteers Mike Pappas, Stacy Robins, Bill Goris, and Karen Clayton, as well as to the members who took the risk to have a little fun. Your efforts and enthusiasm made Eiskhana 2025 an unforgettable experience for all! Eiskhana isn't just a driving event; it's a chance to bond, learn, and celebrate the joy of winter driving, no matter how cold it gets. ❄️



2025 Porsche Dakar Arriving

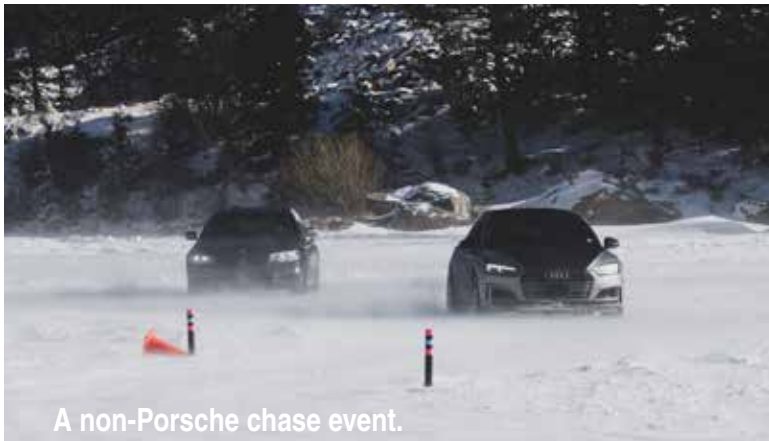


All Smiles!

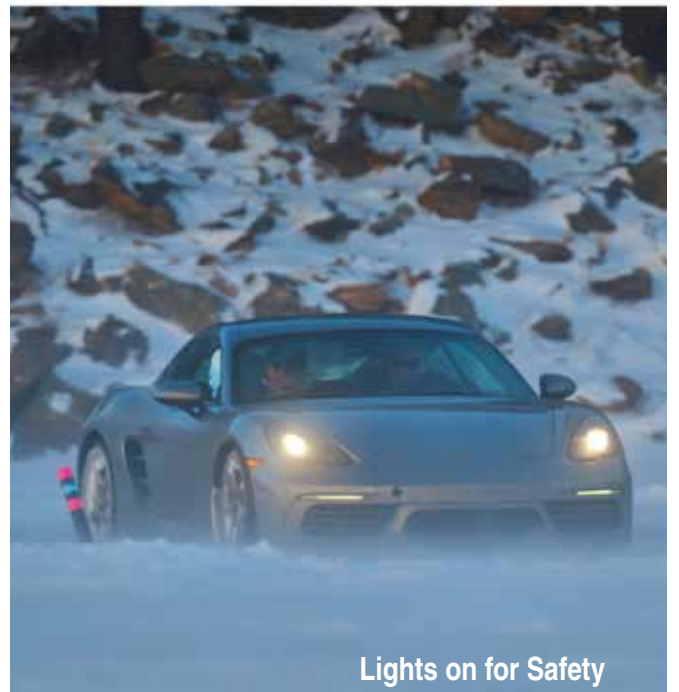




Dakar Throwin' Snow



A non-Porsche chase event.

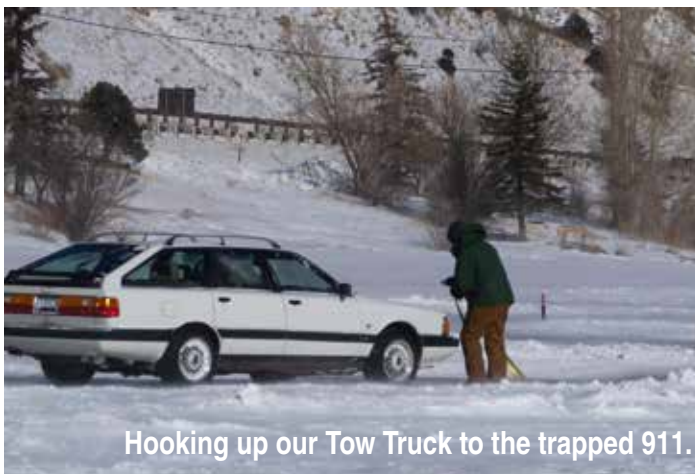


Lights on for Safety



# The Perils of Eiskhana

As the day progressed there were some opportunities for club members to demonstrate the camaraderie and collaborative effort we are known for. As the photographic evidence below shows, once off course, traction “problems” can develop. This 911 has obviously lost its access to the ice surface. Even with several able bodies present to assist, there is little chance of lifting the rear end from its predicament. Time to call the tow tru...AUDI? Yes indeed, an Audi wagon with a borrowed tow rope appears on the scene and successfully rescues our participant’s 911. Way to go team!!!! ❄️







A Subie in the Snow.



Staying warm.



A warm, welcoming reward after a beautiful day.







## THE STUTTGART MARKET LETTER

**David K. Whitlock**  
PCA Columnist

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

December 2024 capped off a dynamic year in the Porsche market, with a solid 70% sell-through rate, a slight uptick from November's 69%. A total of 462 cars crossed the auction block, generating \$30,340,029. While this is a dip from \$36,536,798 in November, it underscores demand for Porsches as the year ended. Highlights included a 2005 Carrera GT at \$1,395,000 and a resurgence in the 356 market. These results reflect a resilient, evolving market, with specific segments showing renewed strength.

The 356 market year ended on a high note, with a 75% sell-through rate and a volume of \$955,000 across 12 cars. Among the standouts was a 1957 356A Coupe, restored in 2011 in stunning Sahara Beige with a burgundy interior. The restoration, with paint by the Paterek Brothers, included a 1,720cc replacement engine. This exceptional example achieved \$136,000, surpassing the \$133,000 average. Also notable was a 1960 356B 1600S Roadster, single-family-owned for 62 years. It failed to close in October at \$126,500 but found a new home later for \$136,000. Refinished in red with a gray interior, this driver-quality example sold at the lower end of the market, below the \$190,000 average. These results highlight the continued appeal of well-maintained 356s; both high-end restorations and solid drivers found eager buyers.

The 911 Carrera 3.2 market closed out 2024 with an 86% sell-through rate and \$1,587,770 from 21 cars. Among the notables was a 1989 911 Speedster in triple black, though the interior had been changed to black. With only 8,000 miles on the odometer, questions about the mileage didn't deter bidders, as it achieved \$220,000, above the \$214,000 average and in the middle of comparable sales for similar mileages. Another standout was a 1989 911 Carrera 3.2 Coupe, also triple black, with a 5-speed manual transmission and 27,000 miles. This pristine example commanded \$138,000, significantly outperforming the 12-month

average of \$80,600. Not just a top-five sale in 2024, it also led comps in terms of mileage. These results underscore the strength of late 3.2 Carreras, particularly low-mileage examples in desirable specifications.

The 718 market showed divergent trends. The 718 Spyder RS saw new interest, with a 2024 model featuring the Weissach Package—in Shark Blue with satin magnesium wheels and just 479 miles—achieving \$225,000. This highest price for a Spyder RS since the first one hit the market in July signals a potential upturn for this exclusive variant. In contrast, the 718 Cayman GT4 RS market faced continued softness. A 2024 model with 1,500 miles closed at \$207,000, pulling the average down from \$270,000 at the beginning of 2024 to \$209,000. This below-average result highlights the cooling demand for what was once a hotly-pursued model.

Meanwhile, GTS 4.0 Boxsters and Caymans, the only non-GT 718s with a naturally-aspirated engine, continued to draw steady interest around the \$80,000 mark. A 2021 Cayman GTS 4.0 sold for \$79,000, and a 2021 Boxster GTS 4.0 for \$80,500, but another Cayman GTS 4.0 failed to sell at \$78,718. This suggests a stable market for these enthusiast favorites, accessible entry points.

The year 2024 proved robust for Porsche auction, closing with a total sell-through rate of 68%, \$493,350,995 in volume, and 7,235 units sold. This marks a significant increase in units over 2023, which saw 6,707 units sold at a slightly higher 70% rate and a total volume of \$479,107,514. While 2024 started slower, December's strong sell-through rate capped it off with momentum, setting an optimistic tone for 2025. The new year kicked off with Mecum's Kissimmee sale and Arizona car week, setting the stage for another exciting year in the Porsche market.



**Steve McQueen's Hero Car from Le Mans,  
Chassis #917-022.**

**The little gem didn't sell at Kissimmee.  
No one bid the \$25,000,000. asking price.**

Photo: Mecum Auctions

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## PORSCHE CLUB OF AMERICA



# THE ART OF THE POINT-BY

STORY BY GENE DAVIS, EDITOR

PHOTOS BY VICKI COX-JONES, MIKE PAPPAS, SHAUN SEELY, & SCOTT PEGRAM

At every HPDE, we are treated to the all-important and essential Driver's Meeting at the Pavilion. For me, one of the signature moment occurs about half-way into the meeting. That is when we all get to exercise our arms and rehearse the 'Art of the Point-By'. Anyone who has attended a HPDE knows the drill: to signal a pass on the left, stick you left arm straight out the driver's window and point the overtaking car by on the driver's side of your car; to signal a pass on the right, stick you left arm out the driver's window and up over the roof of your car and point the overtaking car by on the passenger side of your car. Everyone gets to participate in the rehearsal, and it is stressed that the point-by should be clear and definitive.

In my position as editor, I have had the dubious pleasure of reviewing hundreds of photographs taken by our talented photographers who catch us in various moments of our individual track experiences. Among the interesting things I have seen caught on digital media is the 'Art of the Point-By'. After my almost exhaustive review, I find that signaling a pass by is easiest on the left or driver's side of the car. Providing a clear signal for a pass on the right side of the car, however, is a bit more challenging. In support of these observations, I offer the following photographic evidence.



The Ideal left side Point-By



The "Its Raining and I am cold and wet" left side Point-By

## THE IDEAL RIGHT SIDE POINT-BY



The "I have short arms" right side Point-By.



The Ideal right side Point-By

## THE "NOT-SO-CORRECT" RIGHT SIDE POINT-BY, AKA THE VERTICAL POINT-BY.



It is recommended to **NOT** accept this Point-By. It is further recommended to use caution when providing this instruction, ensuring the proper finger is used.







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# HIGH PERFORMANCE DRIVER EDUCATION EVENTS 2024

STORY BY BRIAN HOFFMEYER



Porsche Parade on the Highway Straight?

PHOTOS BY VICKI COX-JONES, MIKE PAPPAS, SHAUN SEELY, SCOTT PEGRAM



Entering Turn 4.

RMR's 2024 High-Performance Driver's Education (HPDE) season was a resounding success. We conducted five two-day events at our home track, High Plains Raceway, starting in early May with Spring Training and capped off on a beautiful October weekend with Plains, Trains, and Automobiles. Most events drew more than 100 drivers, with Saturdays being the more popular day by far (for the best chance of an entry, register early, which also helps us plan a better event). Thanks to all the drivers who came out last year; it was a blast.

The 2024 events were memorable, including two weekends with severe rain and hail---we spent a lot of time with cars crammed door-to-door under the carports to protect them, but we still had fun chatting in the close quarters. The annual Club Race was a highlight. I love seeing the incredible race cars, and watching friends go three-wide into Turn One at the start is amazing!

Our Friday night potlucks have become a wonderful tradition and will continue. Even if you're staying overnight in Byers or Bennett, plan to attend these dinners, which are an excellent opportunity to meet new friends and enjoy a good meal.

These events couldn't happen without our incredible volunteers. Thanks to the event chairs, the instructors, the hard-working equipment team, the excellent grid team, George in Control, and so many more. We can't do it without you!

Our 2025 events are being planned. We'll have five two-day events at HPR, and we're thrilled that Ladies' Day and Track 101 will be held again, in August at the Flatrock Training Center north of DIA. If you have questions about our HPDE program, come to our annual Track and Autocross 101 classroom session on March 22nd at 3R Racing; details soon!

HPDEs at High Plains Raceway are wonderful opportunities for you to exercise that itch to drive your Porsche (or other sporty car) fast. Instead of scratching that itch on I-25 or a dangerous mountain road, you can enjoy a controlled yet non-governmental supervised environment (read racetrack). For novice track drivers, our cadre of PCA-certified driving instructors welcome the opportunity to instruct you in the art of driving on a track. For those who want to try track driving but are intimidated by the 2.5-mile road circuit at High Plains Raceway, our Ladies' and Track 101 days will provide a more comfortable learning environment with others of similar skill levels. Sign up, and join the fun. We want to see you out there!

Contact me at [hoff@beeline.com](mailto:hoff@beeline.com)---I'm always glad to chat---and let me know if you are interested in volunteering; there's always something to do! ☒



M, & JONATAS NEIVA



Just before the Corkscrew turn-in.



Going a bit wide in Turn 8.

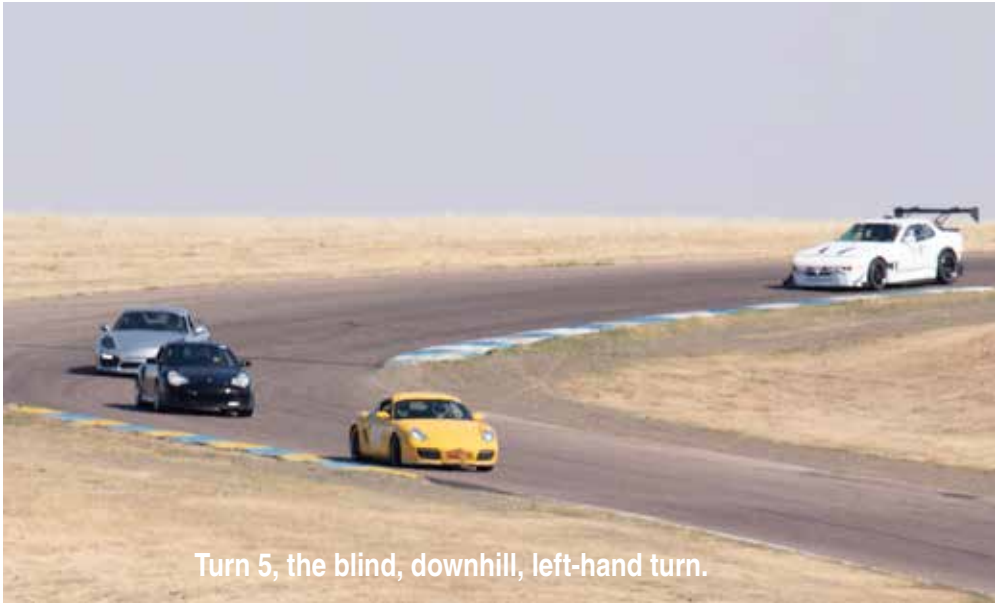


Winging it through Turn 4.





Two abreast entering the highway straight.



Turn 5, the blind, downhill, left-hand turn.



Giving the Vertical Point-By?



Age before Beauty?





# 2025 HPDE SCHEDULE

Saturday & Sunday -  
May 3-4;  
June 7-8;  
July 19-20;  
September 20-21 (Club Race);  
October 11-12

High Plains Raceway 93301  
East Highway 36, Deer Trail, CO  
80105



Playing follow the leader?



That lug nut is here somewhere.



Black Group / Instructors taking to the track.





Track Maxim: Only 2 kinds of drivers: those that have spun (the BMW), and those that haven't yet.



El Presidente.



We also play in the rain.



Prairie Corkscrew in the rain.



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- Club Racing
- Concours d'Elegance
- Driver Education (DE)
- Driving Tours
- Membership Socials
- Tech Sessions

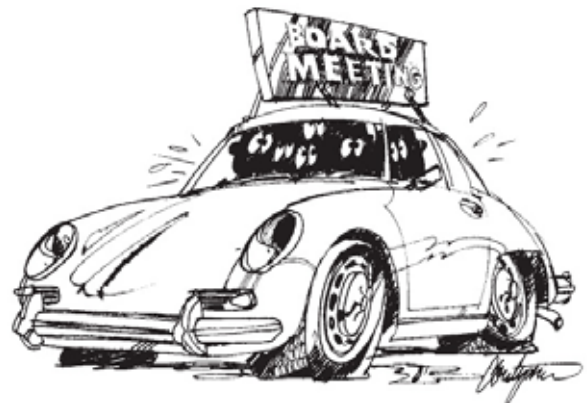
Whether your tastes are social, technical, or competitive, RMR has something for you! You can have fun in your Porsche by participating in driver education and time trials at area tracks, autocrosses, rallies, driving tours, tech sessions, car shows and more.



SCAN ME

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

## BOARD MEETING



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







**Danielle Badler**  
*RMR-PCA Columnist*

### AIN'T IT FUNNY HOW TIME SLIPS AWAY

Here we go again. A song for every occasion. I'm humming The Reverend, Al Green. As I thumb through a story I printed out from The Robb Report titled "Air-Cooled Porsche 911 Restomods Are Red Hot – Here's Why Collectors Love Them."

The subhead reads "Recent sales include a 911 remade by Singer that went for \$925,000." I know, take a deep breath.

Actually, with all due respect to the author, the article does not exactly explain why collectors love them. To do that, he'd have to get in the head of the buyers, and he doesn't. What he does do is examine what's going on, where the perceived value is.

I'm reminded of the line allegedly spoken by Humphrey Bogart, in his prime. At the time, he was earning \$1 million per picture. And a journalist asked him how he justified such a then-enormous salary. His response? "Because I can get it."

I mean, he was Humphrey Bogart. And this is Singer Vehicle Design, perhaps the most luminous entrant in the restomod movement. The car in question, according to the article, is an early offering from Singer, vintage 2014, with 10k showing on the clock. Called The Classic Study, this model is based on a 1992 Carrera 2 Coupe.

And that's where things go berserk. The body, vaguely '60s-looking, with a duck-tail spoiler, is made with carbon fiber panels. The engine, 3.8-liter air cooled, was designed by Cosworth. Yes, that Cosworth. According to the article, it delivers around 360 hp. The author cites "many comments agreeing that this price made the car a steal."

Maybe that's because the next car featured in the article is the Singer DLS. That stands for Dynamics and Lightweighting Study. It's one of 75, worldwide, built in collaboration with Williams Advanced Engineering (yes, that Williams) with help from Porsche legends Hans Mezger and Norbert Singer. Based (is that even a legitimate word here?) on another 964, the air-cooled engine displaces 4.0 liters and emits 500 hp, revving past 9,000 rpm. The author notes that the output matches a current GT3 ... except this vehicle weighs roughly a thousand pounds less.

Do you know the line about racing? It goes, "speed is all about money. How fast do you want to go?" This ride sold for \$3 million and change.

Now, this story on restomods appeared in my in-box shortly before another story from The Robb Report, on a new coffee-table book called "Porsche Outlaws: Stuttgart Hot Rods." I have not read the book. But I did read the review.

Yeah, I know, the "outlaw" scene in Southern California has been well-documented for years. To me, it's an adjunct to the So-Cal customizing craze that's been going on for decades. To wit, who's familiar with a blown '23 Model T bucket, made of ... do they still use fiberglass? Probably carbon fiber today, like Singer.

But the book's author, according to the article, apparently claims that the Porsche hot-rod/restomod movement is somehow rooted in the Porsche DNA – that Ferdinand and Ferry's first foray under their own name, the 356/001, "was a piecemeal assembly of spare parts ... that the storied automaker's foundation was in fact built on such souped-up examples."

Do you agree? My thought is, that's all they could afford. They weren't hot-rodding anything, they were simply trying to build the best sports cars they could, with what they had. To a price. Which is what the factory continues to do, to this day, to their credit.

Now, the urge to improve upon, to modify, to tinker, is a strong drive. I've fallen captive, at least to a point. My '78 SC, which I've owned since '88, has a lot of the usual stuff, Bilsteins, a cross-brace, Turbo steering wheel, Momo shift knob and so forth. The smog stuff went, years ago.

But I look at these changes as, well, what the factory might have done, if they still built SCs. And, unlike Singer and radical "restomodders," to me, the more mods one makes, the more individual the ride becomes ... and the more problematic the resale value ultimately becomes. Because, then, you need to find a buyer who thinks like you. Which, in my case, is well-nigh impossible. ❌



# Swing for the Fences

*by Robert Watt*

One of the worst plays a baseball player can make is striking out at the plate looking. You know you're on thin ice being two strikes down. At least take a swing at it! Forget the signal. Even if you miss, you tried. Don't go out looking.

In 2023 we enjoyed a triple play of California-based pitches served up to PCA members. You remember what they were: the hot curveball PCA Parade in Palm Springs; the awesome fastball of Rennsport Reunion 7 at Laguna Seca, and on November 12, a change-up: the 3rd annual Unstock show in Vista, CA. I wasn't caught looking. I swung for the fences and attended.

I also attended the first two Unstock's, and likely based on lessons learned, community awareness and scouting reports of impressive fantastical Porsche beasts in the 2023 lineup, this one, I thought, was a Grand Slam. Set in and around the headquarters of HRE Performance Wheels in Vista, CA, it was a magical display of not just modified Porsches, but a World Series-worthy display of top-end models as well. They even had two Carrera GTs, one so well wrapped, even PCA's Executive Director Vu Nguyen and Technical Director Manny Alban who attended couldn't tell!



I well remember growing up close to Vista, being on the sunny beach (a lot) all winter marveling at the weather reports of blizzards in the East and trying to imagine how they coped. The day at Unstock was typical when I was one of those boys of summer. It was 83 degrees, ball caps and sunscreen all top priority. All the cars were sparkling in the intense southern California sun. Surf was up, as one 911 was outfitted with skis and a surfboard on the roof rack, with a mountain bike attached to the rear bumper. Typical SoCal. But dude, you can go skiing, then golf or even sail here in CO too on the same day. But you can't see all these unicorn cars in one place unless you take a swing and actually attend an Unstock! Baseball cards can't replace real players, they're just a pinch hitter until

you're able to go see the real players. Pictures of these cars are the same. Nice, but in person they're so much more impressive. Your mantra should be: 'Well, if they built them, I should go.' Yes you should.

Like the 911SC Vu said was his favorite modified (i.e., Unstock) Porsche. The owner had completely converted it to an EV by himself over 4 years after rescuing it from the scrap heap. It looked like it belonged in a re-make of Back to the Future. 88 mph would have come quickly based on the size of the battery.





Or what about the IROC tribute race car or the crazy in-line, one-off all red Porsche that looked like a two-man bobsled?



Many top-end unmodified models (do such cars really qualify as unmodified?) were also on display in this great industrial setting, inside and outside of HRE.

But rest assured, there were fabulous 356's on display too. For more insight, I followed Vu and Manny as they recorded their impressions on many cars as they wandered around the Field of Dreams. This year too, there were many more food trucks and vendors, all accompanied by a decent DJ.

So, ask your agent for a home pitching machine. Practice facing down those Porsche pitches (aka intimidating National shows), so by next Fall I want to see you on deck at the 5th Unstock. I asked Vu if it will be in SoCal again. He said other areas of the country have now requested its presence. But he was still leaning toward returning to CA. Can you (and Vu) say beach vacation post show, plus possibly going to the LA Auto Show and visiting The Peterson? You have plenty of time to make you or your car a bone-fide prospect. So make plans to have a fun winter vacation in sunny California in the throes of an always uncertain CO Fall. Remember, it's a rare Porsche event: it's free to attend and just take a swing. I promise you won't strike out looking. 🍷



















## I GET AROUND

**Danielle Badler**  
*RMR-PCA Columnist*

### HERE'S TO GREATNESS

Let's turn the wayback machine to when Baby Boomers began coming of age, to the early '60s. Okay, from a do-run-run automotive style standpoint, what comes to mind?

I'll take three, please. As the leader of the pack, I'll watusi up to the Jaguar E-Type from 1961, if only because none other than Enzo Ferrari allegedly called it the most beautiful car ever designed, at least to that point.

Who can argue with Il Commendatore? Even though you could see the derivation from the D-Type racers and the stillborn XK-SS street version. No matter, it was, and probably still is, the ultimate chick magnet. In some circles, that alone puts it at the top of the heap.

Second, I'll take the C2 Corvette, specifically the split-window coupe. Remember, this was 1963. The roads were chock-a-block with mastodons, Sedan de Villes, Imperials, and the like. I remember spying my first C2, out there, in the wild. I almost did a head-over-heels stoppie on my banana-seat Schwinn. I admit, my memories are swayed by the fact that, a few years later, my uncle bought a '66 coupe, 327 auto, and let me drive it. You remember the radio vertically integrated into the center stack? Wound it up on the Wantagh State Parkway, heading to Jones Beach. "Tack it up, tack it up," as the wind blast drowned out Hey Little Cobra. "Could this be magic?" It was.

Third, the original 911. I mean, hey, after all these generations, and models, and sub-models, nobody mistakes a 911, any 911, for anything else on the road. Still, to this day. Who else, or what else, can say that? I'm waiting. Repeat after me, the 911 defines "iconic." Kudos, Butzi Porsche.

Which is why it's so disconcerting to see what's going on today. Stop at a traffic light and look around. What do you see? A sea of love? No! A sea of black, or white, or silver SUVs. Probably like you, at five-years old I could identify virtually any car on the road. Today they all look, OK, I'll say it, the same. I'm embarrassed to admit something: I've had to peek around the rear to spot the nameplate to identify the brand. Me. Probably you, too. I'm ashamed.

Even exotics. Recently I was walking my dog in my neighborhood and saw a bright "rosso"...Ferrari 296?...parked at

the curb. As I got closer, my jaw dropped. No! It was a "Little Red Corvette!" A C8! What the...? Had I completely lost my touch? I screamed "Heel," and we did a quick three-point turn.

Apparently, this commonality---this copy-cat derivative blandness---hasn't gone without recognition, at least by some automotive design studios. At least two examples I've stumbled on recently come to mind.



Honda 0 Saloon

The first is the "almost-production" Honda 0 Saloon that has been making the car-show circuit. The side view looks like a Lamborghini Espada that slipped into a galaxy far, far away. From the front, the headlights lie flat, above the grill, like---pause for reverence---the Miura. Really. Beneath it all lurks Honda's next-gen EV platform. Which to me is fine, just fine. Reality may bite, but at least it might look good. One thing for sure, neither you nor I will mistake it for anything else on the road. But, and it's a big but, would a five-year old me today stop in my tracks and start hyperventilating? I don't know.

Nor do I know about the recently-announced Jaguar rebranding. Like Honda, it's all about its coming EV lineup. The first show-car iteration is the Type 00. I'm not kidding. A coincidence with Honda? Do I see a raised eyebrow? I don't know, but it's not a good start. Nonetheless, in a story in Business Insider, Jaguar's chief exterior designer Constantino Segui Gilabert says, "It is a dramatic presence, channeling a unique spirit of British creativity and originality. It celebrates art and embodies the essence of Exuberant Modernism."



Porsche 911

Like the SS 100? The XK-120, 140 and 150? The E-Type? Even the F-Type? Is Sir William Lyons rolling over in his grave? Or is he saluting Jaguar's new direction, from his perch in car-design heaven? From the photos seen so far, it's hard to tell.

One thing for sure. The EV ripple, or wave, depending on your point of view, is giving automotive designers a rare opportunity to add their names to the pantheon of Pininfarina, Giugiaro, Gandini, Mitchell, Shinoda, Sacco, Butzi, and more ... even Sir William. Will it work? Can it work today?

Change always leads us to the same place, doesn't it? Stay tuned, because once again only time will tell. But I really would like to be five again, to see for myself. ✖

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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: [mcsqllc80206@gmail.com](mailto:mcsqllc80206@gmail.com)



Here's a nice shot I took of my 1990 964 at Chautauqua Park in Boulder at sunrise in January. The car was sold new at Stammler Porsche in Boulder in 1989. It's a stock Carrera 2 Cabriolet with five speed transmission. Photo and caption by Travis Garvin.



This photo is my 2003 911 996.2 Carrera Cabriolet taken in my driveway in Boulder. Orient Red Metallic, Graphite Grey Supple Leather, Graphite Grey Top, 18" Lt Alloy Carrera Wheels & Photo and caption by Douglas Porter.

# MARKTPLATZ

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**Gene Davis** (720) 272-9620  
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**Dale E. Thero** [speedster156@gmail.com](mailto:speedster156@gmail.com)

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**Peter Eric Hillman** [peh1@cornell.edu](mailto:peh1@cornell.edu)

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**Mark Allen** [markallen87@mac.com](mailto:markallen87@mac.com)

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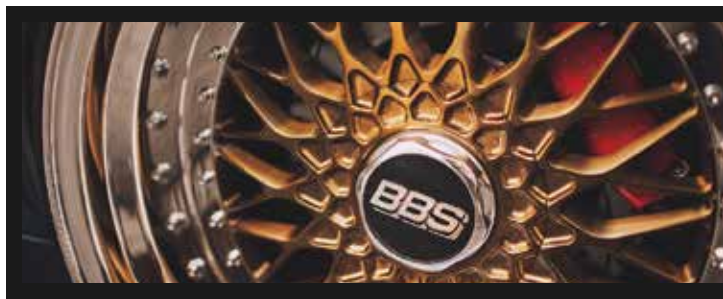
# Dear Tire Guy

## ON-SITE TIRES

There were no questions from readers this month so I decided to write about a topic that seems to come up a fair bit. I think everyone reading this will understand that tires are one of the most important components on a vehicle, agreed? Then why do people purchase a vehicle, agonize over every aspect of the vehicle meticulously, and then choose a wheel size based on aesthetics without considering the tire selection available for that wheel?

Take into consideration that if you choose a wheel size in the 21 or 22 inch size you will probably have only a couple summer tires to choose from and one if any winter tires available. In 20 and 19 inch wheels you'll likely have better luck with increased summer selections available, however still not that many winter tire selections available for each. I feel compelled to add that none of these sizes are exactly 'inexpensive' and summer tires are terrible in Colorado winter conditions. Most of the time you are looking at a second set of wheels and TPMS sensors if you want winter tires.

Minuscule sidewalls on UHP tires do not equal performance. In order to accommodate shorter sidewalls tires must be made stiffer, dampening feedback a driver receives and decreasing performance. A tire's sidewalls are a key part of the vehicle's suspension system. Spring rate and rebound are at play here in



tire size. Larger wheel sizes are not limited to performance vehicles either, look at the number of pickup trucks and SUV with 21 inch wheel options. Larger wheels are becoming more and more common in every vehicle class.

The bottom line is if you purchase a new vehicle this year do expect the vehicle salesperson to point out that the expensive wheel option you are choosing is going to cost you in tires and performance. Research your tire options and understand what you are getting into before you buy.

Autocrosses, club drives and DE's are right around the corner so stay warm and spring will be here before you know it.

Until then Drive On.

Happy New Year!!!



## Porsche Guy Trivia:



Who can tell us the significance of this Porsche? Submit your answers to [info@on-sitetires.com](mailto:info@on-sitetires.com) for a chance at free schwag!





# CREATIVE LICENSE

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## IN THE REARVIEW MIRROR

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

## 1971 Ickehana

RMR's fifth annual Ickehana autocross was held on an unusually warm January 31, 1971, at Crystal Lake in Pine, Colorado. The \$1.50 entry fee included a nifty fascia plate to stick on your dash, and ladies in the same car drove free. Top time of the day, 46.5 seconds, was set by George Tamura in his 356 (pictured below); the quickest lady was Barbara Wolter at 49.7. Since the 1970 and 1971 Ickehanas lacked snow and/or ice, both were held on a dirt course instead, so everyone's car got dusty. Unfortunately, there are no pictures from 1970. All Photos from PCA-RMR Archives except as noted. ❄️



"Dirtkhana Carrera"

Photo by Frank Barrett







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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.