

HIGHGEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION | RMR.PCA.ORG | October 2022

VOLUME 64 | EDITION 10





Special Toys Deserve a Special Home

“We are lifelong collectors of toys with two wheels – road bicycles and BMW motorcycles. Consequently, we have long wrestled with a dilemma: what gets priority in our 2-car garage, the bikes or the cars?”

It turns out the answer was simple: we wanted space for ALL of them. Since we have known Susan from past active-lifestyle experiences, and herself being a Porsche owner, we knew that she would immediately understand our desire for a three-car, side-by-side garage. And sure enough, she discovered the gem that addressed all our needs. We love our new garage – and new home!”

– LeeAnne and Splinter W.



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HIGHGEAR

Volume 64, Edition 10
October 2022

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



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COVER PHOTO

Photographer Mike Pappas snapped this photo at RMR's "Rocky Mountain Thunder" Club Race at High Plains Raceway, September 17–18. Article on page 36.



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

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HIGHGEAR



PCA-RMR BOARD OF DIRECTORS

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



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Bill Simon

Editor and Creative Director

Colorado Fall Colors...and First Snow

JAM-PACKED: September was jam-packed with automotive events. I had the pleasure of attending two RMR events in one weekend. Saturday, September 10 was the Shine n'Show at Adam's Polishes in Thornton followed by the Annual Member Picnic on Sunday. We will have articles on both of these RMR events in the November *HighGear*. The legendary Colorado Grand classic charity drive tour (www.CO1000.com) took place September 12–17 and was immediately followed by the Vail Automotive Classic (www.VailAutomotiveClassic.com), September 15–17. The following weekend was Telluride's Autumn Classic (www.Telluride-AutumnClassic.com) on September 23–25. I hope you were able to get out and attend some of the Colorado events.

SEPTEMBER 2023: Rennsport Reunion VII tickets went on sale to PCA members last month. Are you thinking of attending RR7? Have you purchased your tickets...AND secured your accommodations? I attended RR6 in 2018, and it was quite the everything-Porsche experience.

FALL COLORS: With this fall weather, our Colorado hill-sides are stunning shades of gold, orange, and red. So get out there and drive. And be sure to snap a photo or two of your air- or water-cooled Porsche and submit them to *HighGear*.

PHOTO SUBMISSIONS: Fall brings many great photo opportunities. Last month, several members submitted photos; thank you! Keep taking those scenic and artsy Porsche photos and submitting them. This month's Rocky Mountain Road Trips

(pg 32) is a photo of Stephen Olitsky's 2007 997 Turbo up on Independence Pass among Aspen's fall foliage. Creative License (pg 45) has two license plates this month: Chris Abbe's Guards Red 1984 Carrera Cab ("9WONWON") and Scott and Jan Vierende's 2016 Cayman 981 ("MAUI981"). Thank you, Stephen, Chris, and Scott.

CHEERS & JEERS: If you have questions or comments regarding RMR's award-winning *HighGear*, please contact me.

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

Deadline for the December *HighGear* is November 10, 2022

Photo or Article Idea—Do you have a photo or article idea that might be of interest to RMRers? Please send any article and photos of past events to Editor Bill Simon. Send your photos as separate email attachments, highest resolution possible. Do not embed the photos in your articles. We are always looking for good content. You too can be published in *HighGear*!

Thank You!—I want to thank everyone who has taken the time to write articles and take pictures at our PCA-RMR events for *HighGear*, because without your participation there would be no award-winning monthly newsletter.

Thank you!

Photo: Bill Simon



First snow of the season on top on Independence Pass.



PRESIDENTIAL IMPRESSIONS

Vicki Cox-Jones

President

*Porsche Club of America
It's not just the cars, it's the people.*

It was a Busy Month

With all the RMR events, August went by in a whirlwind. I traveled many miles in my favorite P-cars, although several of those miles went nowhere fast, on the Colorado State Patrol track.

The first trip was on August 13 to Poudre Sports Car in Fort Collins to celebrate their 50th anniversary. This was an RMR social, and it was great to see so many members there. Of course, proprietor Zach always goes the extra mile. The shop was spotless, the food and beverages fantastic. The lot was full of beautiful Porsches plus a few non-Porsches that were beautiful as well.

On August 16, Lynda Love, Stacy Benjatka-Robins, and I were panelists on the monthly PCA National RegionFocus webinar on women's driving events. RMR was one of, if not the first, to have a "women-only" high-performance event. We lead all regions in the number of women participating in motorsport, so we can help other regions to build women-focused events. Lynda and Stacy did a great job; I'm proud to know you both. You can find the Womens Driving Events webinar (RegionFocus #56) at www.pca.org/members/region-focus.

There was little time to rest, because August 20 brought the No Cones of Shame Autocross. Rain always seems to threaten at the tie-down pad at Colorado Air and Space Port, but we got lucky and it never came to dampen our fun. Everybody had four runs in the morning and four more in the afternoon. You never have as

much fun in second gear as you do at an autocross. If you haven't done one yet, I highly recommend it.

The following week (August 26-28), Harry and I were off to Steamboat Springs with around 60 other members. As with any tour, we take the most scenic route, and this one did not disappoint. Fiesta Jalisco was ready and treated us to fine drinks and the best Mexican food in town. Wandering around Steamboat and running into other members was fun. On Saturday we met for lunch at the Oasis Sundeck then regrouped for dinner at Rex's that evening.

The September 10-11 weekend was filled with a car show at Adam's Polishes in Thornton. Saturday morning was drizzly but didn't put a damper on the event. Adam Pitale found the dirtiest car, noticed the owner using a sub-par towel to clean it, and ribbed him. In true Adam fashion he entertained and showed us how to clean a car properly with his Waterless Wash. Trophies were based on popular vote. Yours truly actually came home with one, surely the only one I'll ever win. Thanks for all that voted for Little Bird.

A sunny and warm Sunday was perfect for the annual Region Picnic, with more beautiful cars to fawn over. Everyone enjoyed the Qdoba burrito bar, and there were RC cars for kids of all ages to try their hands at. Thanks to Jim Osgood for organizing the Shine and Show and bringing the RC cars.



Adam Pitale of Adam's Polishes details Vicki's Little Bird, a 2016 Cayman GTS, at the damp September Shine and Show Car Show

GTS

"No Cones of Shame" Autocross participant skillfully maneuvers her Racing Yellow Cayman GTS through the course



Photo: Dan Greco



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Seen above in his 1986 944 Turbo



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MEMBERS' CORRAL

Roger Buswell

Membership Co-Chair

Porsche Club is one of the few sports car clubs that offer a way to get started... without breaking the bank.

Miscellaneous Ramblings

Hundreds of RMR members cut their sports-car teeth on *Road & Track* magazine. One of my favorite columns there was Miscellaneous Ramblings by the reigning editor-in-chief. Here are my similar ramblings about Rocky Mountain Region and how you can make the most of membership.

Our events are very popular and fill up quickly. Type your registration and credit-card info into www.MotorsportReg.com in advance, then click the register button the moment it goes live.

Wear your name badge to everything RMR. Events attract hundreds of members and guests, so badges avoid awkward moments while getting to know each others' names.

There's an optimal order to learning how to drive your Porsche quickly. 1) Pick the brains of hot shoes at monthly RMR Socials. 2) Volunteer to work corners at our Club Race, SCCA, RMVR, and NASA races; corner marshalling is how driving great Derek Bell got his start. 3) To learn the lingo and how to maximize your time at driving events, attend our late-winter AX/DE 101. 4) attend RMR's annual, innovative Autocross University, where you drive at lower speeds and apply what you learned from instruction to a full autocross the following day. 4a) Ditto for Ladies' Day and Novice Day at the Colorado State Patrol track. 5) Enter autocrosses, lots of them! RMR hosts several a year, as does AMR, BMW, SCCA, where Randy Pobst got his start. 6) Drive at RMR's high-performance driver's ed (HPDE) events. They are notorious for chipping paint, so start with a non-concours car or protect the paint of a nicer car. 7) If you really like HPDEs and have a competitive streak (and the budget), you can graduate to wheel-to-wheel racing.

When did you last suggest Porsche ownership and RMR membership to a car fanatic friend? Porsche is one of the few sports cars that offer a way – plentiful used Porsches, few if any modifications needed – to get started without breaking the bank.

Most members are unaware of the transformation that took place at the Rock 'n' Roll DE in June 2010. As event chair, I recruited Al Woodward *during* the event to run Control. He adapted

long-time SCCA practices and training to our safety procedures. We owe Al big time for the improvements he implemented. Here are Al and his wife, Marilyn, who both died far too young a few years ago.



Roger with F1 driver and broadcasting great David Hobbs

If you have an iPhone, consider installing Porsche's "Roads" app. Maybe there will be an Android or desktop version.

If you get the chance, thank Erik Behrendsen for his tireless work building the region from about 480 members when he became Social Chair to 2,210 primary members and 1,136 co-members when he stepped away.

And if you think volunteering doesn't have perks, check this picture. That's me with F1 driver, road racer, and broadcasting great David Hobbs at a Ferrari of Denver event that I helped organize. I had a fun ride and great conversation with one of my racing heroes. I can't guarantee you'll get to ride with one of your heroes, but you never know. I was certainly surprised and honored. 🌟



The late Marilyn and Al Woodward

MEMBERSHIP UPDATES



2,197

Primary RMR Members

3,334

Total RMR Membership

158

RMR PCA Juniors

PCA ANNIVERSARIES – Congratulations!

40 YEARS

Tom & Lynn Scott

30 YEARS

Allan & Gayle Lipson

25 YEARS

James Everson &
Phyllis Gage
Luann & Ryan Dodge
Timothy Ulfig

20 YEARS

Michael &
Christine Ferguson

NEW RMR MEMBERS – Welcome!

Ross Barton
Loveland
1979 911 Turbo

Philippe Capraro
Denver
2022 911 GT3

George Casey
Castle Pines
2017 911 Carrera 4 Cabrio

Robert Chisholm
Evergreen
1971 911T Targa

Richard Clark
Denver
2009 911 Carrera S

Robert Clark
Thornton
1985 928S

Jordan De Moraes
Powell, WY
2005 Cayenne Turbo

Luciano Fasani-Ortiz
Aurora
2005 Boxster

Elizabeth Frost
Fort Collins
2001 911 Carrera Cabrio

Jason Gates
Denver
2021 718 Boxster S

Steve Gittelman
Denver
2016 911 Targa 4

Matt Gold
Denver
2016 911 Carrera GTS Cab

Dan Hall
Aurora
2014 Panamera Turbo Exec

Thomas Hall
Cody, WY
1974 914 2.0

Mitchell Johnson
Windsor
2021 Macan

Pol Lozano
Castle Rock
2003 911 Carrera 4 Cabrio

Jason Magnuson
Casper, WY
2000 911 Carrera Cabrio

Thomas Muir
Longmont
1998 911 Carrera S

Clark Peppers
Franktown
2010 Cayenne GTS

Randall & Anuja Perkins
Denver
2022 911 Carrera

Valerie Peterson
Evergreen
2012 Panamera Turbo S

Josh Price
Castle Rock
2016 Cayenne Turbo, 2014
911 Turbo S, 2006 Cayman S,
1973 914

Klint & Jennifer Reedy
Lone Tree
2017 911 Carrera

Michael Schnettler
Louisville
2019 718 Cayman

Mark Seiler
Breckenridge
1999 Boxster

Thomas Strater
Longmont
2014 Cayman S

Jeff & Tatiana Tanenbaum
Evergreen
2003 Boxster S

Todd White
Parker
2012 911 Carrera

Brian Worth
Littleton
2004 Boxster Special Edition

Heather & Michael Ernst
Littleton
1990 944 S2
(Transfer from Pacific North-
west Region)

Gregg Huff & Dan Burgess
Highlands Ranch
1974 911
(Transfer from Orange Coast
Region)

Derek Johnson
Denver
2019 911 Carrera 4
(Transfer from Pacific North-
west Region)

**Christopher & Christina
Ruggles**
Boulder
1970 911E
(Transfer from Northeast
Region)

Robert & Steffanie Silverman
Fort Collins
Porsche
(Transfer from Northern New
Jersey Region)

William & Kathy Slone
Grand Junction
2018 Macan T
(Transfer from Mid Ohio
Region)

NEW TEST DRIVE MEMBERS – Welcome!

Kenneth Glover
Grand Junction

William Goodison
Aurora

Michael Markham
Boulder

Miguel Oria
Denver

Jeremy Owen
Longmont

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UPCOMING EVENTS CALENDAR



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

RMR EVENTS

October 8–9	Track or Treat HPDE High Plains Raceway, US-36, Deer Trail, CO	All Day
October 14	J. C. Agajanian Award / CO Motorsports Hall of Fame Infinity Park Events Center, 4400 East Kentucky Ave., Glendale, CO	5 PM to 9 PM
October 16	Edelweiss Fall Driving Tour 9:45 AM, The Perfect Landing Restaurant, Centennial Airport	All Day
November 10	November Member Social Berg Performance, 6381 Beach St., Unit D, Denver, CO	6 PM to 9 PM
December 3	RMR's Annual Holiday Party (see page 13) Wings Over the Rockies Museum, 7711 E Academy Blvd, Denver, CO	6 PM to 9 PM

RMR BREAKFAST CLUB - NORTH

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

November 5 | December 3 | January 7 | February 4 | March 4 | April 1



RMR BREAKFAST CLUB - SOUTH

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

November 12 | December 10 | January 14 | February 11 | March 11 | April 8

LAFAYETTE CARS & COFFEE

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

November 5 | December 3 | January 7 | February 4 | March 4 | April 1

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.

October 11 | November 8 | December 13 | January 10 | February 14 | March 14 | April 11

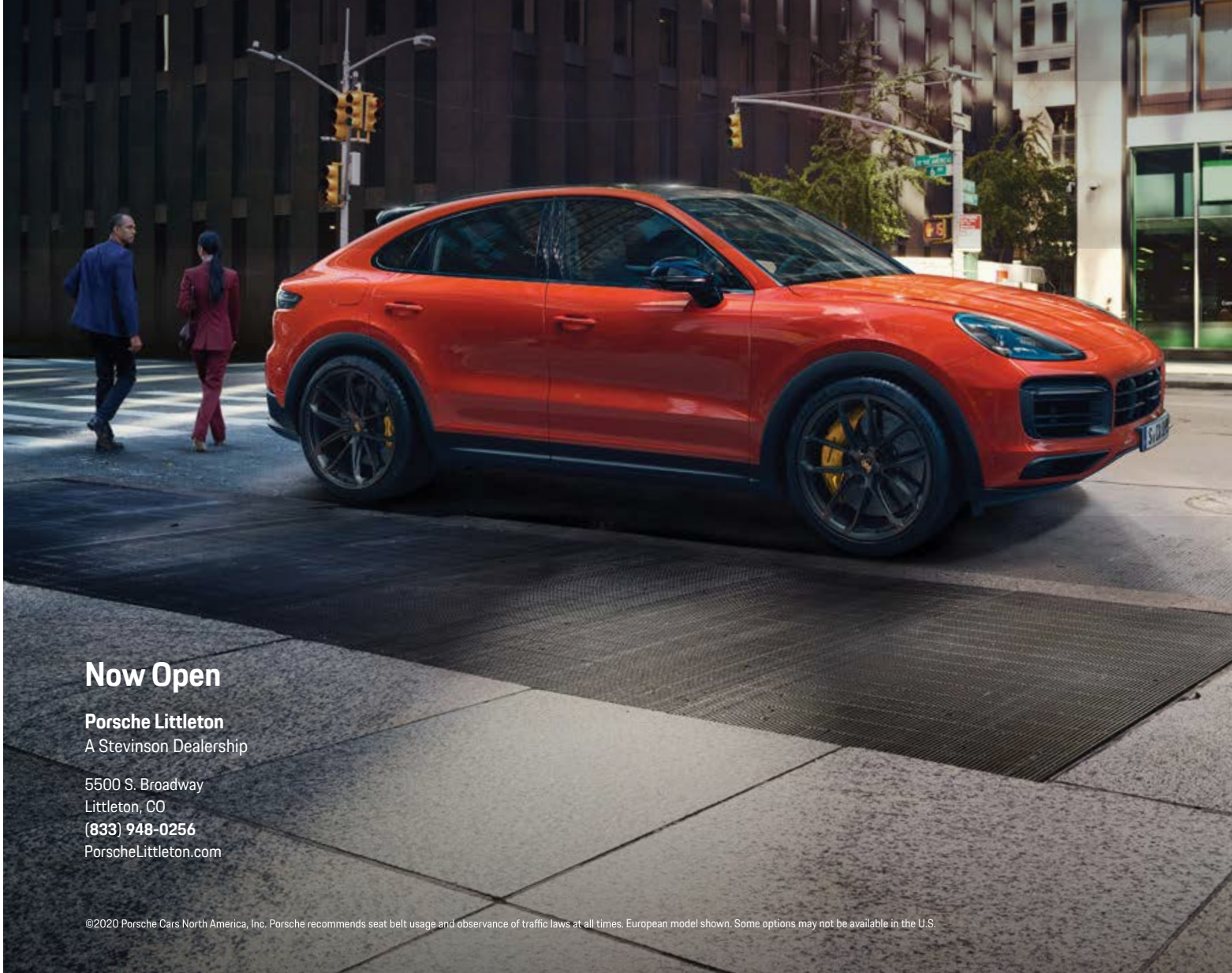
PCA NATIONAL EVENTS

November 13, 2022	ÜnStock — Burbank, CA West Coast Customs www.pca.org/events/unistock
June 18 – 24, 2023	Porsche Parade 2023 — Palm Springs, CA La Quinta Resort and Club www.PorscheParade.org/parade-2023
Sept 28 – Oct 1, 2023	Rennsport Reunion VII — Monterey, CA Weathertech Raceway Laguna Seca www.pca.org/events/porsche-rennsport-reunion-vii

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PORSCHE

J.C. AGAJANIAN AWARD CEREMONY

WHEN: Friday, October 14, 5 to 9 PM
WHERE: Infinity Park Events Center
4400 East Kentucky Ave., Glendale 80246
COST: \$65/person — includes one drink, dinner,
award ceremony, silent and live auctions
WEBSITE: ColoradoMotorsportsHallOfFame.com/ceremony



This fall, Rocky Mountain Region of PCA is being awarded the prestigious J.C. Agajanian Award by the Colorado Motorsports Hall of Fame for exceptional contributions to Colorado motorsports by an organization. Previous winners include the Vintage Drag Racing Association, Pikes Peak International Hill Climb, and the NHRA West Central Division. During the ceremony, a video will detail RMR's accomplishments and contributions through the years with a voice-over by someone very familiar to RMR members. Our board of directors and esteemed guests will attend, and we invite you to join us. A previous car club had as many as 60 guests to cheer them on; we should be able to beat that. Please come and help celebrate as we accept the J.C. Agajanian Award.

I look forward to having you join us as we are honored by the Colorado Motorsports Hall of Fame.

Vicki Cox-Jones, RMR-PCA President

SAVE THE DATE

RMR'S ANNUAL HOLIDAY PARTY

WHEN: Saturday, December 3, 2022
WHERE: Wings Over the Rockies Air & Space Museum
7711 E. Academy Blvd, Denver, CO 80230
WEBSITE: www.WingsMuseum.org
EVENT CHAIRS: Becky Chase (becky_chase@comcast.net)
Holly Jackson (membership@rmrporscheclub.com)
CHARITY: Food Bank of the Rockies (FoodBankRockies.org)

Join us for a fun-filled evening with great food, wine, and your Porsche friends.
Don't miss this amazing venue.





TRACK TALK

Dan H. Carlson

Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

Be a Track MVP... by Brian Bobich

You're ready to hit the track and set that new personal-best lap time. Your lug nuts are torqued to spec, your engine is warmed up, and your tires have been set to optimal pressures; time to throw down that epic flier! Only it doesn't come. "What? How am I slower than my last session!? What gives?"

Well, are you driving like an MVP? Let me share a mnemonic device I use to regain my focus on track, particularly when I'm feeling the urge to push for that faster lap time.

"M" is for smmmmmmmmmmooooooth.

Smoothness is one of the first keys to becoming a proficient performance driver.

As our confidence grows in our driving, it's easy to lose sight of this, particularly when pushing the car to go faster. Yet at the core of performance driving are the physics of weight transfer between tires as we accelerate, brake, and turn. The way we apply or release the brakes, turn or un-wind the steering wheel, and apply or release the throttle all impact how rapidly weight is transferred. When weight transfer is smooth, the car responds predictably, and we can get closer to its limits of grip – so shorter lap times.

Imagine talking with someone who halfway through each sentence suddenly changes topics and starts anew. Our car experiences that when we're unsmooth – jerking the steering wheel, popping off the brake pedal, mashing the throttle, etc. – and it can't keep up with what we're asking. Despite what Hollywood racing movies have shown, we can't just grip the wheel tighter, shift gears harder, and suddenly go faster. We must stay relaxed and smmmmmmmmmmooooooth.

"V" is for vision. Vision is one of our best performance-driving tools. Not only must we see where we're going, but our vision can drastically change our ability to process information and affect our ability to relax. When we look up, far ahead, our brain has more time to process what it sees coming, so our perception of motion slows. When our eyes drop and we look immediately in front of the car, the perception of speed is much faster, limiting the information we can take in. Vision also influences smoothness; when information comes at us faster and in smaller glimpses – when our eyes drop – we drive more reactively, only processing one turn or reference at time, and we must respond rapidly. However, by looking farther ahead, we take in more

information visually, and that information seems to come slower, so we can better prepare before we must react.

"P" is for patience. Being patient may seem at odds with going as fast as possible, but many costly on-track errors can be traced to impatience. Applying the throttle too soon or too much when exiting a turn: impatience. Turning in too early and running out of room on the outer edge of the track: impatience. Attempting a late pass of another car, risking contact: impatience. Carrying too much speed into a corner: impatience. Getting frustrated with a slower driver who doesn't let you by: impatience. Getting frustrated with yourself for not setting that personal-best lap time: impatience. This can lead to close calls and unsafe situations, so patience is key to performance driving. Impatience also makes you anxious and tense, thus unable to perform as well as you want, ultimately impacting smoothness and vision – and lap times.

So next time you head out onto a track, try MVP! Chant, "M-V-P! M-V-P! M-V-P!"



Are there any topics that you'd like covered in a future Track Talk column? Contact Dan Carlson at: CDI@rmrporscheclub.com

**RMR Driving Instructor
Brian Bobich**





Treffen Spring 2023

When: April 19 – 23

Where: Barnsley Resort
Adairsville, GA

Website: treffen.pca.org

*“Touring the Southern
Blue Ridge Mountains”*

Bring your Porsche out of hibernation and join us at the Barnsley Resort as Treffen continues east to Georgia. Our host hotel has the unique set up of a pedestrian-friendly village with multi-room cottages, which you can share a common area with friends and family; and an inn for those who prefer a traditional guestroom or suite. The Peachstate Region has planned many tours on the twisty, curvy roads in the nearby mountains. We are also making plans for excursions to Porsche Experience Center – Atlanta. Registration opens on January 4, 2023. Check our website for info and follow us on Facebook at <https://www.facebook.com/treffenorthamerica> for latest updates.

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youtube.com/PorscheClubofAmerica

Ladies' Day



Empowerment.

Passion.

“Ladies’ Day DE is less pressure than when you are out there on the track with the men. When you are new, you don’t need to be worrying about some guy on your tush.”

ARTICLE BY **SUSAN EASTMAN**

PHOTOS BY **MIKE PAPPAS AND CHRIS HANSEN**



Porsches.



This Ladies' Day participant is all smiles

Ladies' Day at the Colorado State Patrol track in Golden was about shared experiences and sisterhood. This annual driving school is hosted by Rocky Mountain Region for ladies only. After all, Porsches are ladies. The curves, aluminum, steel, and carbon fiber...plus their confident stance and intoxicating sounds make them beautiful, recognizable from a mile away.

On Saturday, August 6th, 65 women of all skill levels took to the track to celebrate this passion and feel that power. All are welcome, regardless of ability, to push their limits, to maybe scare themselves a little, and to feel empowered behind the wheel. And to realize how their Porsches inspire them.

Mother and daughter drivers Desirae and Heidi Rose participated in their first Ladies' Day. They've done autocross and ice racing, but this was their first time on tarmac. Desirae was in a 2012 Cayenne, Heidi in an Audi A4. "Ladies' Day is less pressure than when you are out there with the men. When you are new, you don't need to be worrying about some guy on your tush," said Desirae.

Another mother-daughter duo was Michelle and Hannah Ger-

wing. Hannah leaves for college this fall, so her empty-nester parents decided they needed a new hobby. They figured a 2015 911 Turbo would do the trick. "We drove it at High Plains; it was exhilarating just seeing what the car is capable of," said Michelle. "I'm an adrenaline junkie, so today should be fun!"

A women-only event was a big draw. "I thought it would have a different vibe (than with men)," said Lisa Walsh. She got her first Porsche last March, a 2009 Cayenne. "I wanted to learn how far I could go, how far the car could go," she said.

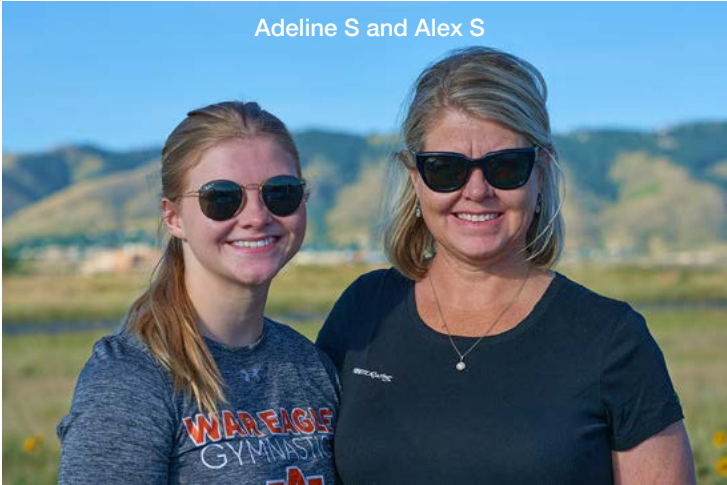
Megan McClintock admitted to a different motive. "My story is going to be very different from everyone else's," she said with a laugh. "My husband is a huge aficionado, he loves everything about the cars and the track. I wasn't that into it, but I agreed to come. I only started driving a stick a few months ago." Megan drove her 2004 Boxster, telling herself that she didn't have to drive fast if she didn't want to and "not to care if I made mistakes on the track."

Since sharing is twice the fun, friends Kristin Ramer and Dawn Christofferson arrived together. Kristin drove her husband's 2017

Dawn C and Kristen R



Adeline S and Alex S



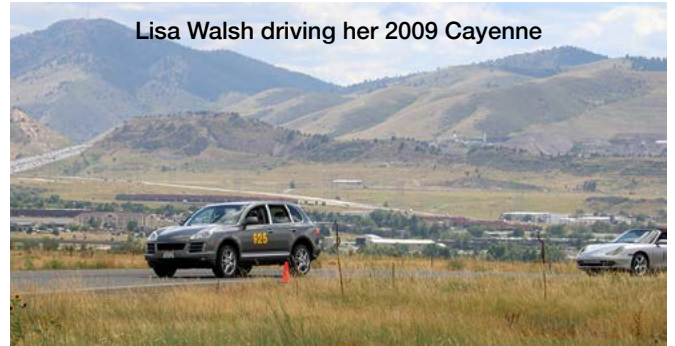
Michelle Gerwing in her 2015 911 Turbo



Megan McClintock in her 2004 Boxster



Lisa Walsh driving her 2009 Cayenne



911 Targa, and although he encouraged her to enter, he made her promise that she'd drive it only to the track, on the track, then directly back into their garage in Evergreen. Her own car is a 2017 Macan. "We've been into Porsches for 10 years. I want to learn how hard I can push my car and to feel confident when I'm pushing it," Kristin said.

Dawn has always loved fast cars, beginning with Trans Ams, Corvettes, and Camaros; she bought her first Porsche, a 2010 Boxster, this year. She and hopefully everyone else got what they came for.

"I had a great instructor; he was patient and talked me through the whole thing," said Lisa Walsh. "As I got more confident, he started saying less, letting me drive. He would give me positive feedback and tell me where to push it. It opened my eyes to what the car is capable of. I ran the whole gamut of emotions and am absolutely doing it again next year," she said enthusiastically.

Heidi Rose has always loved discussing engines with her father. "I like being able to figure things out, and since Dad has talked 'apex' and 'taking the line,' I finally got to put those things into practice. It was really fun!" she said.

"Did you hear about the car that spun out? Yeah, that was me," said Megan McClintock, the one who said she wasn't going to care if she made mistakes. "I did a 180 onto the grass. It happened so fast that it didn't really scare me. I knew I was going

fast, but that corner surprised me. Afterward my legs were pretty shaky, but I restarted the car and did another two laps. I was really proud of myself."

Lisa Walsh also mentioned the mental aspect. "I was out of my comfort zone; I didn't know what I was getting into. Beforehand they told us about the cones, the flags, the apex; it was information overload. But once you get out there and do a few laps, it's not that bad. Your confidence builds each lap," she said.

Desirae Rose's objective was to develop consistency in her driving and keeping her line. "When you get it right, it just feels soooo right!" she said. She also noted how much she appreciated the Colorado State Patrol allowing the use of the track and sending a woman trooper to represent them. "It was awesome having Sgt. Bonnie Collins there," she said.

Her daughter Heidi summed up the experience with great wisdom for a 20-year-old. "Women know how to do things but can be scared to try. So having a safe place to try is important, and you get so much joy at trying. Then you have a fun story to tell after!" she said.

Susan Eastman, a Realtor with Live West Realty in Boulder (see ad, page 2), drives a Guards Red 2004 Boxster named Butzi.





Electrifying! A Taycan at Ladies' Day

August 6, 2022 Colorado State Patrol Track Golden, CO

Megan McClintock is ready for more track time



All is good in
Lisa Walsh's
2009 Cayenne

Heidi Rose skillfully maneuvers her Audi A4



by Porsche News

Porsche Presents the New 911 GT3 RS

The new Porsche 911 GT3 RS makes no secret of its intentions: it is uncompromisingly designed for maximum performance.

The road-legal high-performance sports car takes full advantage of technology and concepts from motorsport (911 GT3 RS: Fuel consumption* combined (WLTP) 13.4 l/100 km, CO₂ emissions* combined (WLTP) 305 g/km, Fuel consumption* combined (NEDC) 12.7 l/100 km, CO₂ emissions* combined (NEDC) 289 g/km). Even beyond the high-revving naturally aspirated engine with racing DNA and intelligent lightweight construction, it is, above all, the cooling and aerodynamic systems of the 911 GT3 RS that connect it most directly with its motorsport brother, the 911 GT3 R.

Central-radiator concept inspired by motorsport – the foundation for active aerodynamics

The basis for a significant performance boost is the concept of a central radiator – an idea that was first used in the Le Mans class-winning 911 RSR and subsequently in the 911 GT3 R. Instead of the three-radiator layout seen in previous cars, the new 911 GT3 RS relies on a large, angled centre radiator in the car's nose, positioned where the luggage compartment is located on other 911 models. This has made it possible to use the space freed up on the sides to integrate active aerodynamic elements.

Continuously adjustable wing elements in the front and on the two-part rear wing, in combination with a number of other aerodynamic measures, provide 409 kg of total downforce at 200 km/h. This means that the new 911 GT3 RS generates twice as much downforce as its 991.2-generation predecessor and three times as much as a current 911 GT3. At 285 km/h, total downforce is 860 kg.

A drag reduction system (DRS) is fitted in a production Porsche for the first time. To achieve low drag and higher speeds on straight sections of the track, the DRS allows the wings to be flattened out at the push of a button, within a specific operating range. The airbrake function is activated during emergency braking at high speeds: the wing elements at the front and rear are set to maximum, creating an aerodynamic deceleration effect that significantly supports the wheel brakes.

CLICK ON THIS IMAGE to watch video introducing the new Porsche 911 GT3 RS



The look of the new 911 GT3 RS is characterised by the large number of functional aerodynamic elements. The most prominent feature of the GT sports car is the swan-neck-supported rear wing, which is significantly larger in all dimensions. The rear wing consists of a fixed main wing and an upper, hydraulically adjustable wing element.

For the first time on a Porsche production vehicle, the upper edge of the rear wing is higher than the car's roof. In addition, the front end of the 911 GT3 RS no longer has a front spoiler, but instead features a front splitter that divides the air flowing over and underneath. Sideblades accurately direct air outwards. Front wheel arch ventilation is provided via louvred openings in the front wings.

Inlets behind the front wheels, in the style of the iconic Le Mans-winning 911 GT1, reduce the dynamic pressure in the wheel arches. Sideblades behind the intake ensure that the air is directed to the side of the vehicle. Air from the centrally positioned radiator flows out via large nostrils on the front lid. Fins on the roof direct the air outwards, ensuring cooler intake temperatures in the rear.

In the new 911 GT3 RS, the openings in the rear side panel are used exclusively to improve aerodynamics and not to draw in process air. The rear wheel arch also features an intake and a sideblade for optimised airflow. The rear diffuser comes from the 911 GT3 and has been slightly adapted. ✱



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HIGHGEAR

DRIVER'S ED 101



ARTICLE BY BRIAN HOFFMEYER
PHOTOS BY MIKE PAPPAS

Another Weekend, Another Successful DE

Another weekend, another successful Rocky Mountain Region High-Performance Driver's Education event! DE 101 followed hot on the heels of our amazing Ladies' Day event at the Colorado State Patrol (CSP) track atop South Table Mountain in gorgeous Golden. Ladies' Day and DE 101 use this shorter, easier track for new drivers to start their journey toward becoming high-performance drivers. Don't get me wrong though, this track has something for everyone, and the event was a lot of fun for novices and experienced drivers alike.

Sunday dawned clear and relatively cool; soon around 60 cars were lining up and getting ready. As always, we started with a drivers' meeting, where we learned the unique procedures for this track, talked about its infamous hump on the second straightaway (I didn't say "jump," though at speed that sometimes happens as you go over it!), and had "Fun with Flags." Scott "Hendo" Henderson, chief instructor for the day, referred to my favorite show, "The Big Bang Theory"! Afterward, new drivers went to the classroom to learn what they would experience, while more experienced drivers started their driving sessions.

Although the CSP track is shorter than High Plains Raceway (HPR), it is still a lot of fun to drive, with tons to learn. Besides the hump, it has a bus-stop feature — four turns in quick succession — that is really entertaining to drive through. It was great to see the green and yellow run groups out there driving with instructors, quickly learning and picking up speed and technique.

The morning flew by, then we broke for a great lunch (thanks to the Ladies' Day co-chairs for organizing it) and charity laps supporting the Colorado State Patrol Family Foundation. When it looked like we would get rained on, co-chief instructor Vicki Earnshaw reminded us that we drive rain or shine. I for one hoped to get experience in the wet, but the rain held off for the rest of the driving sessions.

As always, the day wrapped up with Beer:30, this time at the historic Rock Rest saloon. Beverages and stories were shared, and all went home dreaming of their next track day. We got quite a few novices addicted to this exciting sport, and they will join us at HPR soon. Thanks to the many volunteers who made this event possible; we couldn't do it without you. See you all soon for 2022's last two high-performance drivers ed events. 🌀



Morning drivers' meeting



Tom LaRitz directs participants to the paddock parking





All systems "go" with driver Matt McClintock



Christian Griffith with instructor Karen Clayton followed by Justin Henson with instructor Mike Childs in the white SC



Brant and Sanet Fenster



Gene Davis instructs Bob Gerwing in his silver Turbo



Fred Pack instructs Boxster GTS driver Michael Watkins



Tom LaRitz in his GT4



Dan Kauffman in his Cayman R


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LEARNING CURVES : PORSCHE DRIVING SCHOOL

John Mackin

Guest Columnist

We got to drive a 640-hp, \$244,000 911 Turbo S, a truly fantastic machine!

My Porsche Track Experience

I recently attended the Porsche Track Experience at Barber Motorsports Park in Birmingham, Alabama, and I want to share this experience with you.

I took the two-day Performance Course, an intro to their follow-on advanced courses, which can lead to an SCCA racing license.

Porsche arranged for rooms at the Grand Bohemian Hotel in Birmingham, about 20 miles from Barber Motorsports. Although expensive, the hotel provided transportation to and from the airport as well as to and from the track daily. A complementary bottle of wine was also included. On the first evening, Porsche hosted a dinner for students and several instructors. Breakfast and lunch buffets were at the track in a dining room with a grand view overlooking the park. Day one's lunch featured rib-eye steaks, not too shabby.

Our class included 29 drivers from across the country. Many were Porsche owners and PCA members but not all. Several had previously attended the school. My class had two brothers from Los Angeles and two friends from Connecticut. We were divided into six groups of four or five drivers. After a short classroom session discussing basic vehicle dynamics, three groups went to the track, and three went to the parking-lot exercises, then we rotated midway through morning and afternoon sessions.

The Barber Motorsports facilities are world-class, a 2.38-mile, 16-turn course in a beautifully landscaped park. Porsche had lined up cars ready for us to drive; those for the track were the latest 470-hp 911 Carrera GTS models with ceramic brakes, rear-wheel steering, and 18-way seats plus the standard GTS features. For one session on the second day we got to drive a 640-hp, \$244,000 911 Turbo S, a fantastic machine! All cars had a VBox data system with in-car video, and we were given thumb drives to record our sessions.

Track sessions were the lead-follow type, and instructors were experienced racers. Each instructor led three or four cars around the track. We started slowly and built up speed over the course of the two days. Every lap or so, the cars rotated; the car immediately behind the instructor fell to the back of the group, and the other cars moved up. The instructor critiqued and coached us over a walkie-talkie piped into our cars' audio system, though it was a bit hard to understand over the engine noise. I was constantly impressed at the instructors' ability to critique us while driving at high speed.

After two 25-minute run sessions with a break between, our group rotated to the parking-lot exercises: braking exercises in 718 GTs, a Panamera, and a Taycan; a wet skid pad in a 911; and an autocross in a 718 GTS. The braking and wet skid pad exercises varied each time we rotated. On the last afternoon, as

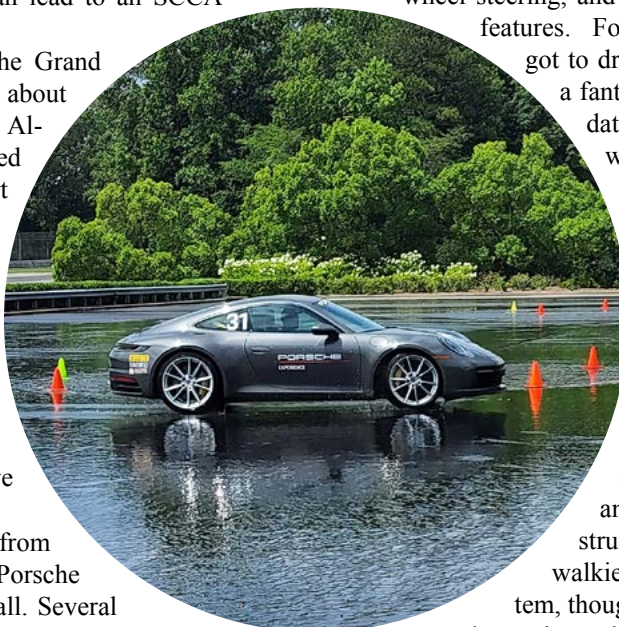


Photo: John Mackin





Photo: Porsche Cars North America

competition, each autocross group ran a relay race with each driver doing three laps, and results were compared to those of other groups.

Throughout the training, major points of emphasis were looking where you wanted the car to go and proper braking technique, especially trail braking into turns.

The last event was a hot lap for each student with an instructor driving. While we all had made great progress in the previous days, this showed us how much more was possible. Afterward we assembled in the classroom to learn the competition winners and receive certificates of completion and, of course, a pitch to take follow-on courses. I was happy to learn that I came in third for the fastest autocross time.

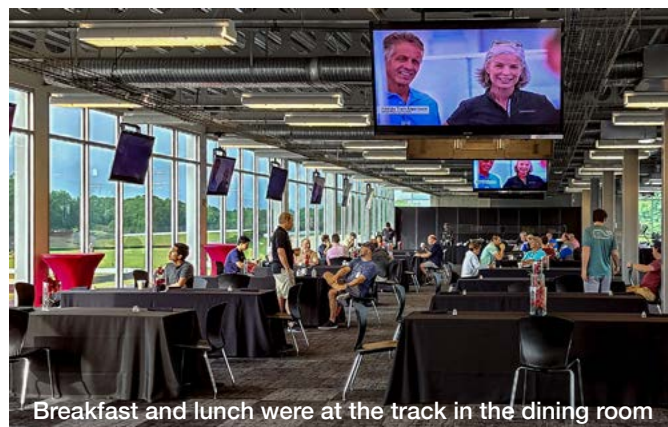
Leaving the park, we stopped at the tremendous Barber Motorcycle Museum, which includes 1600 motorcycles plus Lotus cars. Our visit lasted only about 15 minutes; you need hours to do justice to this collection.

This was a fantastic experience! A great track, great facilities, great instructors, and great cars! I picked up several pointers on fine-tuning my track driving, and I recommend this course for all.

(www.PorscheDriving.com/track-experience)



The Porsche Driving School At Barber Motorsports Park



Breakfast and lunch were at the track in the dining room



The tremendous Barber Motorcycle Museum

Photos: John Mackin





RMR BOARD OF DIRECTORS – NOMINATION BIOS

Rocky Mountain Region's Board of Directors 2023 : Meet the Nominees



President : Russ Rydberg

I have been a PCA member since 2014 and have served on the board since 2016. Soon after joining the club and participating in a couple of driving tours and socials, I felt drawn to offer my services to assist those who were working so hard to make RMR so great. Never one to wade in the kiddie pool, I jumped right in at the deep end and joined the board as the newsletter editor. For a little over two years I dedicated my time and worked hard to produce what I hoped was a decent newsletter and was bestowed a national award (third place in Class IV). I realized I enjoyed the “inner workings” of being on the board. After my stint as editor, I was offered the position of club secretary. I served in that capacity for almost three years before being elected second vice president. I am honored that the nominating committee has asked me to continue; I will do my best to fulfil my duties and responsibilities and represent Rocky Mountain Region well.



Vice President : Eric Elliff

I have been a member of PCA-RMR since 2009, when I purchased my first Porsche, a Cayman S. With the encouragement of Kathy Fricke, I began volunteering for the club shortly thereafter, primarily working, and then running, grid for driver education events and the club race. Many grids (and Porsches) later, the driving bug ultimately bit, and I acquired a 944 S2, which I now run at DEs. It's been a lot of fun. I have served as your board secretary for the last two years. During that time I have learned the intricacies of running our region, including socials, tours, and autocrosses, in addition to DEs. The board is a dedicated and hard-working group. I have been impressed by their diligence and loyalty to the club, and it would be my honor to be elected as your vice president for 2023.



2nd Vice President : Scott Pedram

My first experience with German cars was with Audi, starting with an A4 and iterating through to an RS 5. I was very active in the Audi Club North America, eventually serving as vice president, then president of the Rocky Mountain Chapter. The siren song of Porsche sang, though. I bought a 718 Cayman GTS in 2018 – and, of course, joined RMR as well. I kept a foot in each club and fostered a partnership which has helped improve RMR's annual ice-driving event, the Eiskhana. I believe you get out of the club, what you put into it, and so I currently serve as RMR's tech inspection chair as well as the autocross program chair. I'm humbled by the nomination committee asking me to run for second vice president and would be honored to continue serving the region. I “came for the cars, and stayed for the people.”



Secretary : Holly Jackson

I have been with PCA-RMR for over 10 years and membership chair for over 8 years. I look forward to testing my note-taking skills. I have helped previous secretaries a time or two. I still plan to attend social and driving tours and maybe even an autocross and drivers ed. I know I will still be engaged with our membership as a whole. I am also a full-time member of the National Tour Committee as one of its off-road experts. I have enjoyed many board meetings and discussing different point of views on the topics at hand. I will do my best to fulfill my responsibilities as Rocky Mountain Region's secretary.



Treasurer : Mike Drury

As a Colorado native, I have resided my entire recallable life in the Centennial State. I was introduced to race cars by my uncle, who took me to Lakeside Speedway to watch midjets, modifieds, and stock cars eat up a quarter-mile oval. Later I rode my Schwinn Sting-Ray bike to Englewood Speedway on Saturday nights to watch those same cars together with figure-eights and demolition derbies. I guess that's how I became a car guy. German cars of my youth included the Volkswagen Beetle and my brother's Karmann-Ghia. But I was a child of the '70s, so muscle cars dominated my Littleton High School education – a Pontiac Firebird and a GTO. More practical cars dominated my years at the University of Colorado, where I earned a bachelor's degree in accounting, and the University of Denver, where I received a master's in taxation and a law degree. I spent the next 36 years working for the IRS, where my job was to resolve tax controversies, without litigation, involving the country's largest corporations. A co-worker convinced me to the Porsche world as we shared a 944S track car. Bitten by the bug, I have been a member of PCA-RMR ever since. I was asked to succeed my friend as treasurer of this region and am learning the ropes every day. The treasurer position keeps me busy in retirement, and I am happy to help the region in whatever manner I am able. I hope to bring long-term continuity to the treasurer's position.



Membership Chair : Lisa Walsh

Growing up, my father would take me to the Pocono 500 Indy-car races. As guests of Roger Penske, it was very exciting to be that close to these super-fast cars and to meet accomplished drivers like Rick Mears. So began my fascination with the world of cars. Fast-forward to May 2017 and the purchase of our first Porsche, a red 1998 Boxster. Several years later, in October 2021, the Boxster was replaced with a silver 2005 911 Carrera and it was then that we learned about PCA from the seller. My husband joined, and I started attending events with him, but I wanted my own car (and my own membership). I purchased my first Porsche, a 2009 Cayenne, in March of this year and immediately joined PCA. From the start, I have participated in driving tours, socials, and with a little encouragement, took to the track for Ladies' Day. I volunteered to be a run-group leader/sweep on driving tours and autocross photographer, and I wrote my first article for *HighGear*. Over the past several months, I have met some pretty amazing people and made lots of new friends. I am truly honored to be considered for the membership chair position, and I will work hard to earn your trust, learn even more about the club, and grow RMR's membership.



Newsletter Editor : Bill Simon

My introduction to PCA was in 1978, when I attended my first Porsche Parade, in Aspen. Twelve years lapsed before I attended my second Parade, in 1990 in Monterey, California. To date, I have attended 30 Parades. Because of PCA, I have many wonderful 'Porsche friends' all across the United States and Canada. From my long membership, PCA's slogan rings true: "It's Not Just the Cars, It's the People." I was part of the 2009 (Keystone) Parade Committee as Zone Challenge Chair under Parade Chairs Kathy and Walt Fricke. In 2020 I was honored and humbled to receive RMR's Male Enthusiast of the Year Award. For a little over four years – since July 2018 – I have used my design and project-management skills to produce what I hope is a decent newsletter for our region. During my tenure we have been blessed to receive recognition from PCA in the National Newsletter Contest (2022, second place, Class VI; 2021, first place, Class VI; and 2019, second place, Class VI). Class VI covers the largest regions, with 1,700-plus members. In addition to my work on RMR's *HighGear*...I have done a variety of design-related jobs for PCA National, including designing the PCA autocross logo, designing and building Grand Prix Region's website (gpx.pca.org), Pocono Region's website (poc.pca.org), and the Zone 2 website (zone2.pca.org). In 2021 I was asked to join the RMR board of directors as newsletter editor. I am honored that the nominating committee has asked me to continue in this role and promise, to the best of my abilities, to continue to work hard...and I hope that I have earned your trust and support for the newsletter editor position.



FEATURED RMR MEMBER

Susan Eastman

RMR Columnist

PCA-RMR is like nothing I've experienced. If there is such a thing in the Mercedes world, I never heard about it.

Switching Gears: Dennis Marshall

Dennis Marshall has long been a Mercedes-Benz aficionado, having owned three, so it was quite a mindset shift for him to think outside his comfort zone after a business partner admired a new Porsche in her neighborhood.

"When I looked at Porsches, I was surprised that they were less expensive than I'd expected, so I became open to the idea," Marshall said. "Then when I looked at the performance statistics, they blew me away. The Taycan Turbo went from zero to sixty in three seconds, and for the price, that was rock star!"

He bought his 2020 Taycan three months ago and has never looked back. Its four doors accommodate his two kids and his parents when they visit from Wyoming, and he was pleasantly surprised at how comfortable and roomy the back seats are.

Then there is the Porsche experience. "The more I dug into it--details about performance and manufacturing--I learned that the engineers' job was to make the Taycan drive like a 911. And this car drives *amazingly*," he said. "The price-performance equation was great!" Speaking of performance, the first time Marshall used Launch Control mode, it shocked him. "It was a lot faster than I expected. When the screen showed 'Launch Control Activated,' it was like being in a rocket. The 670 hp totally pushes you back in your seat!" he said, laughing.

Marshall has evolved from that thrill to the excitement of canyon driving, and he tries to get on mountain roads every chance he gets. This made him realize that he needed to refine his driving skills to fully appreciate the Taycan, so he joined Rocky Mountain Region. He was excited to see so many social events, from happy hours to tours as well as driving-instruction courses. Marshall decided to first try an autocross, bringing along his 22-year-old daughter Liz to watch. Not only did he have a blast with instructor Randy Pidhayny, but Liz was enthralled by the beauty and sounds of the Porsches and later enjoyed a few laps with instructors to cement her Porsche passion.

"We had an amazing day; everyone was so welcoming and accepting," Marshall said. "This is a really cool community, like nothing I've experienced. If there was such a thing in the Mercedes-Benz world, I never heard about it."

Another element of PCA appeals to Marshall. As a strong advocate of philanthropy, he was pleased to see that that awareness exists here, often with opportunities to donate to causes at club events.

How does new member Marshall summarize his current love for life? With his exciting Porsche, his successful company, his ability to give back to society, and the new community he has discovered, Marshall said, "I'm living the dream!"

Susan Eastman, a Realtor with Live West Realty in Boulder (see ad on page 2), drives a 2004 Guards Red Boxster named Butzi.



Dennis Marshall with his Jet Black 2020 Taycan Turbo

– SPEC SHEET –

Occupation: Owner, Marshall Investment Management

Residence: Lone Tree, Colorado

What Is It About Porsches: "The attention to detail with the engineering and manufacturing."

How Did You Get Into Porsches: "My business partner suggested I buy one; so I did, and fell in love with it!"

What Porsche Was Your First Love: "The 918 Spyder."

Current Porsche(s): 2020 Taycan Turbo

Scariest Moment Behind the Wheel: "The first time I used Launch Control in the Taycan!"

Dream Car: 918 Spyder

Favorite Drive: Deer Creek Canyon

What People Don't Know About You: "Driving used to be about getting from point A to point B. Now that I have a Porsche, sometimes I'll just drive and have no destination."

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ROCKY MOUNTAIN ROAD TRIPS



Photo: Stephen Olitsky

Aspen's Fall Foliage

On a cool October morning...RMRer Stephen Olitsky snapped this photo of his six-speed 2007 Carrera White 997 Turbo whilst taking in Aspen's spectacular fall colors on a spirited drive up Independence Pass (elevation 12,095'). This car has two-tone interior (terracotta and black) with PCCBs, and Chrono Package. #grateful

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by Randy Leffingwell

published in 2022 by Motorbooks

This latest book by Leffingwell is outstanding. It joins Einstein's equation in the pantheon of classic equivalencies. Leffingwell has produced a plethora of Porsche books, all outstanding. The text of this guide is comprehensive and readable, fully illustrated with excellent, large photographs.

Classic Porsche 911 begins with a discussion of buying a used Porsche — including interesting comparisons between the 356, 911, and 912 — and narrative paragraphs on checking individual systems of a purchase candidate. Chapter 2 comprehensively treats the ins-and-outs of Targas and Cabriolets.

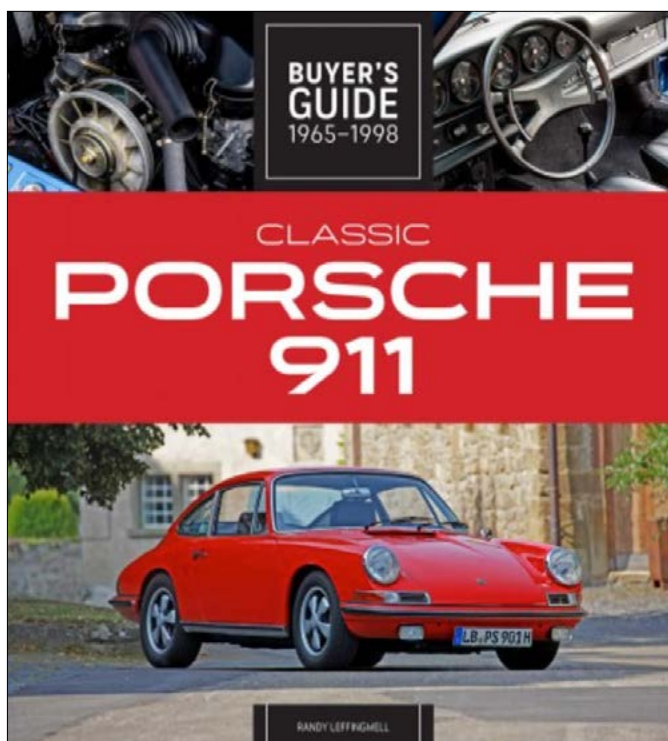
Chapter 3 deals with identifying and evaluating gray-market cars. They can be the proverbial pig in a poke and should be priced accordingly. Because a car had to be special in some way to induce anyone to deal with the gray-market importation process, these cars often carry premium prices based on what they are supposed to be. Their reality is a very mixed bag, so caveat emptor in spades! Not only will the car be in question, so may be the ability to register and insure it for road use.

Chapter 4 starts the series of year-by-year commentary with the 1965 901/911. Every year/chapter's left-hand page is a narrative about the marketing, design/engineering considerations, and special characteristics of that year. The narrative is followed by detailed specifications and quotations from contemporary reviewers.

A dated parts list table shows prices (apparently in 2021 dollars), but relative values from model-to-model are still significant.

A rating table compares model characteristics within a specific year and has usually excellent engine and cockpit photographs. Next is a two-page Garage Watch Problems with a photograph of an example vehicle, annotated with descriptive call-outs to guide

anyone evaluating such a car. Throughout the book, the model year is printed on the right-hand edge of the page, greatly simplifying the process of finding information on a particular year of interest.



The 34 chapters deal with model years from 1965 through 1998. Leffingwell meets the challenge of describing each year individually, different from the write-ups of the preceding and following years. Having owned an '86 Targa for almost 20 years, I can attest to the completeness and accuracy of his enumeration of that car's foibles.

The classic models covered in this book are going up in price. No one should consider buying one of these vehicles without availing themselves of the guidance in this book. Any Porscheophile will benefit from knowing the evolution of Porsche design presented here; typical of Leffingwell's superbly illustrated Porsche books, this is one that every Porsche enthusiast of whatever vintage will enjoy. *Classic Porsche 911* is soft

bound with 240, 8x9-inch matte pages with 200 illustrations.

By the time you read this, it should be available for \$32.99 from your favorite bookseller or from QuartoKnows.com. ✱



PCA CLUB RACING

David Safris

RMR Columnist

*Thank you to the army of volunteers
who kept the event running!*

Rocky Mountain Thunder at High Plains

Rocky Mountain Region's club race at High Plains Raceway on September 17-18 was by any measure a resounding success, with beautiful weather, nearly 100 Porsches, and a fun track.

Thanks to the army of volunteers who kept the event running. Guided by Chairs Vicki Earnshaw and Dave Nelson, all aspects were well prepared and executed. Tasks ranging from communication, grid work, corner stations, and even a dinner on Saturday night all ran smoothly.

Squeezing all the racing into a concise article is impossible. So many stories and sub-stories took place over two days of racing and driver's ed. Fourteen classes of cars hit the track, from two new 992 911 race-car builds out of Texas to the many 944s, 924s, Boxsters, Caymans, and air-cooled 911s; there was something for everyone. Spec Boxster had the largest field, seven cars; the 924/944 group was next with six, and the Caymans had five.

For complete results, see Race Hero via the app or at <https://racehero.io/events/rocky-mountain-thunder-2022/results>. You can also check class standings, track records, and other PCA driver information at www.rennlist.com.

Race One, Saturday, 40 minutes

Adam Jaspers deserves recognition for his efforts in GTB1. Running with a Cayman rented from local NRG Racing, he proved that it is the tool behind the wheel that makes it happen. Adam drove to the front of the field in the first session and was not inclined to give up the spot. He etched his name into the record books on Saturday morning, dropping a record-setting

1:54.345 bomb in practice. Continuing with the Caymans, we were deprived of a showdown between Adam and Keith Slankard when Keith's car suffered a mechanical snag in Friday practice.

The 2023 GTB1 race will be one to pencil in on your calendar.

Justin Wilson just outpaced Michael Hemingway to win in Spec Boxster class. Kris Pippin nipped David Nelson by a tenth of a second to win SP1. Darrell Troester got rolling with his 997.2 Cup Car and took the top spot in qualifying and Race One.



Robert Ames took the Best Prepared Award with this beautiful 1993 RS America.

Race Two, Sunday, 30 minutes

The start was very close, with several cars moving for position into Turn 1. The leading Cup Cars and a few Clubsports all seemed to have the same pace. It was great to see another clean start from a competitive pack, which thinned on the back stretch. Mike Kresser worked through a mechanical issue and raced from the back of the grid to the front in his GTA2 GT3 Cup car. Justin Wilson and Kris Pippin won in SPB and SP1, while Adam Jaspers maintained his hold on GTB1.

Endurance Race, Sunday, 60 minutes

After Race Two, a one-hour window to get back to grid for the Enduro had racers scrambling for fresh tires and fuel top-offs to get ready for this main event, which proved challenging and a lot of fun. A mandatory five-minute pit stop led to extra strategy and prep to get through the race. The weather was beautiful, warming up throughout the race.

The racers sorted out pretty quickly after Turn 3, with a few cars challenging through Turn 4. We were all in line by Turn 5,





Photo: Mike Pappas

then the real racing began. Darrell Troester edged Mike Kresser for the overall win, and Mike Schumaker grabbed the SPB trophy. Terry Morris took SP1, preventing Kris Pippin from having a weekend sweep. Adam Jaspers again won GTB1. I ran second to him all weekend but kept it a bit tighter in the Enduro with a 1:57.945 to Adam's 1:56.488; closer but not in contention. Maybe next year.

While a few racing incidents occurred during the event, it is fair to say it was a well-run and well-raced weekend with just a few local yellows. This is a great testament to the club racers and the hard-working volunteers and track staff.

Besides the club races, there was a very well-attended Solo HPDE; 63 Porsches ran on Saturday and Sunday. They were great on the track, with very few issues. Congratulations to all Solo HPDE drivers. It's great to see the GT4s, GT3s, Caymans, and everything else out of their garages and on track. Some racers wondered if any of those drivers were ready to jump into club racing.

If you haven't seen the annual club race, put it on next year's calendar. The racers, participants, and volunteers who make it all happen would love your support. 🌟



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ZONE 9 REGIONS

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

Alpine Mountain Region amrporsche.com
Southern Colorado

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

Intermountain Region irpca.org
All of Utah, Southwestern Wyoming

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

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

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

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



I GET AROUND

Danielle Badler
RMR-PCA Columnist

When my chauffeur found out that I write about Porsches, he turned the camera on me and asked what I thought of our ride.

The Times They Are A-Changing

I thought about calling this column Long May You Run, or A Thousand Miles from Nowhere, or Somewhere Up the Crazy River. Because we're moving on, folks. With a hope and a prayer, electrons are leading us into the future.

I've tried grappling with the idea of electric vehicles humming all over the landscape and enthusiasts like you and me actually jumping on the bandwagon, embracing performance electrons.

The problem is, how do you jolt yourself upright when you turn an EV key or press the button and all you hear is the whir of electric motors? In a vehicle weighing at least 1,000 lbs more than an ICE version? With concomitant engineering to begin to approximate the handling prowess of the ICE version? And you're paying a major premium for all this tech? And you're still not sure you'll be able to get enough of a charge, in enough time, to get home after a long-day's journey into night?

Well, I'm bending my view. Don't get me wrong. I'm not there yet. I'm not going shopping for an EV anytime soon. But I have finally seen and driven what I would accept as a way forward, for me at least. I recently participated in the Rocky Mountain Automotive Press Association's (RMAP) annual ride-drive event. It wasn't my first time, but it's been a few years, due to, yes, of course, Covid.

I sampled new offerings from major OEMs but not Porsche. They weren't there. In fact, they've never been there. But Genesis was, along with Hyundai, Kia, Nissan, Toyota, Honda, Lexus, Acura, and Jeep. Thank you, all. For the record, I drove two vehicles with manual transmissions, the new Nissan Z and the new Acura Integra.

The show-stoppers were the newest EVs. The one that shook my pre-conceived notions most was the Genesis GV60. Introduced in the U.S. last spring, as of this writing it's available in only seven or eight states. It's sleek, agile, and has some of the coolest tech I've seen.

Like facial recognition. Stare at the B-pillar, and the car recognizes you. Then there's fingerprint recognition to start it. Combine the two, and you don't need a key. According to the factory rep, it's the only vehicle with facial recognition, at least for now. Zap your friends with that one!

Check the interior: sleek, current, yet not overdone. The cen-

tral console floats between the seats like a shrunken surfboard. A steering-wheel button labeled "Boost" delivers an instant 50 hp, for about 10 seconds, over the stock 429. I'd call it "Press to Pass" or maybe "Boom." You're cruising along, you press the button, and...Whoa!...the car jumps forward.

Another electric shock from the event demands mention; automotive journalism is self-charging, too. Oh, I kinda knew what's going on; I watch YouTube car reviews too. But what I wasn't ready for was that, at least in this crowd, written-word aficionados were a shrinking minority.

The organizers had too few cars for each scribe to drive alone to the staging area. So I hopped into a Z-car's passenger seat for the drive — and watched my companion fasten his Go-Pro to the windshield and record a commentary on the vehicle as we drove.

When my chauffeur found out that I write about Porsches, he turned the camera on me and asked what I thought of our ride. So there I was, on video, praising Nissan for keeping the faith. And the car wasn't bad, either, especially at its price point.

What struck me was that this type of journalism — what might be called electro-video — was the preferred way for most attendees to communicate with their audiences. Us keyboard pounders were, and are, a shrinking minority.

Is this good? For us? For news? For an informed public? I don't know. When a TV journalist was asked how she could possibly cover a complex story in a two-minute stand-up news segment, her response was, "That's the challenge, and that's what makes the challenge rewarding."

I'm not sure I agree, but I'm not sure it matters. To cite Weather Report, I sing the body electric.

Copy Editor's Note: Today's online journalism is almost entirely quick and dirty, and often wildly inaccurate. Arm-waving punks in their twenties with virtually no automotive knowledge or experience broadcast their "lifestyle" opinions on YouTube with virtually no fact-checking or editing. "Listicles" of ten-best or ten-worst prevail, often in error; often written by a kid in Berserkistan who yet to even see the car he's writing about. The likes (and dislikes) of Paul Frere, Karl Ludvigsen, Dean Batchelor, Brock Yates, and RMR's own Csaba Csere are slipping away. So be careful out there. ❀



Photo: Hyundai Motor America

The 2023 Genesis GV60 with advanced AWD



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01



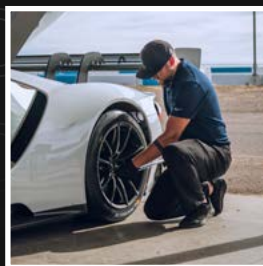
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PORSCHEs

2001 996TT Turbo \$67,500

51,839 mi, 6-spd manual, silver w/black stripes. "Big dog" track car: upgraded engine, trans, suspension, aero, cockpit to GT2 "wannabe". 245x315 R7s. Dyno'd in Denver at 542hp at wheels. Successful time-trial car w/SCCA, Reno. Third owner, bought as street car in 2014. Complete mech. records, upgrade documentation; build sheet on request.

Erwin Stedronsky (858) 442-4417
ERStedronsky@gmail.com

2006 Boxster S \$24,500

78,200 miles, 6-speed manual, Arctic Silver Metallic, PASM, Sports Chrono Package, spoiler. Aftermarket ECU flashed by EVOMS w/contact info kit, GTE throttle body, plenum, Tuned exhaust and headers. SiriusXM radio, Durametric cable, WeatherTech floor liners; 3 sets of wheels/tires: new Michelin Pilot Sports on Porsche wheels; winter Continentals on steel wheels; track Toyos on OZ sport wheels.

Bill Emery (720) 352-3004
emery@colorado.edu

2013 991S \$68,000 OBO

Near showroom cond. Basalt black on black. \$122k new; 26k miles. Loaded, all available options except PCCB and Burmeister. Amazing build. Sunroof delete. My 14th 911, avid enthusiast, RMR member 32+ yrs. Serviced at Prestige. Tires 80%; just had 30k-service early. Clean CO title (green, not orange salvaged) but has flood notation from previous owner. PPI when I purchased it 4 years ago showed car was never in water; was estate insurance claim. Price discounted accordingly. PPI's welcomed. Selling to buy 2014/2015 GT3.

Darin Squires (303) 520-6099
darinsquires@msn.com

2016 Macan S \$48,500

Special-order Paladium, matching int. 28,000 mi. Condition 2 using *Panorama* criteria. Garaged, not driven in winter, rarely in rain, never raced. Near-new Michelin Latitude Tour HP tires. Special-order sunroof, roof racks. Serviced by Prestige (all receipts available). Winter package, 4 heated seats, carpet and rubber floor mats. New Porsche ski bag. Manufacturer trailer hitch w/Thule bike rack.

Jeff Bowen (303) 906-1400
Bowenarbs@comcast.net

Turbo Twist Wheels, Tires \$1,200

4 Turbo Twist wheels with tires. Wheels: front 18x7.5", rear 18x9"; some scuff marks but straight and true. Toyo Proxes R888R high-performance tires, >70% tread; fronts 225/40/18, rears 265/35/18.

Jon Barr (719) 640-0540
jonhollyb@comcast.net

Winter Wheels, Tires \$2,500

OEM sport design 20" set, barely used on 991.1 Carrera S. Perfect cond., mounted, ready to go, w/TPMS.

Jay Kurts (303) 859-6779
jayk1@comcast.net

Wheels, Tires \$CALL FOR PRICE

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Wes Anthony (303) 898-2235
anthwp@gmail.com

Four Fuchs Wheels \$8,000 OBO

15x5.5, date-stamped '68, perfectly restored by Wheel Enhancement in LA; with 4 center caps, proper valves for installation.

Joe Freeman (303) 762-8237
joe@freemanoil.com

991.1 Carrera S Brakes \$Various

Girodisc 350mm rotors, front and rear, brand new in box; \$575 per set. Girodisc 350mm rotors, front and rear, slightly used; \$300 per set. Used brake-disc hats, good cond., \$100 per set. Pagid RSL29 front (4922), rear (4909) pads to fit OEM calipers, brand new; \$400 front, \$300 rear. Pagid RSL29 front, rear pads, slightly used (one DE weekend), front \$200, rear \$150 rear.

Eric Lindberg (720) 364-2768
ericlindbergmd@gmail.com

Carbon-Fiber Ducktail Spoiler \$250

For 981 Cayman/Boxster. Hardly been used, quality looking piece, New \$500.

Randall Brown (303) 710-7647
rbrown1951@hotmail.com

MISCELLANEOUS

Wheels, Tires \$3,000

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Carl Wintermyer (615) 796-7587
cwinfly@gmail.com

Winter Tires for Macan \$1,250

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Fernando Gil Franco (281) 254-3299
auric.phallus@gmail.com

Wheels, Tires \$2,000

Four beautiful Aliegerita HLT bronze OZ Racing wheels, excellent cond., w/TPMS sensors, OZ center caps, mounted with Michelin Pilot Super Sport tires in good cond. Wheels fit 981 Boxsters, Caymans; front:18x8.5, offset 53mm, 235/40 ZR18; rears: 18x9, offset 43mm, 265/40 ZR18.

David Chance (303) 718-4601
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Tires, Side Markers **\$FREE**
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Chuck Anderson canderson@fastmail.com

Porsche Ski Rack **\$200**
Fits up to 6 pair of skis or 4 snowboards. Sliding system allows convenient loading and unloading. Requires factory roof rails. Prefer local pickup (Colorado Springs) or will ship at buyers expense.
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auric.phallus@gmail.com

Track Trailer, Custom-Built **\$600**
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rmrwebmaster@gmail.com

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Wes Anthony (303) 898-2235
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Jseman@coloroadadvocates.com



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j.dullea@comcast.net

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Matt McClintock (720) 539-4799
matt.ideafarm@gmail.com

1973-77 OEM 911 Muffler **WANTED**
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Rob Bernard das86turbo@comcast.net

1,000 Square Foot Space **WANTED**
Needed to finish restoring two vintage Porsches for about 2 yrs.
Chris Pomares cpomares@gmail.com

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Dear Tire Guy



ON-SITE TIRES

Recently my wife surprised me by giving me a pair of shoes that I'd been eyeballing at the mall. They're great! Dark black. Large, aggressive stitching. Bright white soles. Kinda sexy. Cushy. Nonetheless, they're still new shoes. Which means they are temporarily *horribly* uncomfortable because they're not yet broken in. Race tires and new shoes are similar in that they need to be worn-in first to feel comfortable. This is where heat cycling comes in.

What is heat cycling? The easy answer: It's "breaking in" your new tires. Now the long answer: Track and competition tires are made to be very aggressive and need to be broken in first to perform consistently later. Tires flex under load and duress as they roll into and out of contact with the road. As a tire flexes and heats, it breaks some of the weaker bonds between the rubber molecules. After an initial heat cycle, the rubber bonds link again as they cool, this time more uniformly and stronger. A full heat cycle therefore consists of heating and flexing the tire to break the weak rubber bonds then letting it cool for at least 24 hours so the rubber compounds re-link stronger and more track-ready. This can be done one of two ways:

First, by running an easy 10-15 minute lap session on the track. Don't push too hard. Start easily and work your way up, just enough to properly and equally heat all four



tires without spinning or burnout. Second, off the car, with a special machine that applies pressure to the tire as it spins until reaching its ideal temperature. This allows you more time on track, but either method works.

Why does this matter to you? Because if a tire is initially run too hard rather than being properly heat cycled, it will break not only the weaker rubber bonds but the stronger ones as well. This reduces grip. Proper heat cycling also allows more consistent track performance, as well as longer tread life. That's more money back in your pocket per lap. Who doesn't like more money? Until next month, drive on!

Me: "I hit an animal and my car is totalled. Am I covered?"

Insurance agent:

"Yes. What did you hit?"

Me: "A fish."



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Photo: Chris Abbe

“9WONWON” = Nine One One = 911

This Creative License plate is on Chris Abbe’s 1984 Guards Red Carrera Cabriolet. He purchased his dream car in 2019 with only 58K on the odometer. Chris says, “I applied for ‘911’ but of course it was taken; so I asked for ‘9WONWON’.” This car turns heads every time I’m on the road!” The photo was taken at Roxborough State Park in Littleton, CO.



Photo: Scott Vierke

“MAUI981” = Favorite Vacation Location + Cayman Internal Designation

This Creative License plate is on Scott and Jan Vierke’s 2016 Cayman 981. Maui was their honeymoon spot 35 years ago and they celebrate their anniversaries there. This Cayman is Rhodium Silver Metallic with 20” Carrera S wheels, Premium Package, SportDesign Steering Wheel and Sport Tailpipes. *Mauw-wheel!*

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

RMR History - October 1982

A mere 40 years ago, the Last Gasp Driver's School took place the weekend of October 9-10 on the ex-World War II Army Air Corps training airfield at La Junta. Event Chairman Norm Martin barely made it there after his fuel pump gave out 20 minutes from La Junta. Luckily, after 90 minutes someone came along and took a message to the hotel in La Junta (before cellphones), so friends eventually rescued him. Incidentally, La Junta was never noted for fine

dining or luxurious hotels, but rooms at the Capri usually included a "trucker's bible." Alpine Mountain Region's Kris Craigo took top women's time, 1:05.41, and, as usual, Rocky Mountain's Grady Clay took men's top time, 1:01.15, fastest of the event. 🌟

Norm checks tire pressure on his early 911 vintage racer, "Blue Bayou," which had also belonged to Pat Moyle.



Someone's stalled Speedster project. Where is this car today?



Norm Martin presents a trophy from his home-brew trailer. Norm loved saving pennies, so he found an old used truck body and mounted it on a pair of axles. Little did he realize that the resulting beast would weigh far more than the usual car trailer and have the aerodynamics of a giant cinder block.



An unidentified almost-flying early 911 (or 912).

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