

HIGHGEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION | RMR.PCA.ORG | November 2023

VOLUME 65 | EDITION 07





LIVE
WEST
REALTY

Live Well. Live West.
CALL TODAY!

Susan Eastman
REALTOR®

303-589-6845

susan@livewestrealty.com

www.susaneastmanrealtor.com

1938 Pearl Street, Suite 200
Boulder, Colorado 80302

Creative. Knowledgeable. Professional. Quality. Fun!





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



FEATURES

High Performance Driver Education	14
Saratoga and Snowy Range Driving Tour	16
September "Last Chance" Autocross	20
No Pavement, No Problem Off-Road Tour	26
Colorado Concours d'Elegance & Exotic Sports Car Show	30
A "Mountain" of an Event	32
Book Reviews for Porscheophiles	37
The Stuttgart Market Letter	38

DEPARTMENTS

Board of Directors	04
Region Coordinators / Technical Resources	04
Shifts and Giggles	05
Presidential Impressions	06
Members' Corral	08
Membership Anniversaries and Updates	09
Upcoming Events Calendar	11
Track Talk	12
Tech Talk	14
Rocky Mountain Road Trips	34
Advertising In <i>HighGear</i>	39
Advertiser Index	39
I Get Around	40
Marktplatz	42
Dear Tire Guy	44
Creative License	45
In The Rearview Mirror	46



COVER

Photo of a 911 Eurosport Safari on RMR's Off-Road Fall Colors Tour, October 8, 2023.
Photo: Shaun Seela

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

HighGear (ISSN2155-6679) is produced as a hardcopy edition and as a digital version for posting on RMR's website (rmr.pca.org) and reaches over 3,400 members. It is the official monthly newsletter of the Rocky Mountain Region Porsche Club of America (RMR-PCA). The opinions and views appearing in *HighGear* are those of the individual writers and do not necessarily reflect the official opinions of the RMR-PCA, PCA National, or this newsletter as an official RMR/PCA publication. Additionally, none of these organizations or this publication assumes any responsibility for the accuracy of material provided by individual writers and contributors. Submit articles and photos to Newsletter Editor Bill Simon at newsletter@rmrporscheclub.com. Submissions may be edited for grammar and formatting consistency.

HighGear's entire contents copyright © 2015–2023 by Rocky Mountain Region Porsche Club of America, Inc. All rights reserved. Articles and photos are the copyright of their respective creators and are used with permission. POSTMASTER: Please send address changes to PCA National Office, P.O. Box 6400, Columbia, MD 21045. *HighGear* is produced at 2495 W. Hampden Avenue, Englewood, CO 80110. Non-RMR subscriptions are \$35 per year.



PCA-RMR BOARD OF DIRECTORS

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



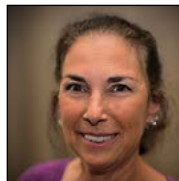
President
Russ Rydberg
president@rmrporscheclub.com



Secretary
Holly Jackson
secretary@rmrporscheclub.com



Vice President
Eric Elliff
1stvicepresident@rmrporscheclub.com



Membership Chair
Lisa Walsh
membership@rmrporscheclub.com



Second Vice President
Scott Pedram
2ndvicepresident@rmrporscheclub.com



Newsletter Editor
Bill Simon
newsletter@rmrporscheclub.com



Treasurer
Mike Drury
treasurer@rmrporscheclub.com



Past President
Vicki Cox-Jones
pastpresident@rmrporscheclub.com

REGION CHAIRS AND COORDINATORS

Autocross Chair	Scott Pedram	Autocross@rmrporscheclub.com
CAMA	Walt Fricke	CAMA@rmrporscheclub.com
Charity and Good Works	Florence Mackin	CharityCommittee@rmrporscheclub.com
Chief Driving Instructor	Dave Stribling	CDI@rmrporscheclub.com
Club Race/Solo DE	Dave Nelson	ClubRace@rmrporscheclub.com
Control Chief	George Strimbu	Control@rmrporscheclub.com
Driver Education Chair	Scott Henderson	DriverEducation@rmrporscheclub.com
Driver Education Registrar	Timothy Berg	DERegistration@rmrporscheclub.com
Driving Tour Chair	Holly Jackson	TourChair@rmrporscheclub.com
Equipment Chair	Marshall Jung	Equipment@rmrporscheclub.com
Goodie Store Chair	Ed Hooks Jr.	GoodieStore@rmrporscheclub.com
Historian	Amy Legg-Rogers	Historian@rmrporscheclub.com
Insurance Chair	Harry Jones	Insurance@rmrporscheclub.com
Nominating Committee Chair ...	Kathy Fricke.....	NominatingChair@rmrporscheclub.com
Registrar	John Mackin	Registration@rmrporscheclub.com
Safety Chair	Scott Henderson	Safety@rmrporscheclub.com
Social Chair	Ed Hooks Jr.....	SocialChair@rmrporscheclub.com
Social Media Chair	Dan Greco	SocialMedia@rmrporscheclub.com
Tech Inspection	Paul Orland	Tech@rmrporscheclub.com
Timing Chair	Logan Rodrian	Timing@rmrporscheclub.com
Volunteer Coordinator	John Mackin.....	Volunteer@rmrporscheclub.com
Webmaster	Scott Rogers	Webmaster@rmrporscheclub.com
Zone 9 Representative	Denise Jordan	Zone9Rep@pca.org

TECHNICAL RESOURCES

356	Tom Scott	tomlynns@aol.com
911	Dave Stribling	DaveStribling@PrestigeImports.net
914	Dale Tuety	d2t@aol.com
924	Dan Semborski	DanSemborski@yahoo.com
944	Richard Winnick	rewinnick@cs.com
968	Zach Schroeder	info@PoudreSportscar.com
Boxster/Cayman	Doug Bartlett	doug@dbartletts.net
Cayenne	Zach Schroeder	info@PoudreSportscar.com
GT2, GT3, Cup Cars	Chris Cervelli	ChrisCervelli@msn.com



Bill Simon
Editor and Creative Director

RR7 : Porsche Race Fan Sensory Overload

RENNSPORT REUNION: In September, I and about 30 other RMRers ventured west to Rennsport Reunion 7 in Monterey, California. It was everything Porsche, the who's who in the Porsche world. The grand marshals were Alwin Springer and Patrick Long. According to the Porsche Newsroom, over 91,000 people attended between Thursday, September 28, and Sunday, October 1, watching over 300 race entries and the U.S. debut of the Mission X concept, the Vision 357 Speedster concept, and the new 911 S/T. The global debut of the new 911 GT3 R Rennsport was a highlight and a crowd favorite, supported by vibrant and engaging new exhibitions and activities with over 100 past and present Porsche racers from around the world. I have been working on sorting thousands of photos and getting a few RMRers to write about their RR7 experience. If I can pull everything together, look for that in the December *HighGear*.

NOVEMBER EVENTS: In early November, I found myself in the Denver area and was able to attend back-to-back events on November 4 and 5. Saturday's RMR Election Social, at the WeatherTech store in Broomfield, was followed by Sunday's November social at Vinnie Fera Winery in Boulder.

Living in a ski-resort town with six-month winters, my daily driver is a 2016 Cayenne Diesel. On day two of owning it, I decked it out with WeatherTech FloorLiners, a cargo/trunk liner, and--for my canine unit in the back seat--a water-repellent, claw-protection bench seat protector. So having spent a few dollars with WeatherTech, I was curious to see their building and the rest of their product line. After the event, about 20 of us met for burgers and beer, laughs, and what seemed like endless Porsche adventure stories. Thank you to all who introduced themselves; I may know you via email, phone, or from the Porsche photo(s) you've submitted to *HighGear*; I always like to put a face with the Porsche.

NOVEMBER PHOTO SUBMISSIONS: For this month's Rocky Mountain Road Trips (p. 34), Aspenite Jorge Fuentes submitted a photo of his Cobalt Blue Metallic 1991 964 Turbo at the Maroon Bells. For Creative License (p. 45), Craig Simmonds sent in a photo of his 2023 718 Spyder. Thank you, Jorge and Craig.

JANUARY DEADLINE: The deadline for submitting articles and photos for the January issue of *HighGear* is December 10. We are always looking for good RMR member content. Meanwhile, if you have questions or comments regarding RMR's award-winning *HighGear*, please contact me; see page 4.

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



Porsche 917K in the distinctive Gulf Oil livery.



Urban Outlaw
Magnus Walker
with RMR
Past-President
Vicki Cox-Jones.

Photos: Bill Simon



Electric peak performance, GT4 e-Performance Prototype.



PRESIDENTIAL IMPRESSIONS

Russ Rydberg
Region President

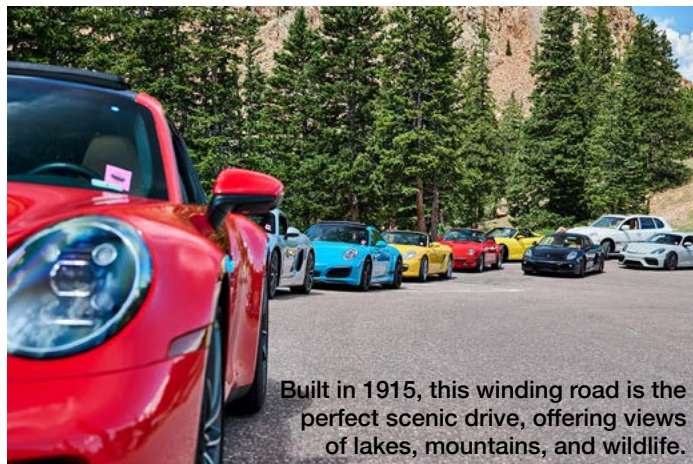
"It's not just the cars, it's the people."

Wrapping Up 2023...and Planning 2024

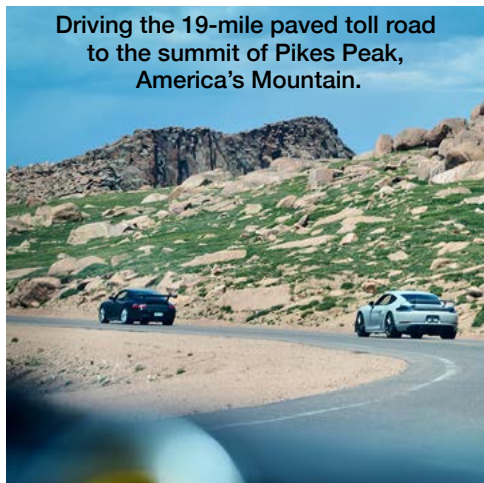
Well, we are in the final stretch of the year, and it has been a good one. About all we have left is RMR's Annual Holiday Party on December 2nd at Vehicle Vault (see page 13). There have been many excellent events throughout the year, and next year will be just as great, I have no doubt. The recent elections have brought a couple of changes to the board, and I am sure the next group will be working hard to bring the best track season and social events that this region deserves. It has been an honor serving as the president and I hope that I can continue to contribute as I take on the role of past-president. Scott Henderson, RMR's next president, is no stranger to the workings of leadership for the region, having served on the board in several positions prior to his acceptance of his nomination as president. He, along with several returning members, will comprise a worthy leadership team, and I wish them the very best in the upcoming year. As always, consider volunteering to this wonderful organization, and help those who bring you all the amazing events we have every year. I hope that I will see you all at upcoming events and that you have a Happy Holiday Season and New Year!

Tschüss! 🚗

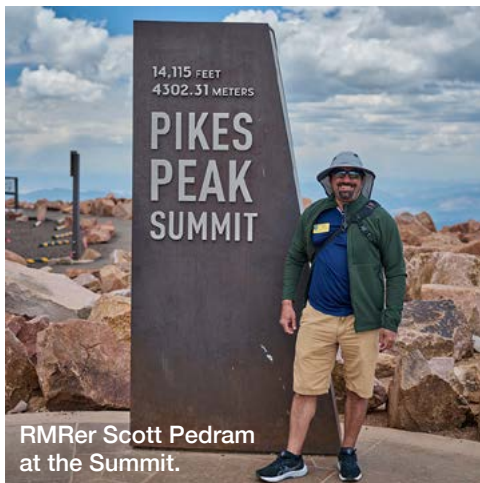
Some photos of the Pikes Peak Hill Climb Experience
August 29, 2023



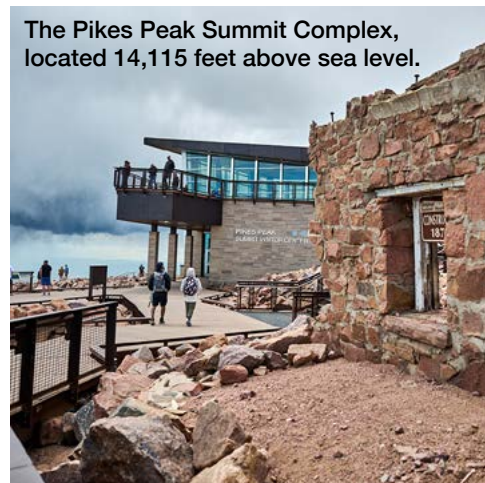
Built in 1915, this winding road is the perfect scenic drive, offering views of lakes, mountains, and wildlife.



Driving the 19-mile paved toll road to the summit of Pikes Peak, America's Mountain.



RMRer Scott Pedram at the Summit.



The Pikes Peak Summit Complex, located 14,115 feet above sea level.

Photos: Scott Pedram and Shaun Seela

**Now Serving
Destin, Florida!**

**Living Emerald Coast
florida .com**

Been Thinking about TheBeach?
<https://livingemeraldcoastflorida.com>



**call Ed today
(720)422-3415**

**We can't paint your Porsche - but we can
paint your porch...**

Oh, and your..

- Exterior
- Interior
- Kitchen cabinets
- Staircase

Plus we also offer

- Wood staining
- Wallpaper
- Commercial
Painting



Doug Imhoff

Owner/PCA Member² (Porsche Club of America & Painting Contractors Association) / know, I get special dual membership



MEMBERS' CORRAL

Lisa Walsh

Membership Chair

Let's make our members feel like family.

Event Planning for 2024 Has Begun

Winter is fast approaching, but we still have great socials, cars and coffee, breakfast-club events, and our annual holiday party on December 2, so even if your Porsche is tucked away for the winter, please join us! Check out the calendar of events here: rmr.pca.org/calendar.

Planning for next year is beginning, and suggestions are appreciated. If you would like to volunteer, we would love you to join one of our teams. Please email volunteer@rmrporscheclub.com. After all, it takes a village.

Welcome to all new members and transfers. Name badges can be ordered via rmr.pca.org/name-badge-order-form or by emailing namebadges@rmrporscheclub.com.

This year we had the pleasure of attending Rennsport Reunion 7 in Monterey, California, with other Rocky Mountain Region members. It was an eye-opening, wonderful experience that I hope you have the chance to enjoy in the future. We also explored other attractions in Monterey and the surrounding area: the 17-Mile Drive; photographing harbor seals, sea lions, and others; Cannery Row, Old Fisherman's Wharf, and the quaint town of Carmel. An article recapping Rennsport will be in the December *HighGear*.

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?

More than likely your region was not updated automatically when you changed your address. Contact the PCA national office at (410) 381-0911, and give them your name and membership number. Let them know you moved or transferred to Rocky Mountain Region, and ask them to update your profile.

If you still don't receive the magazine or emails after that, send me a note at membership@rmrporscheclub.com so I can verify that you were not inadvertently opted out of our communications.

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

The Porsche Club of America is dedicated to enhancing the Porsche ownership experience. No matter your interest — social, technical, or competitive — PCA has something for every Porsche owner. 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 who are 18 or older. When joining, the member can name a relative or other interested person to become their affiliate member, at no additional cost. Family or affiliate members also must be 18 or older.

Membership is available for one year, \$46; two years, \$90; or three years, \$132. Dues are payable by check, money order, Visa, MasterCard, or American Express and include a subscription to *Porsche Panorama*, PCA's award-winning monthly magazine. Your local region is assigned based on your address.

Here are two helpful links:

PCA website: www.pca.org

RMR website: rmr.pca.org

I'm still looking for more people to help me greet and welcome new members. You would simply display club magazines, stickers, etc. at events that you are already attending; help send emails to welcome new members; and help them get name badges. Everything you need will be provided, and I could use the extra help.

Let's make our members feel like family. If you are interested in assisting with membership, please contact me at: membership@rmrporscheclub.com. ☘

Membership Assistant Wanted

It's an honor and privilege to serve as your Membership Chair, and I have met so many amazing people. But as you know, it takes a village, and without volunteers this club wouldn't be what it is today. I'm looking for a couple of people to help me greet and welcome new members. It's very easy...display club magazines, stickers, etc. at events that you are already attending, assist in sending emails to welcome new members to RMR, guide members in the right direction for name badges. It's a great way to meet club members and make some new friends.

If you are interested in assisting with membership, please contact me at: membership@rmrporscheclub.com

MEMBERSHIP UPDATES



2,343

Primary RMR Members

3,552

Total RMR Membership

155

RMR PCA Juniors

PCA ANNIVERSARIES – Congratulations!

50 YEARS

Bob & Trent Ruder

40 YEARS

Carnig Izmirian &
Mary Lou Camacho

30 YEARS

Bill Eisenhart
James & Christopher Fry

45 YEARS

Del & Lori D'ann Howard

35 YEARS

Pat & Melissa DiGiovanni
Bill Ferguson & Sharon Kelley

25 YEARS

Randall Crawford

NEW RMR MEMBERS – Welcome!

Ron & Caleb Battke
Loveland
1979 911 SC

Steve Baumgartner
Centennial
2003 911 Carrera

**Cole Beasley &
Janice Kinnin**
Westminster
2000 911 Carrera

**Joseph Cieplinski &
Jessica Santascioy**
Boulder
1998 Boxster

Ryan Dahlke
Broomfield
2016 Cayenne Diesel

Greg Freshwater
Mesa
1984 911 Carrera

Chase Hyland
Englewood
2008 Cayman S

Andrew H. Kalajian
Fort Collins
2017 911 Carrera 4S

Michael S. Kelley
Boulder
2023 911 GT3

Kory Kozar
Evergreen
2021 718 Cayman

Marques Lopez
Denver
2014 911 Turbo S

**Stephen A. & Emily
Macanlis**
Lafayette
2007 911 Turbo

Paul Nebel
Steamboat Springs
2017 718 Cayman S

Dieter H. Noesner
Casper, Wyoming
2009 911 Carrera S

Joshua A. Salz
Arvada
2001 Boxster

Jonathan Schoenberg
Boulder
2008 911 Carrera S

James T. Tallant
Castle Pines
2018 911 GT3

John G. & Carol Taussig
Boulder
2008 911 Carrera S Cab

Arek Wiktor
Denver
2019 911 Carrera 4S

Robert Zippo
Littleton
2024 911 Carrera S

Joshua Bostic
Denver, Colorado
2004 911 Carrera 4S Cab
2009 911 Carrera S
2023 Macan T
(Transfer from First
Settlers Region)

Jeff & Tricia Ehrlich
Timnath
2020 911 Carrera 4S Cab
(Transfer from
Metropolitan New York)

Richard Gleason
Denver
2005 Cayenne
2015 911 Turbo S
(Transfer from Arizona
Region)

David E. Gongora
Fort Collins
1976 911
2011 Boxster
(Transfer from Chicago
Region)

Jonathan & Jay He
Boulder
2022 911 Carrera GTS
(Transfer from Maverick
Region)

**Alan Kernes & Susan
Smith-Kernes**
Denver
1960 356
(Transfer from Alpine
Mountain)

**Jason & Stephanie
Laster**
Littleton
1963 356
1989 911 Carrera 4
(Transfer from Hill
Country Region)

**Brandon Oberschlake
& Jeff Valyou**
Breckenridge
2007 911 Carrera S
(Transfer from Maverick
Region)

NEW TEST DRIVE MEMBERS – Welcome!

Christopher Bandrowsky
Centennial

Patrick Murtagh
Aspen

Timothy Zimmerman
Thornton

Shift Your Advertising into HighGear



You are reading *HighGear*.
Your customers could be reading it too.
Advertise in *HighGear* and target your peers
while helping RMR at the same time.

Contact Levi Saxen at:
Sponsorship@RMRPorscheClub.com
to get your ad in the next issue of
this award-winning newsletter.

• WANTED • HIGHGEAR EDITOR

RMR is looking for its next *HighGear* Editor.

The skills needed are:

- Great project management
- Great communication skills
- Proficiency in InDesign, Photoshop, Acrobat Pro
- Familiarity with Dropbox and SmugMug

Each monthly newsletter takes about 25 – 30 hours per month to sort through event photos, gather text from Board members and contributing columnists, and do the design and layout.

If this volunteer position sounds like a fun way for you to contribute to RMR, or if you have any questions, please contact:

Russ Rydberg president@rmrporscheclub.com



WEBSITE DESIGN GRAPHIC DESIGN SEARCH ENGINE OPTIMIZATION

Symbion Design is an award-winning digital design agency that provides custom web development, graphic design, search engine optimization (SEO), and social media integration services to businesses in Colorado...and beyond.

(970) 948-6977 • Simon@SymbionDesign.com • www.SymbionDesign.com

UPCOMING EVENTS CALENDAR



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

RMR AND NATIONAL EVENTS

Register for events at: www.MotorsportReg.com/orgs/pca/rocky-mountain

December 2	RMR's Annual Holiday Party (see pg 13) Vehicle Vault, 18301 Lincoln Meadows Pkwy, Parker, Colorado Charity for the event is The Make a Wish Foundation of Colorado Register at: msreg.com/2023HolidayParty	6 PM to 10 PM
January 21	Eiskhana — Car Control Clinic...on Ice Georgetown Lake, County Road 306, Georgetown, Colorado Register at: msreg.com/Eiskhana2024	All Day
April 27–28	April Autocross Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, Colorado	All Day
May 4–5	May High Performance Driver Education High Plains Raceway, 93301 US-36, Deer Trail, Colorado	All Day
May 18	May Autocross Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, Colorado	All Day
June 8–9	June High Performance Driver Education High Plains Raceway, 93301 US-36, Deer Trail, Colorado	All Day
June 9–16	Porsche Parade 2024 Birmingham, Alabama; see: www.PorscheParade.org	All Week
August 8	Werks Reunion, Monterey Monterey, California; see: www.WerksReunion.com	All Day
Nov 16–17	Tech Tactics West 2024 ; see: www.pca.org/events/tech-tactics-west-2024	

RMR BREAKFAST CLUB - NORTH

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

December 2 | January 6 | February 3 | March 2 | April 6 | May 4

RMR BREAKFAST CLUB - SOUTH

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

December 9 | January 13 | February 10 | March 9 | April 13 | May 11

LAFAYETTE CARS & COFFEE

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

December 2 | January 6 | February 3 | March 2 | April 6 | May 4



BOARD MEETING SCHEDULE

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

December 12 | January 9 | February 13 | March 12 | April 9 | May 14



TRACK TALK

Dave Stribling

Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

Shifting Gears and Preparing for 2024

Navigating the off-season involves reflections and preparations for 2024. As the dust settles on our exhilarating 2023 track season, it's time to shift gears and prepare for 2024. The off-season offers a unique opportunity for reflection and improvement, on and off the track. Let's explore setting goals, honing your skills, and even giving back to the racing community.

Finding Your Exit Apex: A Track and Life Lesson

Those who have walked the track with me may have noticed my unwavering focus on the exit apex. This critical point on the track represents the perfect spot to be at the end of a turn. Hitting it requires not just skill but also dedication and practice, a concept that extends beyond the track.

Just as you aim for the exit apex on a track, it's essential to assess whether you've reached your personal goals at the end of the season. Did you set those coveted new personal records? Did you surpass your expectations? Winter is the time to contemplate what you want to accomplish in 2024.

Setting Your Sights on 2024

Just as each turn on a track demands a different approach, every driver has unique objectives. Much like perfecting your racing line, your goals for 2024 require careful planning and setup. Here are some key considerations:

More Track Time: Who doesn't crave more track time? Use the off-season to strategize how you can maximize your pavement time in 2024.

Simulator Fun: Consider adding a simulator to your off-season routine. It's an enjoyable way to refine your driving skills and stay engaged with your passion during the cold months.

Car Upgrades: Now is the ideal time to assess your vehicle. Is it in top track condition? If not, consider the upgrades that could help you perform better next year.

Becoming an Instructor: Many of you have expressed interest in giving back to the community by becoming a PCA driving instructor. With growing entrant participation, we need more instructors. Don't hesitate to fill out an instructor application before year's end.

Learning Process: Not everyone may be accepted as an instructor on their first attempt, but teaching others can be incredibly rewarding and educational. You'll likely learn more as an instructor than you ever did as a driver.

As we bid farewell to the memorable 2023 track season, look forward to the opportunities and challenges that 2024 will bring. Use the off-season wisely to reflect on your goals, fine-tune your skills, and consider giving back to the racing community by becoming an instructor. If you have questions about preparing for the upcoming season, feel free to reach out.

In motorsports, as in life, success is often about finding the right line and executing the perfect exit apex. Here's to a successful 2024 season filled with new personal records, thrilling moments, and the satisfaction of knowing that you've continued to grow as a driver and as an individual. ✨

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



RMR'S ANNUAL HOLIDAY PARTY

DECEMBER 2, 2023 6 PM TO 10 PM

Vehicle Vault

18301 Lincoln Meadows Pkwy., Parker, Colorado

Register at www.msreg.com/2023HolidayParty

Our charity for the event is The Make a Wish Foundation of Colorado

Thank you to Denver Auto Shield
for their sponsorship of the RMR Holiday Party!



**EUROSPORT
AUTOMOTIVE**

Premium German Auto Mechanics

- Air Conditioner Service
- Diesel Engine Services
- Electric Car Service
- Oil Changes
- Tire Alignment
- Tire Balancing
- Winter Prep



Eurosport Automotive 5615 Lamar Street Arvada, Colorado 80002

(303) 423-3715 www.EurosportAuto.net



Marshall Jung
Equipment Chair

TECH TALK

Tires are a complex multivariate part of vehicle performance

Can't Be Tired of Tires

If you are reading this, you probably understand the value of good tires, whether on your daily driver for every season or your dedicated track weapon. And let's be honest, who hasn't been a bit jealous seeing a PCA member having On-Site Tires mount up a new set of stickered Hoosiers for their Saturday morning DE ride? Yet there is an amazing amount of technical detail in how tires actually work beyond simply being "sticky." Let's use physics and math to understand what tires actually do and how you can use these ideas to make yourself a bit faster. Tires are a complex multivariate part of vehicle performance; let's look at two of the many physical descriptions of tires.

Tires Are Just Springs

Like many things in the world of physics, tires are actually easily modelled as springs. They are simply rolling air springs that work very similarly to the airbags used on heavy trucks or for load-levelling on pickups. The basic equation for modelling tires is:

$$m \frac{d^2x}{dt^2} + kx + bx = 0$$

Where m is the mass of the oscillating object; k is the spring constant; b is the damping coefficient; x is the displacement of the oscillating object from its equilibrium position; and t is time.

Pre-2022 Formula 1 cars ran a 13-in wheel with a bulky sidewall tire (high aspect ratio). In slow motion this tire compressed, rebounded, oscillated, and shook over curbs and track imperfections. The teams actually modelled the tire as a part of the car's suspension. When the ground-effect rules began in 2022, the new lower-profile tires compressed less and oscillated faster, making the rest of the suspension need to deal with different loads. For the equation above, the new tires increased the spring constant and the damping coefficient.

How should you consider this when choosing tires for your car? Tires with taller sidewalls absorb more track irregularities — like curb impacts and high-frequency impacts — without upsetting the car's dynamics. They also allow suspension tuning to be tailored to car dynamics such as roll and dive, which are

movements that suspension dampers are more capable of handling well. But, like anything with track cars, this comes with a tradeoff.

Tire Movement

When we drive on a track, tires move. They compress under longitudinal loads and get pushed laterally in corners. If a tire grips the race surface well and the loads are sufficiently high, it can move a significant amount. Tires slip axially on wheels and are pulled away from the rims under cornering.

Some tire movement is necessary to keep the contact patch as large as possible at any acceleration rate. But contact patch is affected by the tire's aspect ratio, sidewall construction, and inflation pressures. The key is to find a balance that maximizes the contact patch with the capabilities of the car. While there are exceptions to everything, and driver confidence is a meaningful variable, a mathematically-ideal tire exists for any given track and condition—regardless of whether a driver is able to extract that peak performance from the tire. Let's look at some basic rules.

In general, the heavier a car is (statically or with generated downforce) the more robust and less flexible a tire can be and still work well. To provide a uniform contact patch, lower aspect ratios and heavier sidewalls remain flexible under higher loads. Lighter cars may want to move toward higher aspect ratio tires with lighter construction, which move around a bit more to provide consistent surface contact. Of course, tire pressures should be optimized in each environment for each vehicle, but broadly speaking these rules can be applied to gain an edge in overall maximum tire grip.

In Summary

There is much more to talk about with tires, and hopefully we can dive deeper in future articles. Tire chemistry and suspension geometry play an important role as well. Tires are a complex subject yet one that we can get a good overview of, which helps us be faster!

RMR's "Wicked Fast" HPDE
High Plains Raceway, October 2023.



Photo: Rob Jewett



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

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

JOIN US! <https://register-simracing.pca.org>

FOR MORE INFORMATION: <https://pcasimracing.com>



**PORSCHE CLUB
OF AMERICA**

PORSCHE 356 & 911 PARTS

PORSCHE CONSIGNMENTS & SALES • FREE EVALUATIONS



303-443-1343

• WWW.CARQUIP.COM

• 7191 ARAPAHOE RD. BOULDER, CO 80303



DAVE BROWN

Restorer of Porsche Targa Tops

Serving RMR/PCA Since 1974

6186 Gale Drive
Boulder, Colorado 80303

(303) 499-0110
Fax: (303) 543-0792



Sarian 
MOTORSPORTS

**HIGH PERFORMANCE
& RACE DRIVING
SCHOOL**

YOUR TIME HAS ARRIVED;
FOCUS, INTENT, AND THE
WILL TO TEST YOUR LIMITS !

303-324-8762
WWW.SARIANMOTORSPORTS.COM

SARATOGA AND SNOWY RANGE TOUR



ARTICLE AND PHOTOS BY
TOM WILLIAMS

RMR's Driving Tours provide a way to enjoy road trips closer to home that have scenery and fun driving roads to match.

"What would you do if I sang out of tune, would you stand up and walk out on me? Lend me your ears, and I'll sing you a song, and I'll try to not sing out of key."

— The Beatles

Although I've taken photographs for *HighGear* in the past, it had never occurred to me to write an article, but that thought occurred in July on the Saratoga and Snowy Range Tour. An article could go along with the photos, and rather than a turn-by-turn description of the route, could share personal experiences and encourage members who haven't done a tour to give it a try. So let's take an imaginary journey down the road. Our playlist is cued up.

"Woke up, got out of bed. Drug a comb across my head. Found my way downstairs and drank a cup, and looking up I noticed I was late."

— The Beatles

I've always enjoyed a good road trip. I just need a good car, a good road, and an interesting destination. Epic examples are the Pacific Coast Highway, the North Cascades Highway in Washington, and the Going to the Sun Road in Glacier National Park.

Yet "bucket list" road trips are unfortunately infrequent for me, so RMR's driving tours provide a way to enjoy road trips closer to home that have scenery and fun driving roads to match.

All epic adventures begin with a challenge. For the Saratoga tour, mine was the start time, 7:30 AM, and the start location, Fort Collins, meaning a very early departure from Arvada. Somehow I missed those details when pitching the trip to my wife, Carol, but trip organizer John Donahue reminded us via email a few days beforehand. This was a better way to prepare than my normal approach of looking it up at bedtime the night before.

Some of you (smart people) avoided the problem by spending the night in Fort Collins, but I thought I would sleep better at home than in a hotel, which would make up for the shorter night's sleep. I don't normally drive on I-25 so figured it couldn't be busy going north at 6 AM. I was wrong. Note to self: for any future trip, any time of day or night, never assume I-25 won't have traffic. Fortunately, the drive went smoothly, and we arrived at the appointed time for the drivers briefing and departure.

"I'm in love with my car."

— Queen

One thing I enjoy about driving tours is the excitement a group of Porsches bring to spectators along the way. As our group assembled in the parking lot, a mother and her early-teenage son approached and asked to look at our car. When I asked the boy if he would like to sit in the Boxster and have his picture taken, his face beamed like it was Christmas morning. Getting out, he commented, “Wow, this car is really low to the ground.” Think how many kids might grow up today without riding in anything other than an SUV. I was glad he got to experience the inside of a Porsche and wondered if he might own one someday.

“It’s a beautiful day. Don’t let it get away.” — U2

Our tour started with a Colorado bluebird sky almost clear of clouds, the type of sky we experience enough that we often take it for granted, but this day I wasn’t doing that. The drive along Horsetooth Reservoir set the mood for the day. This was a great way to leave town: a road with enough twists and turns to keep drivers engaged but not requiring so much concentration that they couldn’t appreciate the incredible views.

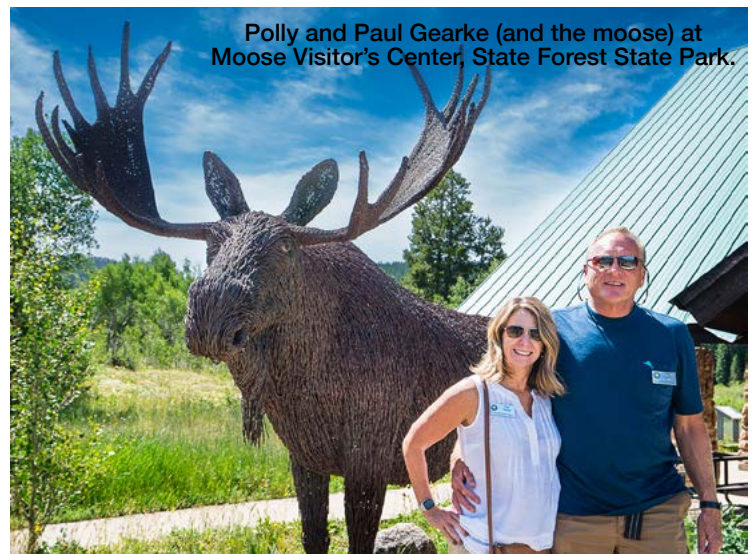
“Like Steve McQueen, all I need’s a fast machine. And I’m gonna make it all right.” — Sheryl Crow

Before I went on a PCA tour, I envisioned a bevy of cars driving down the road like a bat-out-of-hell, scaring motorists and causing bicyclists to veer into the ditch, like the original “Road Warrior” movie starring Mel Gibson. The reality is just about the mirror image. John Donahue and Chris Shelley, his tour co-director, stressed in the drivers briefing that the point is not to go fast and that we would stay in a group and obey speed limits. Each led about 14 cars down the road, with a “sweeper” at the end to help anyone with an unlikely event mechanical problem or something that separated people.

Driving the speed limit doesn’t have to be boring but can be engaging on the right road without a lot of traffic. We maintained a consistent spacing while winding through the corners, and unimpeded by slower vehicles we set a pace and a flow that seemed just right for a sunny drive on a pretty road.

Entering Cache la Poudre Canyon, I wondered if you could build a good tourism business offering Europeans a Porsche trip along this road. Our week-day schedule meant there were very few cars on the road, allowing us to focus on maintaining a driving rhythm linking the car to the road.

A benefit of being in an open-top Boxster was being able to look up — quickly, safely, without being distracted — at the narrow canyon walls rising high alongside the road and the clear blue sky above. Parts of



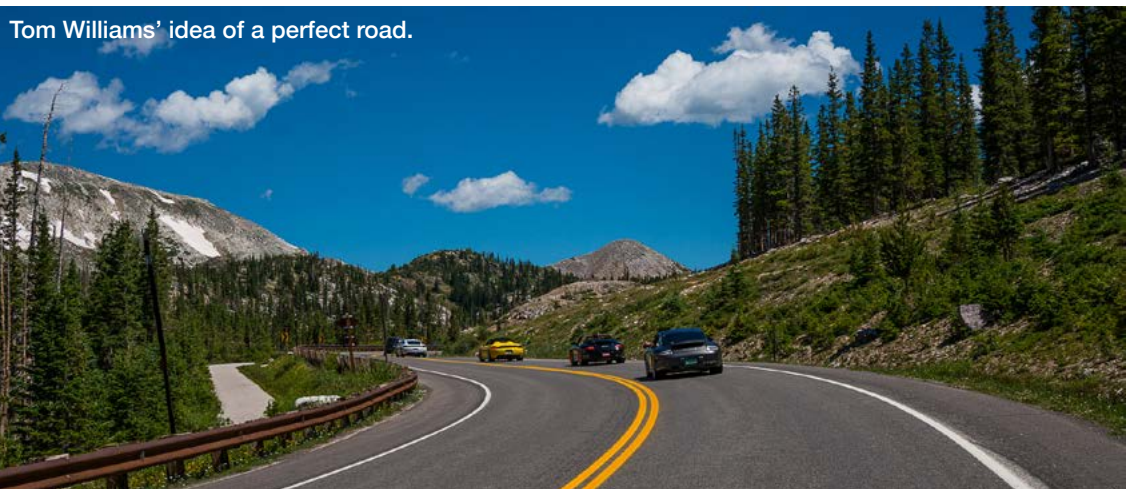
Polly and Paul Gearke (and the moose) at Moose Visitor's Center, State Forest State Park.



Jessee & Lynnette Arriving at Saratoga Hot Springs Resort.

the canyon echoed Porsche exhaust sounds, each with their own range and tone, like an automotive choir.

By our first rest stop, the Moose Visitor’s Center, a new car had joined us, and I said hello to driver Ed Villacres. His beautiful Cayman GTS had an interesting story. In his words: “My new car is a 2021 718 Cayman GTS 4.0 with the 6-speed manual. I had shopped for one for years, eventually finding this at Beachwood Porsche in Cleveland, Ohio, and bought it online without seeing it in person. I flew to Cleveland over Memorial Day weekend, and the salesman picked me up at the airport. My son and I drove it back to Denver over three days. It was a pleasant drive, but nothing like taking the car up in the mountains.



Tom Williams' idea of a perfect road.



Taking a break and stretching legs at Mirror Lake.

"It was exhilarating to drive up Poudre Canyon to the Moose Visitor Center as my first mountain drive. I had to catch up to the group since I missed the start time trying to come up to Fort Collins from Parker, but that meant I could let it rip all the way up Colorado 14. A serendipitous outcome from a traffic jam if ever there was one."

"In this heartland, In this heartland soil, In this heartland, Heaven knows this is a heartland." — U2

As the route emerged into plains and grasslands, I realized how differently time and progress have flowed here than where we live. The narrow sky of Poudre Canyon was replaced by the big sky of cattle country, and you only needed to top one of the rolling hills to feel like you could see forever. Looking over the spacious ranchlands, I wondered how they would have looked 100 years ago. Not that much different likely, and much of them would have been owned by the ancestors of the same families that own them today.

Clouds were forming, and our route took us toward a dark sec-

tion of the sky. A convertible's top should be down in all but the most extreme weather, so I resisted the urge to raise it at the first sprinkling of rain. We were driving fast enough that

drops of rain wouldn't penetrate the air bubble our Boxster creates, but gradually the drops got big enough to get us wet. Reluctantly, I pulled onto the shoulder and put up the top, with one of the other convertibles joining me. It didn't take long, and we caught up to the group quickly. Of course, the rain stopped within a few minutes.

"Night swimming deserves a quiet night." — R.E.M.

At the Saratoga Hot Springs Resort many of us quickly donned swimsuits and got into the large hot pool. The summer temperature was perfect, warm enough to stay in for hours without getting overheated. Clouds skirting the town gave us a mix of stormy and clear sky. We seemed to be the only people in the pool, and what a great social environment it was. Sharing a huge bathtub with others breaks down a lot of social barriers.

Our hotel was also the home of the Snowy River Brewery, Wyoming's third oldest. The brewery treated us to a short tour and a sampling of their beers. Snacks cleansed my sensitive beer





Ready to get rolling on the Saratoga and Snowy Range Driving Tour.

palette as I cycled from wheat beers to IPAs to stouts. And back through the list a second time for a more accurate comparison.

By then it was time for the banquet, and Carol and I were seated at a table filled with people we had yet to meet. Over an excellent meal, we covered many topics, moving from (of course) cars to life experiences, dreams, and photography. Our conversations were special, and we ended up lingering for quite a while after dinner getting to know each other better.

"Got those highway blues, can't you hear my motor runnin'? Flyin' down the road with my foot on the floor."

— The Doobie Brothers

Day two began about 10:30 AM, a civilized hour that allowed time to sleep in, have coffee, enjoy the hot springs, and eat breakfast---exactly how you should start a day at a spa.

Our route to the Snowy Mountains took us through more ranch country on good roads with very little traffic. Along the way, a ranch worker in a field along the road took a video of our group going by. Every rest stop created a lot of attention, with children waving, lots of people taking photos, and people asking about our cars and what our group was all about. Carol will tell you that I thrive on attention, so I enjoyed the experience, a fun part of the day.

If your Wyoming driving experience consists of cruising I-80 while dodging tumbleweeds, you may look at the Snowy Mountains and wonder if they were in the same state. The spectacular mountains are well worth an excursion. At a break alongside a lake, I made plans to return on another day like this, only with a picnic basket, a blanket, and a bottle of wine. And maybe a fishing pole. I enjoyed a few minutes of admiring the scenery and taking photos before we were back in our cars and moving again.

Our final stop was the Wyoming Territorial Prison in Laramie. I thought about the movie "Butch Cassidy and the Sundance Kid." Butch spent around 18 months here to rehabilitate himself from a horse-stealing habit. It didn't seem effective, as on his release he formed the Wild Bunch. I wanted to learn more by touring the museum but was on a schedule to get home. Next time, next year. If the tour is offered again, I highly recommend it. It will sell out quickly, so sign up early. ☘



Making happy memories.



Great food, great company.



Austin and Mary Maguire with their Chalk 718 Cayman GTS 4.0.

"LAST CHANCE" AUTOCROSS



Roger Z in his Boxster, concentrates on the course.

at the Colorado Air and Space Port, Watkins

ARTICLE BY **JONATHAN BARR**
PHOTOS BY **ROB JEWETT AND MIKE PAPPAS**



Saturday, September 30, was a perfect day for 2023's final autocross, warm and dry with a lovely light breeze all day. Sixty-two drivers tested their skills on a fun, challenging course at the Colorado Air and Space Port. The wide variety of vehicles included older air-cooled 911s, many Boxsters, Caymans, many newer 911s, a GT2RS, American V8 muscle cars, and one electric Taycan Sport Turismo!

Our autocrosses usually give drivers four runs in the morning and four more in the afternoon. With the morning runs going smoothly and a slightly lower turn-out, everybody got to drive the course a total of 10 times! This gave drivers a lot of practice to get to know the layout well and reduce their times as the day went on.

This season's events categorized cars into various classes based on age, power, and make/model. This feature added a bit more fun to the season, as drivers kept track of how they did and how their closest competitors did. Awards will be announced soon for the six class winners.

These events do not happen without a lot of dedicated volunteers who generously give their time and efforts to create a wonderful series of autocrosses. So you know who to thank when you see them at other PCA activities, let's recognize them:

Chief Driving Instructors: Chris Sulley, Doug Bartlett, Jon Barr

Autocross Committee: Scott Pedram, Austin Maguire, Jeff Williams, Lara Carpenter, Scott Little

Timing & Scoring Leads: Logan Rodrian, Tom LaRitz

Photographers: Mike Pappas, Shaun Seela, Scott Pedram, Vicki Cox-Jones

Registrars: Vicki Cox-Jones, Scott Pedram

Event Chairs: Chris Sulley, Tom LaRitz, Lara Carpenter, Scott Little, Scott Pedram, Logan Rodrian, Jeff Williams, Austin Maguire, Jon Barr

In addition, many experienced RMR instructors and SCCA members regularly volunteer their time and talents. Thank you, everyone, for another great autocross season. See you next spring! ☘



At the start, Rob G in his 2023 Cayman.



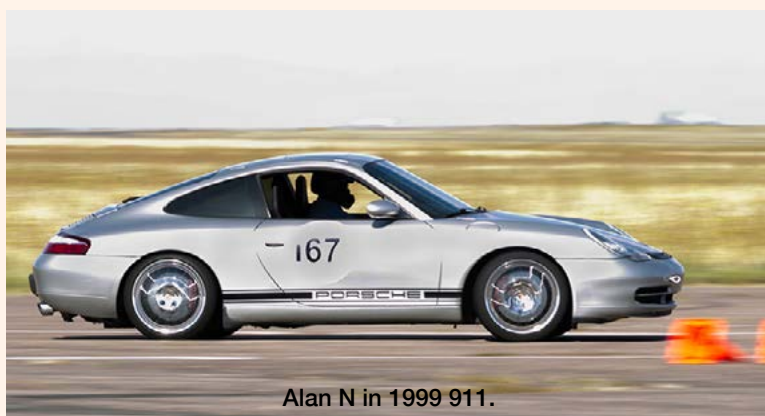
Kirk C maneuvers his '83 911 SC through the course.



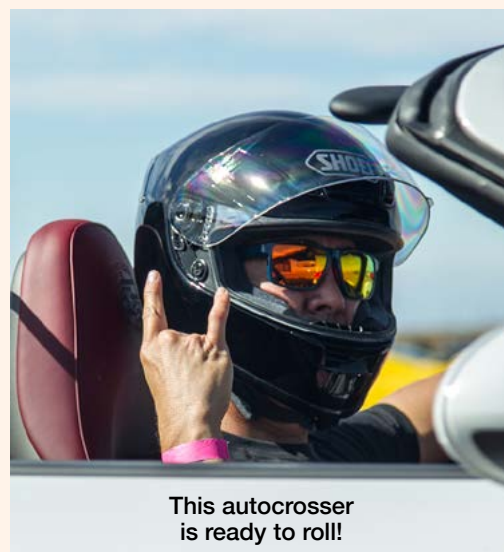
This 80s 911 gets off to a flying start.



Smooth is fast...Lara C in her 2017 Cayman.



Alan N in 1999 911.



This autocrosser is ready to roll!



In his Cayman GTS, Scott H...is #1 in our book!



Jeff K in a 2009 Porsche Boxster S.

"Last Chance" Autocross

September 30, 2023 Final Raw Time Results

<u>Raw Pos.</u>	<u>Pos.</u>	<u>Class</u>	<u># Driver</u>	<u>Car Model</u>	<u>Raw Time</u>	<u>Diff. From 1st</u>	
1	1	c4	82, BJ F	2014 Porsche Cayman S	46.383	0.000	0.000
2	1	to	173, David C	2018 Chevrolet Camaro	47.220	0.837	0.837
3	2	to	118, Kris L	2021 BMW 2 Series	47.598	0.378	1.215
4	1	c5	153, John J	2017 Porsche 911 Carrera	47.718	0.120	1.335
5	3	to	1111, Michael W	2006 Lotus Elise	47.838	0.120	1.455
6	2	c5	8, Scott P	2022 Porsche 718 Spyder	48.241	0.403	1.858
7	3	c5	199, Rob G	2023 Porsche Cayman	48.993	0.752	2.610
8	4	c5	535, Jonathan B	2016 Porsche Cayman	49.493	0.500	3.110
9	4	to	115, Dave M	2002 Mazda Miata	50.235	0.742	3.852
10	5	c5	996, Brant F	2004 Porsche 911 Turbo	50.412	0.177	4.029
11	1	c3	310, Jody P	2006 Porsche Cayman S	50.448	0.036	4.065
12	6	c5	535x, Adam B	2016 Porsche Cayman	50.460	0.012	4.077
13	5	to	350, Ben O	2018 Ford Shelby GT	50.612	0.152	4.229
14	7	c5	517, Jeff W	2018 Porsche 911 GT3	50.662	0.050	4.279
15	8	c5	0, Logan R	2022 Porsche Taycan 4	50.680	0.018	4.297
16	6	to	124, Peter K	1995 BMW M3	50.687	0.007	4.304
17	9	c5	101, Justin H	2022 Porsche 911 GT3	50.805	0.118	4.422
18	10	c5	100, Nicholas H	2008 Porsche 997 Turbo	50.952	0.147	4.569
19	7	to	130, Joshua S	2012 Audi A4 Avant	51.032	0.080	4.649
20	11	c5	477, Matt G	2022 Porsche Cayman	51.168	0.136	4.785
21	12	c5	212, Tomek K	2004 Porsche 911 GT3	51.193	0.025	4.810
22	13	c5	199x, Michelle G	2023 Porsche Cayman	51.208	0.015	4.825
23	2	c4	777, Lara C	2017 Porsche 718 Cayman	51.344	0.136	4.961
24	14	c5	151, David R	2019 Porsche 911 GT3 RS	51.543	0.199	5.160
25	3	c4	611x, Jeff K	2009 Porsche Boxster S	51.760	0.217	5.377
26	4	c4	20, Dennis C	2014 Porsche Cayman S	52.173	0.413	5.790
27	5	c4	309, Chris H	2006 Porsche 911 C4S	52.195	0.022	5.812
28	6	c4	52, Peter M	2023 Porsche Carrera T	52.230	0.035	5.847
29	8	to	98, Brendan S	2023 Mazda MX-5 Miata	52.338	0.108	5.955
30	7	c4	121, Bob L	2013 Porsche Boxster S	52.394	0.056	6.011
31	9	to	158, David S	2012 Fiat 500 Abarth	52.540	0.146	6.157
32	15	c5	311x, Rebecca M	2020 Porsche 718 Cayman	52.566	0.026	6.183
33	1	c2	178, Roger Z	2001 Porsche Boxster	53.246	0.680	6.863
34	16	c5	102, Edward V	2021 Porsche 718 Cayman	53.338	0.092	6.955
35	10	to	1, Scott H	2021 Porsche Cayman	53.689	0.351	7.306
36	8	c4	157, Brad K	2016 Porsche Cayman	53.698	0.009	7.315
37	11	to	320, Aaron A	2022 Hyundai Veloster N	53.723	0.025	7.340
38	1	c1	62, Chris S	1986 Porsche 911	53.894	0.171	7.511
39	17	c5	1000, Gabriel E	2019 Porsche Boxster	53.960	0.066	7.577
40	2	c3	811, Grant B	2004 Porsche C4S	54.222	0.262	7.839
41	12	to	167, Alan N	1999 Porsche 911	54.520	0.298	8.137
42	2	c1	183, Kirk C	1983 Porsche 911 SC	54.844	0.324	8.461
43	13	to	107, Clifford T	2016 Ford Focus ST	54.846	0.002	8.463
44	14	to	811x, Kristin B	2004 Porsche C4S	55.092	0.246	8.709
45	15	to	1024, Akeem M	2014 Ford Focus ST	55.220	0.128	8.837
46	9	c4	611, Eli K	2009 Porsche Boxster S	55.310	0.090	8.927
47	3	c3	127, Josh P	2006 Porsche Cayman S	55.397	0.087	9.014
48	4	c3	27, Doug S	1999 Porsche 911 Carrera	56.196	0.799	9.813
49	10	c4	57, Jason J	2017 Porsche	57.068	0.872	10.685
50	16	to	666, Tom R	1995 BMW	57.465	0.397	11.082
51	17	to	65, Steven W	2016 Lexus GS F	57.546	0.081	11.163
52	3	c1	951, Mike P	1989 Porsche 951	57.854	0.308	11.471
53	18	to	771, Mark C	2007 Pontiac Solstice	57.992	0.138	11.609
54	18	c5	200, Peter S	2014 Porsche 911 C4S	59.032	1.040	12.649
55	19	to	52x, Kelly M	2023 Porsche 911 T	59.909	0.877	13.526



YOUR PAINT PROTECTION SPECIALISTS.

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



PAINT PROTECTION FILM



CERAMIC COATINGS



WINDOW TINT

NO PAVEMENT, NO PROBLEM OFF-ROAD TOUR

ARTICLE BY **SHAUN SEELA**

PHOTOS BY **MIKE PAPPAS AND SHAUN SEELA**

For RMR's first multi-day off-road tour, nobody knew what to expect, including its leaders, Vicki and myself. I spent days making multiple trips to scout out potential off-road locations, many of which didn't pan out due to terrain unsuited for a Cayenne or Macan. Vicki spent several days lining up hotel reservations. Since I had been in Steamboat Springs last fall, I wanted to include it in the tour. Another focus was the Medicine Bow area between Laramie and Cheyenne, Wyoming, which has a lot of fun two-track trails made for Porsche SUVs and has some military history. After months, we had developed a route.

Tours are limited by the amount of time and distance per day. Because Steamboat Springs was our first-night stay, we had to make good time from Denver, which meant a fair amount of highway driving. Not ideal, but necessary.

Our first off-road segment came as we approached Winter Park. A wide, scenic off-road drive around town and down into Fraser gave great views of the ski resort and the valley below. After a quick stop in Fraser, we headed for Kremmling, our lunch and fuel stop, on U.S. 40 then hit more off-road trails atop Gore Pass. With the wet spring and summer, a good amount of mud holes covered everyone's vehicle in mud.

From there we drove a graded dirt road lined with rustic ranches. A heavy downpour made the road nice and muddy. In Steamboat we checked into our hotel rooms and got ready for a group dinner, a great opportunity for everyone to chat about the day's drive — and the mud!

Day 2, another jam-packed day of driving, started early. We needed to reach Laramie, Wyoming, by late afternoon. This was an easy day with mostly graded dirt roads and a great lunch in Encampment, Wyoming, home to a fascinating museum. Our next

stop was the "Snowies." At 10,600 ft the weather was chilly, but the scenery was amazing, with large glacier-carved cliffs. The plan was to finish with a trip up Jelm Mountain to the University of Wyoming's infrared observatory. At 9,700 ft, Jelm gives you a great view of the surrounding valley. This was intended as the highlight of the day, but we were running a little late when an entrant got a flat tire. With safety in mind, we canceled the trip to the top due to the time spent changing the tire. It had already been a long day, and people were tired. The much-appreciated support vehicle and crew from Berg Performance made changing the flat tire look easy. With the spare tire mounted, we headed for the hotel in Laramie. We made calls seeking a replacement tire, but the closest was in Fort Collins, two hours away, and it was 5:00 PM.

Day 3, our final day, was short since there was a three-hour drive back to Denver. One entrant decided to skip the off-roading and head south on their spare tire. Meanwhile we explored the Medicine Bow/Vedauwoo ("Land of the Earthborn Spirits") area between Laramie and Cheyenne. We stopped at the Ames Monument, a large stone pyramid dedicated to the Ames brothers, who helped finance the Union Pacific Railroad. We also visited an old military bunker. Before 1959, this 55,000-acre area was used by the Department of Defense for military training. After a few more off-road trails, we stopped for a picnic at the Abraham Lincoln Memorial Monument rest stop, a must if you are curious about the area and the country's first transcontinental highway.

Over nearly 700 miles and three days, the region's first multi-day off-road tour covered a lot of ground. A small teaser: a 2024 multi-day off-road tour may include red dirt, buttes, and sand.

Lined up for the mud puddle!





Lined up and ready great adventure.

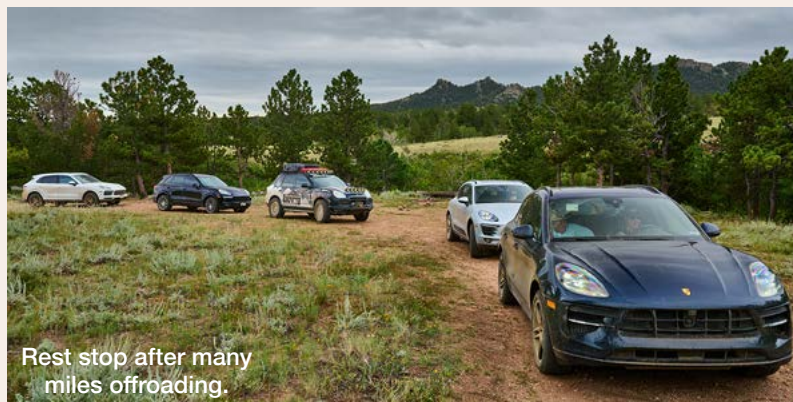
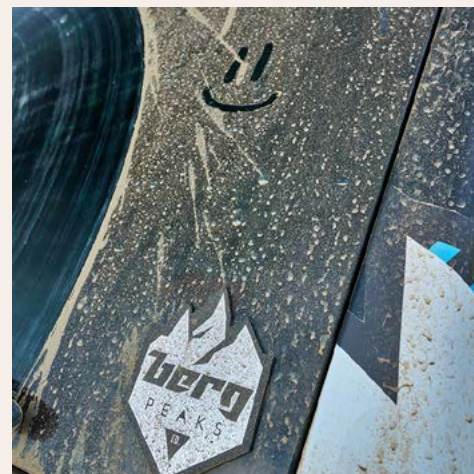


The Ames monument was a tour highlight.

August 11–13, 2023 Three Days, 700 miles



Ames Monument outside of Laramie, Wyoming.



Rest stop after many miles offroading.



Participants on the multi-day offroad tour



It was cold and windy, but so beautiful.



Matt and Bobby with Berg Performance, thank you!

GLEN SHELLEY

auto brokers



Glen Shelly Auto Brokers is an ultra low-volume auto broker and dealer focused on the highest quality vehicles. We take an individual approach to each Porsche we represent, with an aviation-grade attention to detail and thorough journalistic descriptions.

We are Porsche owners, PCA members, and Porsche consignment specialists who connect our contemporary and classic Porsches with enthusiastic new owners.

Recognized Bring-A-Trailer seller.

Alex McCulloch, Owner - adm@glenshelly.com - (720) 466 - 3350

2546 South Main St, Erie CO 80516 - glenshelly.com

COLORADO CONCOURS D'ELEGANCE & EXOTIC SPORTS CAR SHOW

ARTICLE AND PHOTOS BY
BILL ALLEN AND FRANK BARRETT



This 356C's body-colored dash has a distinctive character.



Champagne body-colored wheels stand out on this 1965 356C Coupe.

Rescheduled due to intense mid-July rain, the 40th Colorado Concours d'Elegance was held September 10 on the green acres of the Arapahoe Community College in Littleton. Founded by long-time RMR members Tom Scott and the late Stim Kennedy, this annual exhibition consistently draws the largest entry and the most spectators in the mountain-state area. One of the most important fund-raising events of Ability Connection Colorado, it has earned hundreds of thousands of dollars for this charity, which supports early-childhood education and therapy. This year's contribution came to \$75,000.

The lawn at Arapahoe Community College was filled with about 300 cars of all ages and affinities, from Aston Martins to Datsun Zs, Porsche being the largest single marque. Of the 51 Porsches on site, 9 were 356s. About 17 local car clubs played host. As usual, RMR veteran and event founder Tom Scott led the way, and dozens of region members made up most of the staff and judging corps. Seeking new RMR members, Holly Jackson ran the membership tent. Bill Allen, Ron Smith, and Dan Kaufman guided 50-plus Porsches, everything from vintage air-cooled 356 survivors to the latest GTS 4.0, to their positions. The event was supported by nearly 60 sponsors, vendors, and clubs and welcomed all makes.

New this year, the Evolution Class presented more than 50 examples of models significant to the long-term development of the automobile, from Model T Fords to the latest Porsches.

Unfortunately, an entry list and judging results were unavailable at deadline. 🌀



No nasty rocks will darken any of this Speedster's nighttime pathways.



The Evolution Class's wide historic variety of cars included this rare, flathead-powered 1946 Mercury "woody" wagon, several patinated Model Ts, and more than 50 other remarkable cars.



The 356 Registry was represented by nine examples, all of them top-notch.



Ace restorer Jack Farland displayed his clever and extremely neat electric-motor installation in this 912; the battery rides up front.



Chris Pomares' 1967 Bahama Yellow 912 "Super" is powered by a four-cylinder conversion of a 911 engine made by Polo; the car was later shown at Rennsport Reunion 7 in Monterey, California.

Bill Allen found his Irish Green 1968 912 in a garage in north Denver, where it had rested for 31 years. Thanks to that hibernation, it still has its original engine, transmission, interior, wheels, and Irish Green paint.



A “MOUNTAIN” OF AN EVENT

ARTICLE BY **TRISH WILLETT**
PHOTOS BY **VICKI COX-JONES AND SHAUN SEELA**



Photos of Chris Pomares' 912.

In August, RMR was hosted by Berg Performance in Denver. Berg is German for mountain, so this event was hosted in true mountain style. Established in 2011 by Aaron Marshall, the shop performs all types of maintenance plus special performance work for Audi, Volkswagen, and Porsche owners. To see what Berg is all about, check their new website, www.BergPerformance.com.

In one section of their huge, impressive facility was a turbo-charged 2005 Cayenne with its V8 engine and transmission out and on pallets. These enormous, vital parts make this beast run on all kinds of roads and terrain. It was amazing to see all the parts. Project Pumbaa is the name of this project, the most modified and trail-ready Cayenne ever. Aaron and his staff pride themselves in creating not a soccer-mom car but a true off-road machine. Similar modifications have been done in Europe, but this build is the first in the U.S.

No RMR-PCA Social would be complete without food, beer, and wine. Again, we were treated in true Berg style: mountains of charcuterie, delectable food; everything you could imagine and more. The excellent beer selection was provided by Berg's neighbor Amalgam Brewing; wine came from Vinnie Fera Winery, and charcuterie from Wander+Graze.

The finale was the door prizes: hats, shirts, stainless-steel drink bottles, all with the region's logo. Berg also provided the grand prize, done in typical mountain style: a huge, custom Porsche logo sign, appropriately won by Dave and Holly Jackson. As their name implies, "Go big," is just what Berg Performance does. Their motto is, "Berg Peaks: Built to Conquer, Crafted to Last."

Until the next event, enjoy this beautiful late autumn, touring in your Porsches and enjoying our colorful Colorado mountains.

Prosit! ❄️

John Mackin and Dave Jackson talk with Berg's Aaron Marshall.

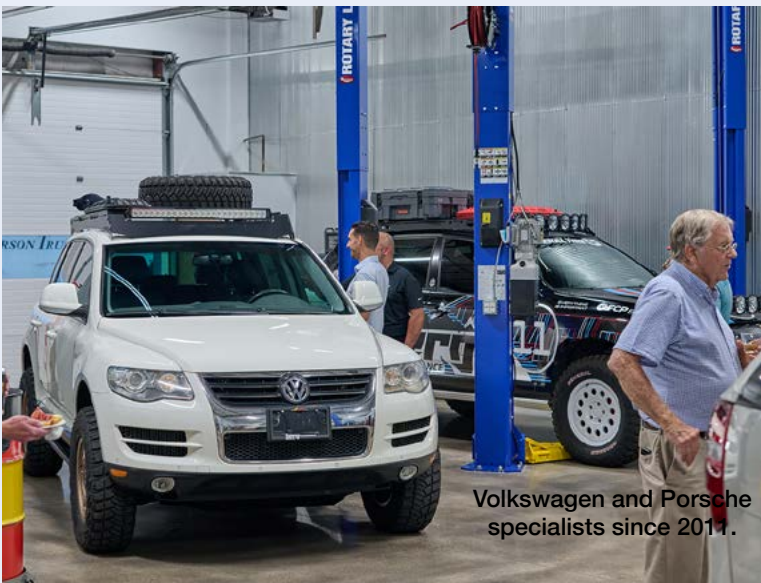


Erik Behrendsen and Holly Jackson talk cars.



Joanie and Doug Knorpp.

Rogers Willett enjoying Berg's hospitality.



Volkswagen and Porsche specialists since 2011.



The "heart" of a Berg Porsche Cayenne off-road build.



Photo: Petro Onysko

The Majestic Maroon Bells

On a recent crisp November morning with a fresh blanket of snow, clear blue skies, and a hot cup of coffee, Aspenite Jorge Fuentes made a spirited drive up the winding Maroon Creek Road in his Cobalt Blue Metallic 1991 964 Turbo up to the Maroon Bells for some photo opportunities with photographer Petro Onysko. #B4DBOY

Colorado life at 7,908' — Ed.

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

DART auto

"Internet parts pricing with local service"



Hawk Race Pads
now back in stock!

Over 15,000
Porsche, VW & Audi
parts ready to ship today.



Porsche, VW and Audi Services:

- Maintenance & Repair
- Full Engine Diagnostics
- Engine & Transmission Rebuilds

Winning Race Prep:

- Roll Cages
- Corner Balance & Alignment
- Suspension Set-up
- Custom Race Fabrication

4801 Monaco Street
Commerce City, CO 80022

303.296.1188

sales@dartauto.com

Visit our Online Parts Catalog at:

www.dartauto.com

WHAT WE DO

Autocrosses (AX)

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.



rmr.pca.org/events-page

BOARD MEETING MINUTES



RMR Board Meeting Minutes can be found at:
rmr.pca.org/rmr-board-meeting-minutes



Are you diversified?

Let the market leaders in private-capital **commercial real estate investments** help you generate more income from your assets.

Call Levi Saxen and Team today to learn more!

Owner/User • Office • Retail • Industrial • Multifamily



PINNACLE
REAL ESTATE ADVISORS

303.226.4235

EXPERTS. ADVOCATES. ADVISORS.

One Broadway Suite A300 | Denver Colorado 80203 | www.PinnacleREA.com | email: LSaxen@PinnacleREA.com



Benjamin Shahrabani
Los Angeles Region, PCA

Alwin Springer – Racing with Porsche in North America by Alwin Springer with Wilfried Müller

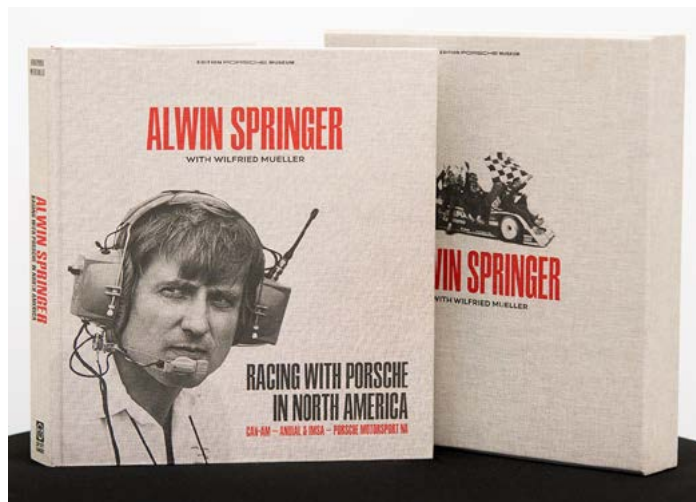
There's a good reason why Porsche chose Alwin Springer as the co-grand marshal of Rennsport Reunion 7. It could easily be argued that a great part of Porsche's racing success in North America can be attributed to Alwin Springer. Be it overseeing Vasek Polak's racing team to co-founding the Porsche engine powerhouse known as Andial to developing Porsche Motorsports North America into a part of Porsche AG, Alwin seemed to excel at whatever he put his mind to.

This is a large and heavy book. Not something you would take on an airplane but certainly one to sit back in an easy chair with your favorite drink to live vicariously through Alwin's adventures in life and motorsports.

Do not write this off as another Porsche history book coinciding with Porsche's 75th anniversary. This book will appeal to both newcomers to the Porsche brand and history as well as those already familiar with how Porsche went from giant killer to the giant. What I particularly enjoyed about reading Alwin's history is how many stories I had never read about before. This is probably because much of what he did was behind the scenes. He was never a race-car driver but made it possible for those behind the wheel to see the checkered flag first. The factory did quite a bit to prepare race cars for its customers, but Alwin describes, in detail, how he and his team would find solutions to challenges the factory placed in front of them.

The book is laid out in a chronological order from when Alwin first emigrates to North America via Toronto to how he eventually discovers the warm temperatures and career potential of Southern California. His recounting of how he crisscrossed the United States with a race car in tow and the race-car driver as his only companion to his current role as a consultant to Porsche Motorsports makes you feel like you can taste the cheap track food and smell the brake dust and fuel. Chapter by chapter, you are drawn further into the story. As you read through the book, you realize it is a story much more complex than just a historic review of cars and races, but rather of a man who wanted to better himself as well as his family.

Odds are, you may not have seen most of these photos in the book. Many come from Alwin's personal collection and are of the people and places behind the stories. It's about 60% photos and 40% text, which probably explains why the book is close to 500 pages. The chapters are easy to read and the story telling makes you hope that someday Alwin does an audio book version with him narrating.



Photos: Benjamin Shahrabani

This book is limited to 963 copies, a nod to Porsche's latest prototype racer of the same type number. Each numbered individually. It is sure to be a sellout, especially with Rennsport Reunion 7.

Title: *Alwin Springer – Racing with Porsche in North America*

Author: Wilfried Müller

Publisher: Sportfahrer

Format: Hardcover with slip case; 468 pages; 47 chapters

Cost: \$249 – numbered and limited to 963 copies



THE STUTTGART MARKET LETTER

David K. Whitlock

PCA Columnist

While “normal” Porsche models seem either flat or softening, the best examples and limited editions still creep upward.

October Market Report

Despite more Porsches being offered in October, the market showed below-average results, with a sell-through rate of 68 percent, the second lowest we’ve seen all year. Total dollar volume, \$32,215,159, was higher than the previous month thanks to a strong RS market, even though fewer cars found homes.

At the top of the market, a Gunther Werks-modified 911 and a 911 Reimagined by Singer failed to sell at \$1,150,000 and \$955,000, respectively. Yet the \$300-500,000 market performed spectacularly, with two new 992 GT3 RS examples becoming the first to sell at an average of \$450,000. Previous generation GT3 RS cars also showed decent gains after a soft September, with two selling at \$262,000 and \$253,500.

911 RS cars weren’t the only Rennsports to look strong, as 718 Cayman GT4 RS Weissach prices looked a bit stronger since August. Three examples offered found homes, the top lot selling for \$247,000. Regular 718 GT4s, on the other hand, looked much softer, with two selling for \$115,000 and \$122,000 and a third failing to sell at a high bid of \$113,500. The 718 Spyders appeared flat with sales below \$120,000, similar to September after a solid August.

Manual-transmission 964 Coupes continued to perform, with most over \$100,000 and a lightly-modified example fetching a very strong \$163,991. The 993 Coupes, on the other hand, remained flat with all sales, save one, hammering just below \$100,000. The manual 996 Coupes continue to show a dropping average price.

Speaking of Coupes, 356C Coupes struggled, only one of four selling, for \$94,500. Other bids weren’t even close, but two 356B Coupes sold at \$125,000 (about average for a T5) and a T6 GS/GT Tribute at \$110,000. The star 356 was a 1962 B 1600S Twin-Grill Roadster that went for \$295,000, the best we’ve seen since 2019.



Photo: Cars and Bids

1997 911 Turbo S (1 of 345 built)
~15,500 Miles, 6-Speed Manual, with Porsche Classic Certification
Sold on Cars and Bids for \$550,000

Turbocharged 911s were a mixed bag, with water-cooled cars and 930s looking soft but the 964 and 993s still performing well. The 996 Turbos average continued to fall despite two strong sales; only one 997 Turbo Coupe 6-speed sold for over \$100,000. The vast majority of 930 Turbos looked softer after being flat for the last 12 months; a solitary 3.3-liter 964 Turbo pushed the average up at \$239,000. Meanwhile, 993 Turbos continue to gain with strong sales over \$250,000, and our top sale

of the month, a 1997 911 Turbo S, reached an above-average \$550,000.

Other strong sales included a \$50,000 1989 944 Turbo, a 2023 911 Dakar that sold for \$405,000, a 2019 911 Speedster at \$395,000, and a 2011 911 GT3 RS that brought \$291,000. While “normal” Porsche models seem either flat or softening, the best examples and limited editions still creep upward.

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.StuttgartMarketLetter.com.



DISPLAY ADVERTISING

RMR's award-winning newsletter (*HighGear*) is a monthly publication available in both print and digital format posted on RMR's website (rmr.pca.org). It reaches 2,100+ households comprised of 3,500+ members. Please contact RMR's Sponsorship/Advertising Coordinator, to explore promotional possibilities for your business or event in RMR's newsletter.

Sponsorship@rmrporscheclub.com

ADVERTISING RATES (MONTHLY)

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

Sponsorship/Advertising Coordinator
Sponsorship@rmrporscheclub.com
 for ads or sponsorship information

RMR APPAREL AND LOGO ITEMS

Show Off Your Rocky Mountain Region Pride



**Want RMR Logo Items?
No Cash?
No Problem.
RMR Now Has Square.**

www.pcawebstore.com

ADVERTISER INDEX

Carquip.....	15
Dart Auto.....	35
Dave Brown, Targa Tops.....	15
Denver Auto Shield.....	24
Ed Hooks Jr., EXP Realty.....	07
Elevations Credit Union.....	41
Eurosport Automotive.....	13
Glen Shelly Auto Brokers.....	29
IMHOFF Fine Residential Painting.....	07
Live West Realty, Susan Eastman.....	02
My Flex Space at Depot Hill.....	47
On-Site Tires.....	44
Pinnacle Real Estate Advisors.....	36
Porsche Club of America.....	15
Poudre Sports Car.....	47
Prestige Imports.....	48
Sarian Motorsports.....	15
Symbion Design.....	10

ZONE 9 REGIONS

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

Alpine Mountain Region amrporsche.com
Southern Colorado

Carrera Region carreraregionpca.org
Western tip of Texas and Southeastern New Mexico

Intermountain Region irpca.org
All of Utah, Southwestern Wyoming

Llano Estacado Region lle.pca.org
Amarillo, the Texas and Oklahoma panhandles

Roadrunner Region rrrpca.com
Most of New Mexico and Southwestern Colorado

Rocky Mountain Region rmr.pca.org
Northern Colorado, Southeastern Wyoming, and Southwestern tip of Nebraska

West Texas Region wtxpca.org
Midland, Lubbock and the surrounding area



I GET AROUND

Danielle Badler
RMR-PCA Columnist

Ralph Lauren's 1938 Bugatti Type 57SC Atlantic Coupe is one of three remaining of four made.

Fall Colors Lead to Iced-up Roads

Oh, man, I really don't like the fall. Yes, I know all about how the leaves change color. How the air gets crisp and brisk. There's just one thing. You have to break out those thick, wooly, layers of clothing, the ones you packed away at least six months ago and tried to forget you had. It's time to get resigned and prepared for what will come, and what may be.

That's my problem. Cold. Sleet. Snow. Winter. Here in Colorado, if you don't ski or snowboard or skate, or drive a 4WD rally car with studded snow tires, what's the point? I much prefer spring and how it moves into summer. The warmth of the sun, the greening of the world, the renewal, the reawakening, the dry, sticky asphalt.

What to do? If you're like me, you hole up with sensory alternatives like the computer, and books, and magazines, and music. You get through, with gossamer fantasies, stories like the one I just stumbled on, in the online version of *The Robb Report*. In it, they feature a photo shoot of Ralph Lauren's fall-clothing collection, with the models each posed in, on, or around a vehicle from Ralph's mind-numbing car collection.

Think a light blanket of powdery fluff, falling from the sky, creating a monochrome veneer of white encircling some of the greatest cars ever conceived and created. Like his 1938 Bugatti Type 57SC Atlantic Coupe. One of three remaining of four made. And the model. She's sporting a \$1,990 wool jacket and \$750 patent pumps.

I'm transported into a multidimensional tone poem. Into the soundtrack of my mind come the words and melody to Joni Mitchell's iconic "The Urge for Going." "I awoke today and found the frost perched on the town. It hovered in a frozen sky, then it gobbled summer down. When the sun turns traitor-cold. And all the trees are shivering in a naked row. I get the urge for going, but I never seem to go."

Of course! She needs those studded snow tires, but nobody makes studded snows for Ralph's 2015 Ferrari LaFerrari. And this one's black on black. Which is treason, you say. And you may be right, unless you're in the business of creating taste, like

Ralph Lauren. The male model with it is styled in all-black as well. Again, the setting is a background that's as pure as the driven snow.

I'm humming "The Summer Wind." Sung by Frank, with the Nelson Riddle Orchestra. "The autumn wind and the winter winds, they have come and gone. And still the days, those lonely days, they go on and on. And guess who sighs his lullabies through nights that never end. My fickle friend, the summer wind."



Photo : Wikimedia Commons

1938 Bugatti Type 57SC Atlantic

How about Ralph's Blower Bentley? This one's one of the four Birkin team cars that ran at Le Mans in 1929, and won. First through fourth. Driven by the legendary Bentley Boys.

What do I hear? Autumn Leaves. And, no, not the actual leaves, the song. Sung by Eva Cassidy. "Since you went away, the days grow long. And soon I'll hear old winter's song. But I miss you most of all, my darling. When autumn leaves start to fall."

And then there's Ralph's 1959 Porsche RSK. One of 34. Of course, it's resplendent in silver, perched on a white platform which sits on black flooring. The background is white, as well.

I smile to myself. Because this car, and, in reality all of Ralph's cars, are just so achingly perfect. And timeless. What's that I hear? The words of Marty Balin, and Jefferson Airplane. "The summer had inhaled, and held its breath too long. The winter looked the same, as if it never had gone. And through an open window where no curtain hung. I saw you coming back to me."

Yes, this is transcendent beauty, in design, in art, in music, in performance. This is what gets me through. This is the way to cope with, and maybe conquer, the seasons of life.

I just have to remember to check my anti-freeze. ❄️

ARTICLE BY DEXTER FINLEY

956 | Tomica



About the model: This 956 was made by Japanese toy manufacturer, Tomy Co., through their diecast arm (Tomica) in 1984. Tomica has been a staple diecast car manufacturer since its creation in 1970. This Italia Blaupunkt was sold as a special edition. There are multiple livery variations of the car stretching from Kenwood to Cibie, with the most popular being Rothmans – of course. What makes this era of Tomica models so special is the genuine liveries that are rarely found elsewhere. Personally, it's the Blaupunkt portion that hooked me. Joest Racing's 1989 Le Mans entry was most certainly a Blaupunkt and Italia liveried Porsche, but it was actually a 962. As it turns out, labeling models inaccurately is common in the toy car world.



About the car: We can thank the FIA for this one. Apparently 935s averaging less than three miles per gallon was not an acceptable long-term strategy for the environment or oil consumption – especially when oil costs were nearly tripling in price. Thus, Group C, possibly the most iconic racing class ever, was born. Porsche met the challenge with an aluminum monocoque, and a turbocharged, flat 6 that was originally created for the Indy 500. In 1984 the 956 was modified to meet IMSA rules, which meant adding a steel roll cage and extending the wheelbase which placed the pedal box behind the front wheels. This modified 956 became the 962. These cars dominated Group C and took overall victory at Le Mans a total of seven times, with the victory in 1994 won via careful reading of new homologation requirements. Dauer made a street-legal 962 and was able to enter two 962s in 1994. After this, the governing body of Le Mans, the ACO (L'Automobile Club de l'Ouest), banned the 962 permanently.



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



Dexter Finley
Mortgage Lending
970.488.0996
NMLS 983974



MARKTPLATZ

Ads are free to RMR/PCA members. Ads for non-members are \$20/month [send payment (check only payable to RMR-PCA) to RMR Treasurer, 583 S. Everett Court, Lakewood, CO 80226]. No commercial ads. Ads not more than 100 words. Submission deadline for member/non-member ads is the 10th of the previous month. Member ads run for two newsletter issues and two months on RMR's website (rmr.pca.org); non-member ads run for one issue or one month on RMR's website [contact Newsletter@rmrporscheclub.com for further information]. All ads for RMR's website may include optional photos, and there is no submission deadline. Email your ad to Newsletter@rmrporscheclub.com. High-resolution photographs can be embedded in your email or attached as a JPG file.

PORSCHE

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

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

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

1986 944 Turbo (951) **\$24,950**

Ultimate street-legal Cervelli-prepped HPDE 951. Mods include heavy-duty brake and spring packages, 1987 front suspension, Moton adjustable shocks, upgraded K26-8 turbo, Guard LSD, 2 sets OZ Racing Alleggerita HLT 18x10 wheels w/tires, OMP seats w/new Schroth 6-pt harnesses. Dynos 260 hp, 287 lb-ft torque. Personal best laps: HPR, 2:03.06; Pueblo, 1:46.03. Service records, spare parts. Needs winter maintenance, timing belt/water pump (I have). Very clean, Guards Red, black Interior. 93,478 mi.

Dan Carlson (303) 520-4567
dhcarlson5031@gmail.com

1987 944S **\$13,500 OBO**

Great mechanical cond.; runs/drives well. Low miles for the year, only 120k. A rare S model in good cond., original paint, and a working clock! Much regular service and maintenance in last 5k miles.

Jim Osgood (970) 402-7224
jimozzie@comcast.net

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

68,000 miles, excellent cond., 6-spd manual trans. Low mi, smooth, fast, clean. IMS bearing replaced with clutch; engine and transmission sealed and ready. Clean CarFax, regular maintenance. Set to cruise another 100,000 mi with routine maintenance. Phone adapter for sound, Bose speakers, remote fob, heated leather

seats. Super fun, never fails to turn heads!

Kate Newburgh k.newburgh@gmail.com

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

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

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

2016 Boxster S **\$52,500**

Arctic Grey over black. 36,200 mi, PDK. Premium Package, Sport Chrono Package, Bose Audio Package, backup camera, multi-function steering wheel, leather, Park Assist. Clear bra from windshield and mirrors forward, 5-yr ceramic coating, tow-hook/front-plate bracket, 20" P-Zeros on S wheels, 11/32" front, 10/32" rear, front rotors and pads 3K ago, rears 8.5K ago. Emissions through 12/08/24. Plus Michelin Pilot Alpin tires, 19", 11/32" front, 10/32" rear, TPS, mounted on OZ Sport wheels. \$3,800.

Rich Williams (303) 358-1100
rmw46@comcast.net

2018 991.2 GT3 Touring **\$Call**

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

Tim Kae (303) 910-2764

MISCELLANEOUS

19" Wheels, Blizzak Snow Tires **\$1,300**

Four 19" OEM factory original 2015 Cayenne S wheels with Blizzak DMV-2 Snows. Used 2 seasons. About 8/32 tread. TPMS valve stems included. No curb damage.

Gary Koenig (303) 588-8609
gary.koenig@partners.mcd.com

Panamera Snow Tires, Wheels **\$1,200**

Michelin Pilot Alpin tires, dated 2019, about 1,200 mi on them; no damage to wheels or tires. Front 265/45R19, rear 295/40R19. \$1,200 picked up in Berthoud or will deliver in Denver area; \$1,250 to Colorado Springs, \$1,400 delivered anywhere else in RMR.

John Guthrie (970) 344-7275
equinox2a@juno.com

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

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

Michael Rosenblatt
mrosenblatt@mac.com

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

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

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

18"Chrome Turbo Twist Wheels **\$600 OBO**

Two 18x8", part 996.362.136.04, ET50; two 18x11", part 996.362.142.11, ET45, for 996 wide-body (Turbo, C4S), with chrome caps. No curb rash. Also have two new 996 C4S air filters, part 996.110.131.52, asking \$50 for both. In Denver.

Jack Simon (720) 365-4533
jslskeet@aol.com

Boxster Wheels/Tires **\$200 OBO**

Straight wheels and tires, well balanced, even wear. Used for summer street but car is now for track. Pirelli P6 235/45-17R. Minimal scratches, 55mm offset, 7" wide. All same size. Cash and carry.

Art Dichard (303) 601-4421
a.dichard@comcast.net

Pirelli Scorpion Winter Tires \$750
Four, 265/40R21 (2), 295/35/R21 (2), used 2,000 miles, all 6mm tread.
Stan Braun (239) 595-9147

Winter Tires for Macan \$1,250
Fronts 235/60/R18, rears 255/55/R18. Rears have 2 seasons; fronts only a month last season (vehicle sold). New ~\$2,500. In southern Colorado Springs; prefer local pickup (shipping at buyer's expense).
Fernando Gil Franco (281) 254-3299
auric.phallus@gmail.com

Michelin Pilot Sport Tires \$250
Two All-Season Tires. 255/30ZR19, like new, 10/32" tread, DOT 2021, extra load range; retail over \$325.
Patrick O'Brien (928) 988-3993
fronrange645@gmail.com

"Lobster Claw" Wheels w/TPMS \$1,600
Full set of desirable OEM lobster claws with TPMS; OEM 8x19", offset 57; 11x19", offset 51; like new, can deliver to Denver area.
Pat O'Brien (928) 988-3993
fronrange645@gmail.com

15x7 Fuchs Alloy Wheels \$3,800
Dated 1973, restored, part 911.361.020. Concours cond., center caps extra. Free delivery up to 50 miles from Denver.
Todd McKee (303) 810-1578
Toddmckee5280@gmail.com

Black HRE Wheels \$1,800
20x8.5 front; 20x10 rear. Unsure of model, came off 2015 Cayman GTS (981). Minor road rash on one front. Prefer Colorado local buyer, or buyer pays shipping.
Kathleen Maher (303) 324-9755
maherkmk@gmail.com

18" Turbo Twist Wheels \$1,400 OBO
Two 18x8, part 996.362.136.01, ET50; two 18x11, part 996.362.140.02, ET47; for 996 (solid spoke). Inspected at Woody's Wheels (Denver), powder-coated at Blue Flame (Denver) then painted. Excellent condition, zero curb rash, straight, have center caps for Turbo (only). Look great; will make your 996 (C4S, Turbo, Carrera) rock. Also selling new Pirelli 295/30ZR/18XL tires separately; would fit these wheels. Asking \$1,400 for wheels; \$600 for tires. In Boulder, can deliver within 50 mi.
Todd McKee (303) 810-1578
todd.mckee@ecoproducts.com

Two Kelly Radial Tires \$25
165/15 86S, slightly used, off '57 Speedster.
Rodger Stewart (303) 880-3195
stewmail66@gmail.com

Brey-Krause Harness Truss \$500
Fits '74-'98 911 coupes; mounts to B-pillars; retail \$800, asking \$500.
Randy Stout (970) 631-2201
randestout@gmail.com

Race Gear \$450
White B2 full-face helmet, LG; Alpinstars shoes, size 9.5; Sparco gloves. Like new, used only once for autocross; paid \$630.
Chris Abbe (303) 955-8049
abbedad@gmail.com

Corbeau Forza Seats \$500
Two competition seats, black/red. Size Standard (up to 38" waist). Driver's includes Corbeau D244SBT sliding adjuster; passenger's includes fixed mounting hardware. Great shape, very lightly used. Over \$300 ea retail; both with mounting hardware.
Randy Stout (970) 631-2201
randestout@gmail.com

F.A.S.T. Alpha Racing Cool Shirt \$200
Men's medium, black & red, lycra (not cotton), barely used, as new cond.; cost \$340 new.
Jay Kurts (303) 859-6779
jayk1@comcast.net

Bell M.8 Carbon 57 Helmet \$800
Brand new, SA2020, black, bought at Wine Country for \$1K, worn once.
Lisa Bryan (720) 217-9750
lisabryan617@gmail.com

996 Fabspeed Maxflo Mufflers \$1,000 OBO
Fits '99-'04 Carrera 996. Customized with stage 3 modification by FD Motorsports (Fister), ceramic-coated in black. Like new, sound great! Call or email for info, pictures.
Bruce Banning (720) 467-9176
brucebanning@msn.com

2007 Trailex Enclosed Trailer \$15,500
Model 80180, all-aluminum, weight per manufacturer is 2,000 lb. Slight cosmetic flaws, very good mechanical cond.; new tires in 2021. With MAC tie-downs, wheel stop, spare tire, inside mounted storage. Excellent for towing; inside width 80".
Bob Musslewhite pca993reg@gmail.com

Macan Thule Rack and Cargo Carrier \$650
Thule roof rack cross bars with risers and roof box.
Paul Romano romanopaul@comcast.net

Porsche Storage \$Various
Secure, dry, 24/7 accessible, and convenient storage for your Porsche. Single and double garages available 10 minutes north of downtown.
Jep Seman (303) 638-7000
jseman@coloradoadvocates.com

3D MAXpider Air Capsule Car Cover \$150
New in box, never used, XL size, part number 1289XL; store, display, protect car, truck, or RV in clean and dry environment, away from dust, insects, scratches. High-quality materials, last for years. Designed using state-of-the-art technology.
Wes Anthony (303) 898-2235
anthwp@gmail.com

Recaro Pillow \$150
For those into Porsche memorabilia, a special accent, Recaro pillow, iconic orange spectrum fabric. Back and sides in dark grey Alcantara, new, Euro-sized, approx .19x19". Have two, selling one.
Dan Beer (720) 645-1147
mdbd500@aol.com

WANTED

1966-69 912 Wanted
In very good driver-level cond. no body issues (especially rust) or paint needs. May also consider 912E or carbureted 911. Seeking air-cooled car that is dependable, in good mech. and cosmetic cond., easy to maintain; intended to be a fun driver. Condition much more important than originality. Prefer CO or nearby and private seller.

Ricardo Landeira (303) 651-2599
landeira@colorado.edu



rmr.pca.org/adverts

Dear Tire Guy



ON-SITE TIRES

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

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

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

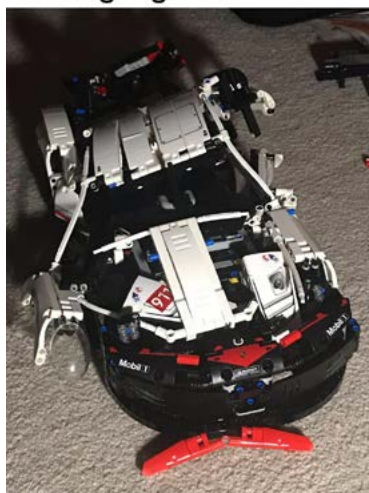


Bald tires are also more prone to punctures. Less rubber between the top layer of tread and the carcass of the tire is an expressway for debris to puncture your tire more easily. A slow leak is bearable, sure, but a puncture can also cause a blowout that in a worst-case scenario can lead to you losing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

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

- The Tire Guy

Cars after one lap at the Nürburgring:



NEED WHEELS?



The Tire Guys at On-Site Tires have your wheel needs covered! Need a track set? Done. Need a winter set? We got that. Want to change up your look? Got that too. We carry Vossen, HRE, O.Z., OE, BBS, TSW, etc. Request a quote online at on-sitetires.com today!



on-sitetires.com | 720-410-7007



Photos: Daniel Simmonds

“DRV G10” = Drive G10

Craig Simmonds writes: “Porsche has a long history with the Pikes Peak Hill Climb, and it seemed appropriate to put the new “Race for the Clouds” license plate on my 2023 718 Spyder. The plate is not a personalized plate, although I have been asked if it is. One of the best interpretations of the plate from a good friend was, DRV = Drive, and G10 = a fiberglass-epoxy composite material that does not corrode or rust over time. Might be a little bit of a stretch, but it seems to fit.”

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



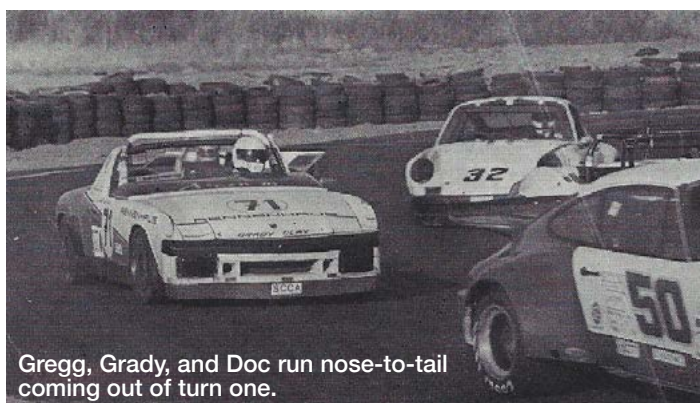
IN THE REARVIEW MIRROR

Amy Legg-Rogers

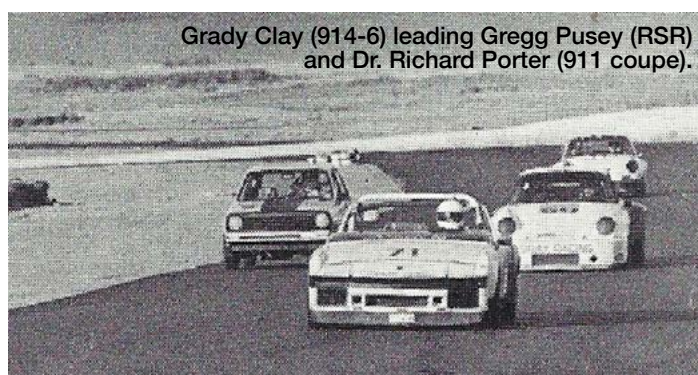
Rocky Mountain Region Historian

1983 SCCA Endurance Race

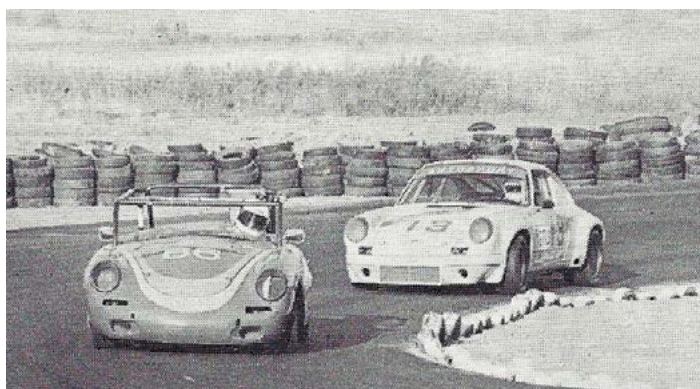
RMR assembled several teams for an SCCA-sanctioned endurance race at Second Creek Raceway, near Denver, on October 29, 1983. Porsches and PCA dominated the event, winning five of the top eight places. The winning car was a Porsche RSR driven by Gregg Pusey and Jerry Jolly; their average speed per lap was 72 mph. ✱



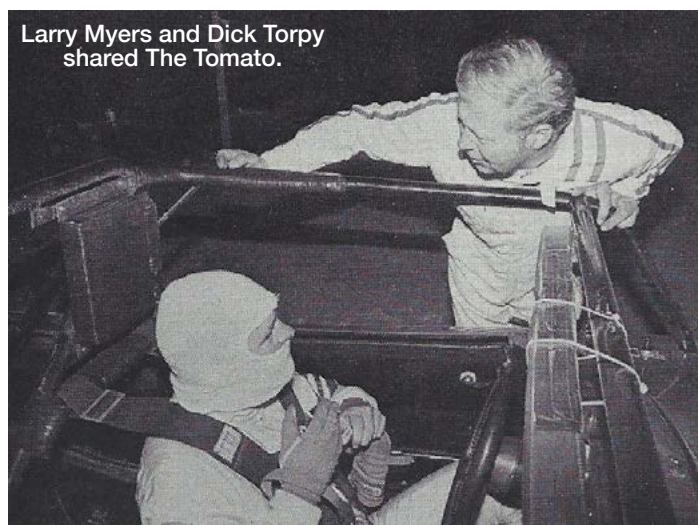
Gregg, Grady, and Doc run nose-to-tail coming out of turn one.



Grady Clay (914-6) leading Gregg Pusey (RSR) and Dr. Richard Porter (911 coupe).



"The Tomato" was a red 1600cc 1960 356 Roadster driven by Dick Torpy and Larry Myers. "Kermit" was a yellow 2-liter 911T driven by Rich and Ginna Seth. Both cars ran close all day, but the Tomato finished two laps ahead of Kermit.



Larry Myers and Dick Torpy shared The Tomato.

Photographer: Unknown

POUDRE

SPORTS CAR



BUY • SELL • CONSIGN

When the time comes to acquire a new-to-you Porsche, or when you've decided to part with a car you're no longer driving, Poudre Sports Car is the place to go. We have decades of experience in buying and selling Porsches and other European sports cars. **Let us take on the burden of listing, showing and negotiating your car sale!**

- ✓ Accurate market valuations of all Porsche vintages
- ✓ Pre-Purchase Inspections included with all sales
- ✓ We pay cash for collectable Porsches
- ✓ Hassle-free Vehicle Consignment Service

We can find you the car you have been searching for Porsche, BMW, Audi, Mercedes, and more!

5806 S. COLLEGE AVE, FORT COLLINS, CO 80525 / 970.229.0990 / WWW.POUDRESPORTSCAR.COM

SCAN ME FOR
MORE
INFORMATION



KEY FACTS:

Available 2023
33 Units -
Three Buildings
Sizes: 900SF to 4,000 SF
Non-Residential Mixed-Use
Option to add mezzanine level
Combinable units to create
additional SF

Property Details & Highlights:

MY FLEX SPACE at DEPOT HILL

Address: 1001 Depot Hill Rd

Broomfield, CO

Use: Flex Space Commercial

Garage Condo

Total SF: ~ 36,230

Feature & Options:

10X13 Over Head Doors, Mezzanine
Private Restrooms, HVAC, Juliet
Balconies, 3 Phase Power 100/150
AMP, Custom Floors, 24 Hour
Access

Unit Sizes:

~24x40, 24x47, 30x40

Pricing:

Sales Pricing starts at \$288,000

FOR SALE
RESERVE YOUR FLEX SPACE NOW

MY FLEX
SPACE
AT DEPOT HILL



1001 Depot Hill Rd Broomfield, CO 80020



DALTON BERRIDGE
BROKER ASSOCIATE
720.448.6288
dalton@healthprops.com

PATRICIA WASSIK, CCIM
PRESIDENT & CEO
303.888.8526
patricia@healthprops.com

FRANZ LEHNERT
BROKER ASSOCIATE
303.564.7353
FLehnert@connect-properties.com

The information contained herein, while from sources believed reliable, is not guaranteed and is subject to change without notice.

PORSCHE



Cargo. Emphasis on go.

THE NEW CAYENNE.

With breakneck acceleration and room for five racing hearts, the new Cayenne is thrills, personified.

Test drive at Prestige Imports today.

Prestige Imports

9201 West Colfax Ave.
Lakewood, CO 80215
(888) 466-4173
prestigeimportsporsche.com