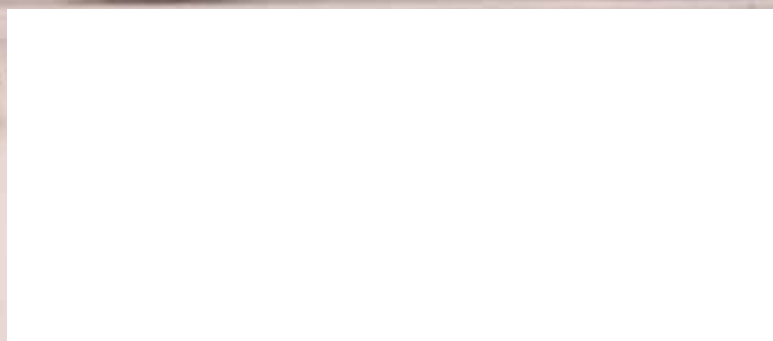




HIGHGEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGIONS..| RMR.PCA.ORG

VOLUME 67 | EDITION 6 | SEPTEMBER 2025



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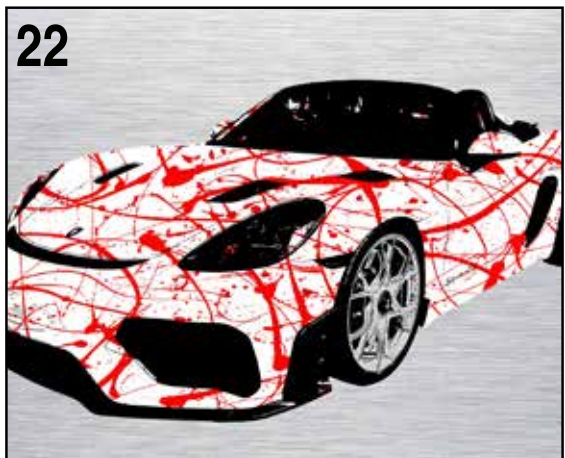


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HighGear is the Official Newsletter of the Rocky Mountain Region of the Porsche Club of America



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COVER

Cupcakes. Photo by Shaun Seela taken at the 70th Anniversary Speedtember Autocross, on September 13, 2025.



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PCA-RMR BOARD OF DIRECTORS

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



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Eric Elliff
Region President

PRESIDENTIAL IMPRESSIONS

Spring Into Action

September and the coming of autumn marks PCA's 70th anniversary. That's over one-half of the entirety of automotive history, which most agree began with the Benz Patent Motorwagen in 1895. Since PCA was founded in 1955, technology, including Porsche technology, has enjoyed extraordinary advances.

Of course, the broader automotive world has changed drastically since the 1950s. From the chrome-heavy muscle of Detroit to the microchips of Silicon Valley, the last 70 years have taken us from carburetors to control modules, from four-speed manuals to two-speed electric gearboxes (and six and seven-speed manuals with auto-blip). Porsche, uniquely, has evolved without losing its DNA. That alone is worth celebrating.

It all started, as we know, with simplicity and ingenuity. The Porsche 356 wasn't about brute force; it was about balance, weight distribution, and smart engineering. It was light, nimble, and agile in a way that American cars simply weren't. In the 1950s, as U.S. manufacturers lavished chrome and fins (and weight) on their products, Porsche built a reputation among discerning drivers---especially those who knew that the best roads weren't always straight---with cars that were the antitheses of American girth. In 1955, this special character encouraged a doughty group to form the Porsche Club of America.

With the increasing popularity of the 356, the club grew and added regions, including our own Rocky Mountain Region in 1958. Then came the 911. It doubled down on the attributes of the 356---rear engine, air cooling---but was bigger and more comfortable than its predecessor. Sixty years on, it still is going strong.

The 911 evolved from the air-cooled classics of the 1960s and '70s to the turbocharged monsters of the '80s. The refinements kept coming even as the company maintained the same basic silhouette while adding, not diluting, precision. As evolving technology was incorporated into every aspect of modern vehicles, Porsche used it to enhance the driving experience rather than insulate us from it. That is a big part of why so many of us are drawn to the marque. Even as the cars become more advanced, they remain visceral.

Driving through the Rockies reminds us why that matters. A Porsche, regardless of its vintage, belongs on these roads. There is something poetic about pointing a 911 up Golden Gate Canyon or carving along the Peak to Peak Highway, hearing the engine sounds echo off granite walls, knowing every inch of your car is dialed into the pavement. These roads demand focus, feedback, and confidence---qualities that Porsche has spent decades perfecting.

The technology has evolved beyond any comprehension of PCA's founders. Just in the past 20 years we have seen active suspension, torque vectoring, ceramic brakes, launch-control systems, and, most recently, hybridization. These technologies, once exclusive to Porsche's mighty Le Mans entries and exclusive one-offs like the 918, are now available to us on the weekly run to King Soopers. Yet new and different propulsion systems and technology continue to move us forward.

The Porsche Taycan, while not Porsche's first battery-electric car (that was the Lohner-Porsche in the early 1900s), advanced the genre beyond anything that Elon Musk could have imagined. I personally was highly skeptical of the practicality and desirability of a battery-electric car---until I drove a Taycan. Its balance, feel, and torque (my God, the torque) was beyond that of anything I had ever driven. Porsche combined performance, handling, and batteries in the ultimate killer app. This is not an EV trying to be sporty. This is a Porsche that happens to be electric.

There is more to come. The current political climate has raised uncertainties about the electric future, but Porsche has proven that whatever the challenges, it will be equal to the task. I look forward to driving the rumored 718 electric sports cars and even the mooted three-row, extra-large electric SUV. I know that they will all be spectacular in the way that we have come to expect from our cherished brand over the last seven decades.

Though technology continues to advance, one thing remains constant: the passion of the community. Being part of PCA isn't just about owning a Porsche, it's about sharing stories, roads, and the joy of driving with people who get it. Over the last 70 years we have modified together, tracked together, wrenched together, and waxed together. We have made lifelong friends at Parades, DEs, autocrosses, tours, rallies, meetings, and socials.

That is something no "full self-driving" algorithm can replace. No matter what, Porsche will continue to build cars for people who drive. PCA members, including those of us in Rocky Mountain Region, will continue to seek out those long, winding roads that remind us why we fell in love with these machines in the first place. More importantly, we will continue to seek out each other for companionship, advice, driving tips, detailing tricks, shared experiences, and friendship. 🍷



SHIFTS AND GIGGLES

What You Don't Know...

Gene Davis
Editor

When I agreed to edit *HighGear*, one of the challenges I knew would eventually arrive at my keyboard was writing a monthly column. Well, I got away with six issues before the mental-block monster crawled out from under the laptop. Good grief, as Charlie Brown would say.

First off, over the past five or so years, I have had the privilege of attending RMR's Ladies Day and Track 101 events. Since the first time, I've looked forward to these events and attempted to do my part in supporting them. They are a fine testimony to the unselfish involvement and willing participation of the many volunteers who make our region a pleasure to belong to. From the initial planning meeting to the final Beer:30, these events ripple with creativity, ingenuity, dedication, and enthusiasm. The organization, from signup to setup to completion, is well thought out. Track layouts provide varied driving challenges, and the individual sessions go off with precision. The attention to safety is always second to none. And all of this is done by volunteers. Let's give three exuberant cheers for the wonderful volunteers who made this year's events great. Hip, Hip, Hooray!

Secondly, I was sitting at Wyman's, a Chicago-style sports bar in my neighborhood a few evenings ago, watching a pathetic Dallas Cowboys team's attempt to win a season NFL opener, with my mind fretting over where I might get an idea for this month's column. I was distracted, thankfully, by an overheard conversation between two similar-age, grey-haired fellows sitting next to me. Their topic of conversation was their favorite cars from each decade since the 1950s. Each decade had to have a Win, Place, and Show finisher. They had apparently just started, as the 1950s were being discussed. Being the shy person I am, I asked to join the festivities. For the price of two Michelob Ultras, they agreed, and we got through the 1990s before it was time to head home. When I got to the house, and looked at my notes, I added the first decade of 2000 just for fun.

- 1950-59
Win – 1958 Chevy Impala Super Sport
Place – 1955 Chevy Corvette
Show – 1959 Austin-Healey 3000
- 1960-69 (my muscle-car era)
Win – 1963 Corvette Stingray Split-Window Coupe
Place – 1968 Plymouth Roadrunner
Show – 1967 Chevy Chevelle SS
- 1970-79
Win – 1979 Porsche 911 Turbo
Place – 1976 Triumph TR6
Show – 1974 BMW 2002tii
- 1980-89
Win – 1988 Porsche 911 Carrera Targa
Place – 1984 Datsun 300 ZX
Show – 1987 Buick Grand National GNX
- 1990-1999
Win – 1992 Porsche 964 Carrera RS
Place – 1999 BMW 540i Sport
Show – 1995 Corvette ZR-1 (LT5 Engine)
- 2000-2009
Win – 2005 Porsche 911 Turbo
Place – 2006 BMW M3 (E46)
Show – 2006 Corvette ZR-06 (LT5 Engine)

I have included my selections from this well spent evening above. My picks centered around the cars I could or could hope to afford during the decade in which I was selecting them (except the 1950's when I was too young to know better.) I am sure yours are different. Should you desire to share yours with me or other readers, feel free to send them to me and I will publish them in a future issue. In the meantime, enjoy the coming autumn; a great time for a mountain drive amongst the aspens.

A final note, this issue has a few articles that address events that have already occurred. Please accept my apology for this situation. I did not have the time, due to missed submission deadlines as well as personal issues, to remedy this redundancy. The next issue will be sent out in early November as I am on vacation for the next four weeks. ☒

VOLUNTEER HELP WANTED

Our region has an opening for the following volunteer position:

Social Media Chair

This is a wonderful opportunity for YOU to serve OUR region and all its membership. The region needs a volunteer with a working knowledge of social media communication and the launching and management of the region's presence on social media websites. Beyond that, all that is required is a little of your time and the willingness to serve.

Please consider joining the region chairs in providing this necessary service to our region. ☒

ROCKY MOUNTAIN THUNDER CLUB RACE AND HPDE



Where: High Plains Raceway - Byers, Colorado

When: September 20-21, 2025

Registration Opens: August 4, 2025

Register at: [Motorsportreg.com](https://motorsportreg.com)

Race Co-Chairs: Vicki Earnshaw & Dave Nelson, clubrace@rmrporscheclub.com

Race Registrar: Vicki Cox-Jones, vickijns@gmail.com ☐(970) 215-7373☐

DE Registrar: Rex Kennedy, rexk@4kennedys.com (303) 589-1605

The September HPDE is run in coordination with Porsche Club Racing. Solo-approved drivers can participate. We invite anyone with HPDE experience to volunteer for corners or grid. If you or anyone you know wants to volunteer, please sign up at <https://www.motorsportreg.com/events/2025-rocky-mountain-thunder-volunteers-high-plains-raceway-pca-923788>.

This HPDE is an Advanced Solo DE held in conjunction with the PCA National Club Race on the same weekend. Only advanced solo drivers are allowed to participate. There will be no cones marking turn-in/apex/track-out or passing zones. Driver participation is subject to approval by the HPDE Chief Driving Instructor.

To qualify, the driver must meet the following criteria:

If local to RMR,

You MUST be signed off as an advanced solo driver by a member of the RMR CDI team.

If an out-of-town HPDE participant,

You MUST be an HPDE instructor, or an intermediate or advanced driver, having driven Solo for at least 4 days on at least 2 different tracks.

You MUST provide a track driving history documenting that you meet the above criteria and/or contact information for your local Region's Chief Driving Instructor.

Shared-driver cars will be allowed provided that one driver has previously run in the Expanded Passing run groups (and is approved by the RMR Chief Driving Instructor) and the co-driver qualifies for Solo HPDE participation.

We will have two Solo HPDE run groups. There will be one Solo run group with designated passing zones. There will be one Solo run group with PCA Expanded Passing rules (further defined by RMR passing zone rules). For passing, a point-by is mandatory in both run groups, and only one car is allowed per point-by!

New This Year – Time Trial during the Sunday afternoon session. The format will place 3 cars on track, separated to minimize passing. Drivers will have hot lap conditions upon entering track and complete two full laps plus a cool-down. Prizes or awards in 3 competitions, including fastest lap, most consistent of two laps, and predict-your-time.

We need 11 volunteer corner workers. If you are interested in doing this important task, please contact either of our Race Co-Chairs.

We look forward to seeing you in September!

Event Sponsor:

We are privileged to have the following sponsors. Please support them with your business.

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SEPTEMBER 2025 HIGHGEAR



PCA ZONE IX REPRESENTATIVE REPORT

Vicki Cox-Jones
Zone IX Representative

Around Zone 9

July With summer behind us, we are looking ahead to a fun-filled fall in Zone 9. First, though, let's look back at August, which in my home Rocky Mountain Region is usually slow event-wise, the one month of the HPDE season that we don't have an event at High Plains Raceway, due to the heat. Still, that did not stop the DE team from holding another successful Ladies Day and Track 101 at the Flatrock Regional Training Center in Commerce City.

Ladies Day originated over 20 years ago when a group of RMR women drivers put on an event just for themselves. They wanted a low-key track day where they could share what a DE was with women who were a little hesitant to go to the track with their husbands or by themselves. The event blossomed and is now a template for other regions wanting to hold similar events for women drivers.

On August 9, I, along with 38 women drivers and nearly as many volunteers, headed out in the early morning to Flatrock Regional Training Center for a day of learning, fun, and friendship. Many of the women had never been on a track before so were a little nervous at first. But by the time the last checkered flag dropped, smiles were abundant. It is always gratifying to see drivers gain so much confidence in one day.

The following weekend brought another RMR autocross with the theme Lei 'n Laps. The organizers arranged for a Hawaiian Shave Ice truck to arrive at lunchtime so participants could have a cool treat before their afternoon runs. The weather forecast was for afternoon storms, so we squeezed in five morning runs in case we needed to shut down early. But we were fortunate. The rain held off, and we were able to get in nine runs, quite an accomplishment for sixty-eight drivers.

That same day, RMR's tour group offered the Quadruple Bypass Tour. I heard from several members that it was great. The weather was fantastic, and the wonderful route ended with an optional lunch at Red Mountain Grill, a great place to eat after a fun morning of driving.

Rocky Mountain Region also did a multi-day tour to Mount Rushmore. From the online pictures, it looked like a great trip. RMR has been hosting multi-day tours for several years, and if you have never been on one, try to catch the next.

I've just mentioned what has been going on in my home region, but this month I will attend Carrera Region's multi-region, multi-day Septemberfiesta on September 27-28 in Deming, New Mexico. For information and to register see www.motorsportreg.com/events/septemberfeista-2025-arroyo-seco-raceway-pca-carrera-703895. September also brought the Rocky Mountain Thunder Club Race and Solo HPDE at High Plains Raceway.

September 13 was a special day, PCA's 70th anniversary, which most regions celebrated with special activities. Alpine Mountain held an Anniversary HPDE at Pueblo. Rocky Mountain staged the 70th Anniversary Speedtember Autocross at Colorado Air and Space Port and a picnic at Bear Creek Lake Park. Roadrunner had their 53rd annual Roadrunner Roundup in Rio Rancho, New Mexico, and Intermountain ran an HPDE on September 12-13 at Burt Brothers Motorpark, a really fun track.

There are a lot of fun things out there, so get out and enjoy. If you are doing something fun in yopur region, please let me know. 🍷

ANNUAL PICNIC PHOTOS

PHOTOS BY MITCH FONDA



Happy 70th Year, Porsche Club of America. Choose Vanilla or Chocolate, a sweet deal either way.



How'd that VW get in here?



UPCOMING RMR EVENTS CALENDAR

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

RMR BREAKFAST CLUB – NORTH

8 AM to 10 AM — *First Watch, 2809 South College Avenue, Fort Collins*
1st Saturday of the Month

RMR BREAKFAST CLUB – SOUTH

8 AM to 10 AM — *The Perfect Landing Restaurant, Centennial Airport*
2nd Saturday of the Month

LAFAYETTE CARS & COFFEE

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

LONE TREE CARS & COFFEE

9 AM to 11AM — *9535 Park Meadows Drive, Littleton*
1st Saturday of the Month

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@rmporscheclub.com for instructions.

2025 HPDE SCHEDULE

High Plains Raceway, 93301 East Highway 36, Deer Trail
October 11-12

2025 AUTOCROSS SCHEDULE

Colorado Air and Space Port, E 30th Avenue, Watkins
October 18

2025 HOLIDAY PARTY

Location TBA
December 4





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TRACK TALK

Dave Stribling

Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

What are Time Trials

Instead of a fourth HPDE track session of the combined Club Race and Advanced DE at High Plains Raceway on Sunday, September 21, RMR held time trials. Drivers cleared to drive solo by the driving instructors could enter.

All drivers must attend the drivers' meeting on Sunday at 12:20 PM in the pavilion or as otherwise announced.

What are Time Trials?

Time trials bring a competitive aspect to the program. After the regular untimed sessions, cars in a final session are timed for official scoring. Cars go out onto the track one at a time for two timed, continuous laps with no passing. Cars are sent out with enough spacing to avoid catching one another, so only three cars are on the track at a time. They are gridded in order based on the driver's predicted lap time, the fastest first.

Cars must not pass another car on track unless that car is clearly disabled and the overtaken driver has signaled for the overtaking car to go around. Drivers will get a rerun only if their timed laps were impeded by another car or a catch-up situation occurred. Those who spin (more than 90 degrees) or leave the track (two or more wheels off) on any lap will be disqualified; their times will not count.

Time trials give drivers a clear track with no distractions to get an impartial lap time and be ranked among the group. Safety is the primary concern. Except as noted below, Driver Education standards apply to the time trials. PCA liability insurance prohibits wheel-to-wheel competition in this context.

If your car becomes disabled during your laps, indicate this to other drivers by raising a fist out of the window (as when exiting the track) and pull off the track in a safe place. Reruns will not be granted to drivers of disabled cars. Drivers who continue to circle the track after their cool-down lap will be disqualified; their times will not count. Drivers may not use lap timing equipment to attempt to match a target time.

Time Trials Procedure

Time trial drivers will sign-up on the entry sheet before the end of Sunday's lunch break, providing their name, car number and expected lap time. Laps are timed to the nearest 0.001 second using a light beam at the start/finish line, like autocross timing. No transponders or other equipment may be attached to the car.

Time Trial Awards

After time trials are complete and the track is cold, awards are presented in the pavilion during Beer:30:

Each driver is assigned a grid number indicating the order in which they will run their laps. When called to grid, drivers will park to the right of the orange cone with their assigned grid number on it. They will be signaled onto the track by the marshals in groups of three, with a 30-second gap between cars. They will complete four laps (one warm-up lap, two hot laps, then a cool-down lap), passing the start/finish line three times.

Fastest: driver with the fastest single lap time

Most Consistent: driver with the smallest percentage difference in their two hot lap times

Most Accurate: driver with the smallest percentage difference between the average of their two hot lap times and their predicted lap time.

The warm-up lap begins when entering the track and is run at a brisk pace to maintain the gaps to the other two cars on track. Timed lap one begins on the first pass of the start/finish line (green flag); timed lap two begins on the second pass of the line (green flag); the cool-down lap begins on the third pass (checkered flag). Drivers should then proceed briskly to and through the corkscrew (T1-15) and exit the track. When all three cars in the group have exited, the marshals will launch the next group of drivers.

Editors Note: I had planned to have the September edition of HighGear out prior to the PCA Club Race at High Plains but life got in my way. This column, authored by Doug Bartlett and submitted by Dave Stribling as his monthly column, provides an informative description of Time Trials. All participants in September's HDPE had access to it via email or website prior to the event. It is provided here as a reference article for future Time Trial events.

Time Trials Rules

HOW TO PREPARE FOR A HIGH-PERFORMANCE DRIVING EVENT

INSTRUCTIONS BY BRIAN HOFFMEYER & SCOTT HENDERSON

High-performance driver's education (HPDE) events aren't just about going fast; they are a fantastic tool to sharpen your driving skills. Safety is the most critical aspect of participating in any track event. Tech inspections are a key part of keeping us and our cars safe.

New for 2025: Tech inspections are now valid for 120 days, up from the previous 30 days. The inspection form has also changed; see the RMR website. Less-frequent inspections will ease the entry process. You no longer need to get your car inspected before every event; instead, you must only ensure that your 120-day inspection is valid. When you check in for an event, the registrar will no longer collect the completed form; instead they will simply note your valid inspection. Keep your form between events. After a mechanical or on-track incident, the car must be re-inspected, even if fewer than 120 days have passed. There are no changes to the on-grid, top-tech inspection.

All inspections must occur at professional shops. For a list of participating shops, see below. Some will host inspections on a particular day and time; others require appointments. Some will do free inspections, especially if you're having other work done. We will do tech inspections at the track, but only as a last resort; they will cost \$50, but if the car fails, you'll may be unable to participate because there will be little chance to fix problems.

Wear and tear can occur between inspections. Should you have a mechanical failure and subsequent repair during your 120-day inspection, you must get a new 120-day inspection performed by either a shop or at a tech inspection location.

Tech inspectors check the following items, so be aware of them between inspections. Inspectors review other items, but these are the most critical and have the highest failure potential:

Helmets: SNELL safety-rated helmets are required by PCA for HPDE events. Current ratings are 2015SA, 2020SA, and 2025SA (Special Application) or M (Motorcycle). Find the SNELL sticker inside the helmet by pulling back the lining; it should read 2015SA, 2020SA, or the latest, 2025SA. SNELL ratings are good for 10 years. If you ran in a PCA event last year with that helmet, there should be a PCA SNELL sticker on its left side for easy reference. If not, you can get one at the event.

Brake Fluid: Brake fluid must have been flushed within 365 days. If not, it must fully flushed, with a new 120-day inspection. Fluid must be clear or light amber in color. We highly recommend high-temperature brake fluid. Old brake fluid is the most common cause of tech inspection failure. Have your car's brake fluid flushed regularly and filled properly before inspection.

Brake Pads: The simplest way to check pads is to look at them. Thickness must equal or be slightly more than the pad's mounting plate. There are devices to accurately measure the thickness. The harder you brake, the faster the pads wear, so check them frequently.

Brake Rotors: Rotors must have no major cracks. Many drilled rotors have slight cracks around the holes; these must not extend from one hole to the next or reach the rotor's outer edge. Check rotor thickness; a quick check is to run your finger over the rotor's face (when cool, of course) to its edge. If you feel a ridge there, replace the rotor.

Tires: Tires are the only part of a car that contacts the road, so their condition affects everything from ride quality to overall performance. Inspect the tread and check for abnormal wear or visible cords. A tire worn down to the wear bars must be replaced before an event. The faster you drive, the faster your tires wear, so check them after every track session. RMR HPDEs require track tires no more than seven-years old. Tires may look to be in good condition, but they dry out and can crack at high speeds, so check the dates on each tire. Tires repaired with a plug may not be used for track driving.

Fluid Leaks: Be sure your car is leak-free. Inspect the engine bay and underside for leakage creating puddles on the ground. Inspect all lines for leaks. Be sure all fluids are filled to required levels. Visible leaks leaving puddles will fail tech inspection and must be repaired before track events.

Suspension: Check all suspension bushings and rubber boots; be sure they aren't torn or loose.

Tech Inspection Locations

Simply Euro, 7520 Village Square Dr., Castle Pines, 720/580-2900; by appointment only.

Porsche Denver West, 9201 W. Colfax Ave., Lakewood, 877/622-9542; by appointment only.

Poudre Sports Car, 5806 S. College Ave., Fort Collins, 970/229-0990; 5:30 PM Wednesdays 10 days before event.

John's Auto Care, 1900 55th St., Ste. 104, Boulder, 720/706-3565; by appointment only. Charges \$150 per inspection, rebated against cost of any necessary repairs.

Big Mission, 579 County Line Rd., Unit A, Palmer Lake, 719/375-1527; by appointment only. ☒

HIGH HORSEPOWER LADIES DAY

STORY BY GRACE KENNEDY PHOTOS BY MIKE PAPPAS



This Year's High Horsepower Ladies

The Rocky Mountain Region Porsche Club of America kicked off its much-anticipated High Horsepower Ladies Day 2025 Driver Education (DE) Event at the Flatrock Training Center with incredible energy, excitement, and a whole lot of horsepower.

What began with a few butterflies and nervous smiles quickly transformed into a day of pure adrenaline, confidence, and camaraderie. By the time the final laps wrapped up late in the afternoon, the paddock was filled with tired but beaming drivers who had put both themselves and their cars through their paces.

“Seeing everyone’s enthusiasm grow as the day went on was the best part,” shared Event Chairs, Grace Kennedy and Chérie Talbert. “We loved watching the camaraderie as participants encouraged one another and celebrated their progress. That spirit is what makes this event so special.”

Precision and Safety Praised by PCA National

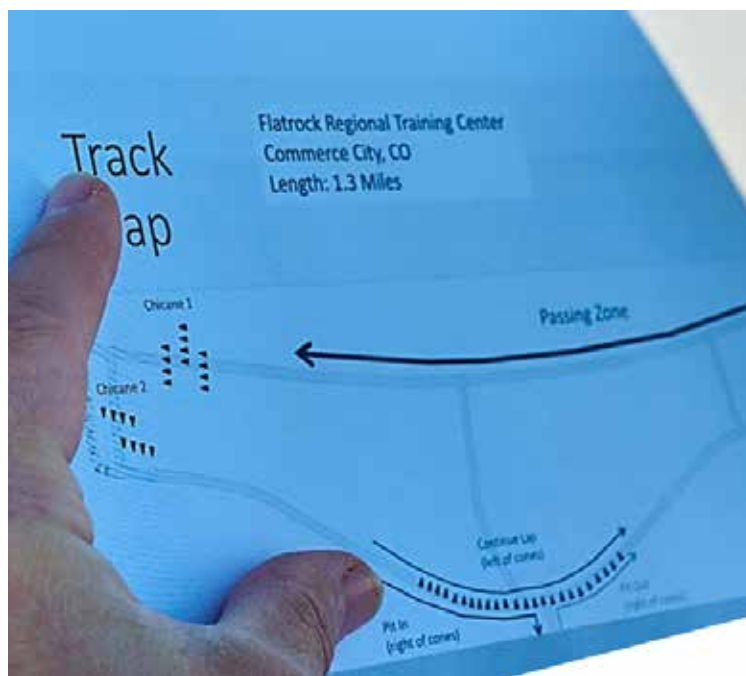
This year’s event also drew the attention of the PCA National Safety Chair, who attended as an observer and gave the event glowing remarks. In their report, they noted:

“This was the first ever PCA event I have attended that ran to the minute for the entire day. The course setup involved chicanes with cones that were expertly placed, forcing drivers to think about position and speed between turns, which ultimately improved the overall safety of each lap.”

The observer highlighted how the Flatrock Training Center, a police training track, was thoughtfully adapted for Ladies Day.

The main straight ended with a sharp 90-degree left where runoff space was limited, so organizers introduced a chicane to slow cars early, adding both safety and a new layer of driving challenge. Another chicane followed after the 90 degree left, requiring additional finesse.

Unlike other Colorado tracks where drivers can often exit corners with their foot flat to the floor, the addition and careful placement of these cones required participants to modulate speed and sharpen their decision-making. The Safety Chair concluded that it was a “very thoughtful job from the organizers” and an excellent demonstration of balancing challenge with safety.





Adding to that feedback, many instructors and participants commented that the Flatrock course turned out to be far more fun and challenging than they expected. Drivers were pleasantly surprised by how much the layout kept them engaged lap after lap, proving that even a compact training track can deliver an exciting driving experience.

A Team Effort On and Off the Track

Pulling off a safe and fun DE event takes a true team effort. From registration to instruction, the event was powered by a dedicated crew of volunteers: We couldn't do this event without your invaluable assistance!

- ▶ CDI Team: Vicki Earnshaw and Scott Henderson kept the event running smoothly and safely.
- ▶ Classroom, Control, Grid, Equipment, Corner, Comms, and Tech Teams: Each played their part with their trademark excellence.
- ▶ Registrar: Bill Allen ensured weeks of preparation came together seamlessly.
- ▶ Instructors: Once again, they showed why our instructor corps is among the best in the nation.
- ▶ Volunteers: We had many volunteers helping direct participants upon entry and lending helping hands during set-up on Friday and take-down on Sunday after Track 101.

The weekend was also documented by an incredible photo team whose images are now available on the RMR-PCA SmugMug site.

Stacy Robbins led engaged and educational classroom sessions, full of valuable information about high performance driving and safety.



Paddock, Track Control, and the Corner Workers.

Sponsors Who Keep the Wheels Turning

Events like Ladies Day would not be possible without generous sponsor support. This year, we extend our deepest thanks to our partners who helped make the day possible:

Turbo Level Sponsors

Blue Chp and cognativ were our amazing Turbo Sponsors for this year. We salute them for their generous contributions.

Blue Chip – Denver-based experts in premium maintenance, master service, secure storage, and cosmetic preservation.

Cognativ – Provides innovative business solutions in scaling, ecommerce, and operations.

GTS Level Sponsors

We also thank our GTS level sponsors.

Poudre Sportscar, Fort Collins-based specialists in performance auto repair, tuning, and pre-purchase inspections.

Adams Polishes, headquartered here in Colorado, whose wheel-cleaning products came in handy after a day of brake-dusting track sessions.

Hagarty Insurance, also provided great swag bags for every Participant!

Avanti Autobody, based in Fort Lupton, Colorado who provided Pre-Tech and On-site Tech Inspections at the event. Grant was a great resource for anyone having car troubles.

Driving for a Cause

This year's charity beneficiary was the Adams County Sheriff's Employee Foundation, which funds impactful programs like Operation Freebird which provides Thanksgiving meals for families in need, Christmas for Kids, and youth training programs. Through registrations and lunchtime charity laps, participants raised meaningful contributions for this worthy cause.



Blue Chip & cognativ were recognized for their generous contributions with their name on the most visible vehicle at Ladies Day.



Stacy Robbins, leading the educational portion of this year's event, communicating the nuances of track driving and safe track driving.



Dave Nelson giving last minute instructions of our intrepid team of instructors.



Looking Ahead to 2026

High Horsepower Ladies Day isn't just about cars—it's about building confidence, learning skills, and celebrating the shared passion for driving. The 2025 event was a success thanks to the participants, instructors, volunteers, and sponsors who made it possible.

As we look ahead to High Horsepower Ladies Day 2026, we're already seeking partners who want to align with this empowering and high-energy event.

Interested in sponsoring next year? Sponsorship opportunities provide visibility to a highly engaged and passionate community while supporting both driving education and charitable causes. At this year's event, we placed our Turbo Level Sponsors names on the shuttle van, providing them maximum recognition throughout the day, since our participants rode this shuttle to and from the registration, classroom, and luncheon site. To learn more, reach out to Grace Kennedy (Grace@DaVinciRealtyCo.com). We have multiple sponsorship levels for every budget.

Our Turbo Level Sponsors were featured on the shuttle, graciously driven by Alex! If you would like to be featured on the shuttle in 2026 please reach out to Grace or Chérie. ☒





George Strimbu and Vicki Earnshaw conferring on last minute details.



Grace Kennedy on her chariot.



Hey, that's the number of my racr car!.



Chris Sulley consulting the track layout for volunteer postings.





IT'S NOT THE CARS, IT'S THE PEOPLE MEET BILL VARNER

STORY BY GENE DAVIS

PHOTOS BY BILL VARNER

The oft-used motto of RMR-PCA is “It’s not the cars, it’s the people.” In that vein, let me introduce you to one of our region’s newest members, Bill Varner.

Bill Varner is an artist. If you attended the RMR-PCA social at Parry’s Pizza this past April and anxiously waited for your raffle number to be called, you saw some of his innovative artwork. I met Bill and his wife Kelli at the New Member Social in March, where I was staffing my newsletter table.

They approached my table, and we immediately started a conversation centered on his being a new member of our region. I inquired what car he had, how long he’d been a member and what had ‘inspired’ him to acquire his Porsche. His response to the last question was, ‘art, specifically my art.’ That engendered an enthusiastic and intriguing conversation.

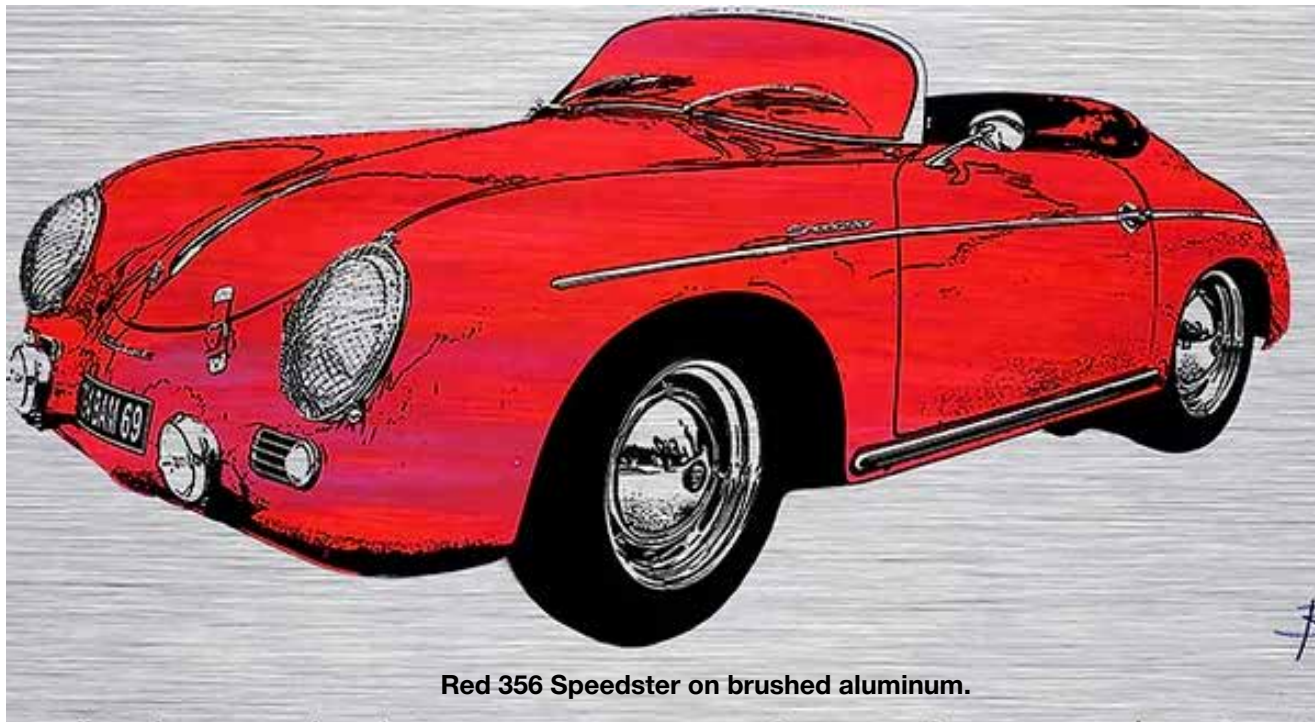
In January 2024, one of Bill’s friends invited him to attend Barrett-Jackson in Scottsdale that coming October to show his art, specifically a piece he’d created of an old rusty truck that had captured his friend’s imagination. His friend had admired a photographic piece Bill had created of an old rusty truck and thought Barrett-Jackson would be a great venue for Bill’s style of art.

PORSCHE



Rusty Red Truck

Bill accepted but realized he needed a ‘portfolio’ of car-related art to show there. His imagination took over and his youth around sports cars, specifically the Alfa Romeo Spider he had in his teen years, caused him to think of the old classic sports cars he admired. The one he had always remembered was the Porsche 356 Speedster.



Red 356 Speedster on brushed aluminum.

Bill began creating photographic images of the sports cars of his youth but found the results, although striking, devoid of emotional connection. In searching for a context for these images, he found by capturing these cars in the advertisements that enticed and often captured their owners.

At Barrett Jackson, his art received wonderful reviews, but what amazed him the most was the admiration and enthusiasm shown for the red Porsche Speedster and the large number of Porsche fanatics in attendance. Their enthusiasm for and involvement with the cars, their owners, and the marque also awakened that dormant sports car bug in him, he knew right then he needed to acquire a Porsche and become a member of this passionate group. Moreover, when he discovered that there were over 150,000 members of Porsche Club of America, a whole new clientele for his art was opened up as well.

It gets a little bit louder above 5.000 rpm so you can't hear the passenger scream.

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Bill has since exhibited at Barrett-Jackson again and has been invited to exhibit at the 2026 Palm Beach auction. He and Kelli travel the U.S. exhibiting his art at shows, often behind the wheel of his Cayenne.

Bill and Kelli have become enamored with our region's activities, especially the tours that provide the opportunity to drive their Porsche and make new acquaintances. They have to sandwich these opportunities between art shows where Bill exhibits his art. He says the best thing about these regional art shows is the opportunity to drive the Cayenne between show locations.



Porsche GT3 on brushed aluminum.

To provide you more information about Bill and his art, what follows is a Q&A portion of an article about Bill and his work, conducted by Sandy Hoban on August 17, 2021, for *Colorado Serenity* magazine, who has generously allowed the republication of her interview.



What makes someone an artist?

To me, an artist is someone who thinks creatively and is skilled in a particular medium such as music, painting, glass blowing, film making, photography, etc. Evergreen local, Bill Varner, is his own type of artist. Varner blends his love for photography with an intentional layering process to create a new form of artwork called Conceptual Photography. After doing a little of my own research, I was ready to learn more.

It's the day after a summer hailstorm and every loose branch, pine cone and wilted flower litter the rugged walk path to Bill's deck. Thirty-year residents of Evergreen and every bit still in love with this mountain town, Bill and his wife, Kelli, kindly welcome me to their cozy home near downtown Evergreen. The smell of fresh earth and pine is intoxicating as I take a seat on the deck and admire the raw beauty that surrounds me.

Bill wears a bright pink buttoned down shirt which complements his radiant smile and Kelli, an artist herself, sits with us in solid support of her husband. Like any couple who has been together for over 30 years, they finish each other's sentences and look to one another for memory recall. I find it endearing and can tell they've worked as a team for many years. I take a sip of my coffee before

I dive into better understanding what makes Bill Varner tick and how this engineer-turned-businessman-turned-realtor added artist to his title.

After a long day at the office, it helps to go off by yourself and scream.

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20 Consumer Orientation
No. 20 in a Series of Technical Papers
Subject: Introduction of the 928S
New Power. New Performance. New Parameters of Comfort and Luxury.

Porsche 928S

At Porsche, our philosophy is to design, test, produce, and constantly improve. The new 928S embodies this tradition and is the proud successor to the 928. Consider its liquid-cooled, fuel-injected, aluminum-alloy V-8 engine. Displacement has been increased to 4.7 liters. And output has been raised to 234 hp.

On the track, with manual transmission, the 928S accelerates from 0 to 50 mph in 5.2 seconds. It reaches the 1/4-mile mark from a standing start in 13.2 seconds at a speed of 90 mph. And it has a maximum speed of 146 mph. The 928S transaxle design places the engine in front and transmission in back. It produces a nearly-perfect 50-50 front-to-rear weight distribution for improved cornering and balanced braking. And it creates a high polar moment of inertia that reduces pitching, resists cross-winds, and increases directional control.

The 928S unique Weissach rear axle optimizes rear wheel alignment during deceleration or braking and while cornering. A kinematic effect changes toe-out to toe-in in no more than 0.2 seconds to control oversteer. The 928S aerodynamic design includes integral front and rear spoilers to reduce lift and improve road holding. To optimize driver performance, standard equipment includes: An adjustable-tilt steering column and instrument cluster. Power-assisted, variable-boost, rack-and-pinion steering. Four-wheel, internally-vented, power disc brakes. A power seat on the driver's side. Automatic cruise control. Automatic climate control. Electrically-heated and adjustable outside rearview mirrors. Retractable halogen headlights with a power-spray washing system. And a choice of 5-speed manual or new 4-speed automatic transmission. Priced at \$43,000; the new 928S is Porsche's finest. For your Porsche + Audi dealer, call toll-free: (800) 447-4700. In Illinois, (800) 322-4400. *Manufacturer's suggested retail price. Title, taxes, transportation, registration and dealer delivery charges additional. © 1982 Porsche Audi.

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Did you notice your creativity growing up?

Oh, big time. I came from an engineering family. My dad is a real rocket scientist—his name is on a plaque on Mars right now. And I grew up with this type of stuff. We engineered everything. He's an idea man. And that's what I am. So basically, as a kid, my dad and I were making everything using a lathe and a mill in our basement.

How did you become an artist? How did this start for you?

I was one of the founders of Colorado Timberline, a clothing company. I was vice president of sales and I designed products; I still do that kind of stuff. I had to start knowing some programs where we could laser logos onto fleece, etc. This is how I really got to learn how to create using different programs. Then one day, Kelli made me go to Open Door Studios [a renowned Evergreen weekend event where local artists create in their own space while allowing visitors to observe their process]. And I'm a person who's never been to an art museum. Still. So I go there and see someone had put a photograph on canvas. I had no idea you could do that. \$500? I could do that! And I came up with my artistic method while standing there... and I went home and designed my first image that night.

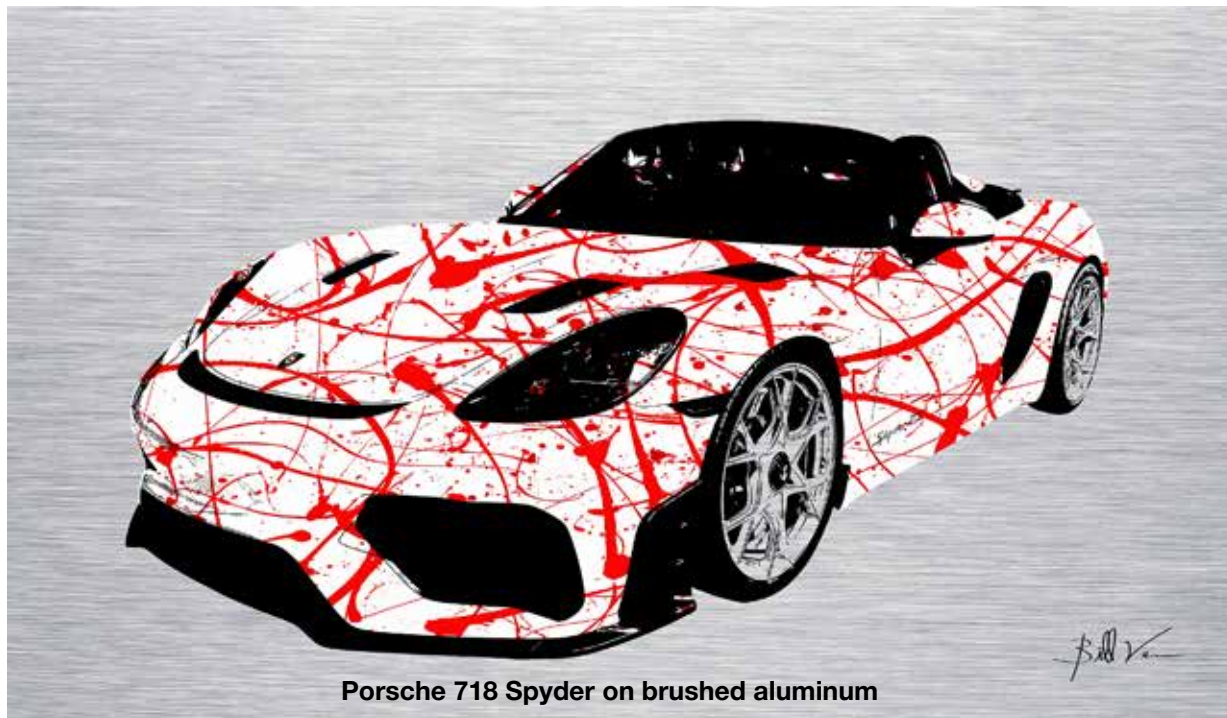
Can you explain your process to me?

I either take photos or find photos where there is a contrast of light and dark. For example, I'll create my musician friend's album cover. I'll take dozens of portrait type pictures with them moving their head this way or that. Then I'll find the best one that has contrast and begin layering with different background designs I find until I've accomplished the look I'm going for. Everything

in my process works on lights and darks. I use three different computer programs and by the time I'm finished with a piece, there's not one original pixel from the photo. I then get it printed on canvas, aluminum, acrylic or a matted print.

Where do you find your inspiration?

All artists go through blocks. Basically, you have to talk to people. Keep your eyes open. If someone says, "I like purple," next thing I know I'm making purple everything. What I love is rust. There is so much in rust... there are all those variations of colors. I'll also go through pictures on Flickr or a similar site to find new ideas.



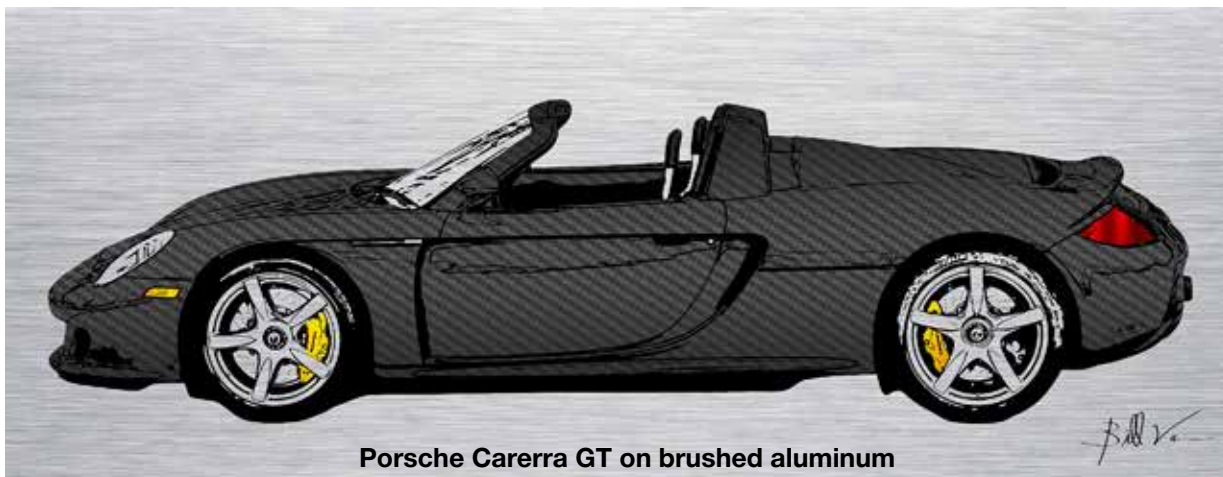
Porsche 718 Spyder on brushed aluminum

Where do you sell them?

My first pieces I sold at Winterfest [an annual event that takes place in Evergreen where local artisans showcase their work]. I sold in several galleries initially, then pulled all my work to focus more on art shows because I sell more there. I'm still in Gallery 1505 on Pearl Street in Denver.

What do you love about doing what you do? What are your struggles?

I don't sleep much. I'm up late, I'm up early. And in real estate, there is some downtime. I prefer to fill that time. I just love the creativity part. At the same time, I'm also thinking—what's next? How am I going to take what I do and take it to another level? You see, I'm different from other artists because I think about the marketing aspect of things. I don't create to just create; I think; who am I selling to?



Porsche Carrera GT on brushed aluminum

What advice would you give to your younger self?

Stay with something and perfect it—then change it. Create what will sell.



Photo: Courtesy of Sandy Hoban

Bill and Kelli graciously invite me into their home after the interview to show me samples of their work. Bill's beautiful photos adorn most walls while Kelli's eclectic lampshades cover most surfaces as they prepare for the next art show in Breckenridge. They look forward to traveling around the country to prominent festivals and art shows doing what they love—together.



Photo: Courtesy of Sandy Hoban



Bill at Barrett Jackson in Scottsdale, AZ.

I find Bill's art not only original but intriguing. The creation process utilizing multiple computer programs fascinates me. Of course, it probably doesn't hurt that I love the iconic shape that is Porsche.

If you like Bill's art, be on notice that he has generously donated a few of his Porsche conceptual photographs to RMR--PCA for use in a raffle at the Holiday Party planned for Saturday evening, December 4th. It will be a great opportunity to visit with fellow members and possibly go home with one of these beautiful art pieces. Bill's art can be seen at <https://www.billvarnerimages.com>.





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PORSCHE CLUB RACING,

STORY BY DAVID NELSON, PCA-RMR MEMBER AND LONG-TIME CLUB RACER

The Porsche Club of America (PCA) is more than social gatherings and scenic drives; it's where Porsche passion finds its purest, most exhilarating expression: on the track. What began as a collection of driving enthusiasts evolved into a grassroots race series unlike any other. In the early 1990s, PCA member Alan Friedman brought an ambitious vision to life: a race series by Porsche owners, for Porsche owners, where nearly every model could compete.

Before Club Racing, PCA members seeking wheel-to-wheel action looked elsewhere. Sports Car Club of America (SCCA) events offered competition but often at the cost of your car's pristine condition. Aggressive driving and frequent contact were part of the landscape---not ideal for those who cherished their classic 911s and air-cooled icons. Vintage-racing clubs like the Sportscar Vintage Racing Association (SVRA) introduced rules to discourage contact, including the famous 13/13 Rule, which penalized avoidable car-to-car incidents harshly. Still, for many Porsche enthusiasts, these environments felt like compromises.

High-performance driver education (HPDE) and time trials offered alternatives. These events prioritized driver skill and safety, with solo or paired cars vying for the fastest lap. They scratched the competitive itch but didn't quite replicate the visceral thrill of racing wheel-to-wheel, hearing the howl of flat-sixes as you chase a competitor into Turn 1.

Alan Friedman, after experiencing the camaraderie and respectful competition in vintage racing, helped shape PCA Club Racing to capture that spirit. The rules emphasized safety and sportsmanship, and grids could be filled with everything from purpose-built Cup Cars to lovingly maintained street-legal classics. It wasn't about professional glory---it was about the pure joy of racing a Porsche against fellow enthusiasts.

Where the Racing Happens

Today, PCA Club Racing events span iconic tracks across North America---Road America, Watkins Glen, Daytona, Sebring, and many more. Race weekends combine serious competition with a welcoming paddock atmosphere where lifelong friendships are forged over tire pressures and lap times. Whether you race or volunteer, you are part of the family.

The first Club Racing season kicked off in 1992 with just four events hosted by six PCA regions. Notably, our own Rocky Mountain Region (RMR) organized the inaugural PCA Club Race---just one week before Summit Point's event--and in 2023 celebrated 30 years of racing heritage. Some RMR folks who raced in that premier event are still around.

Though RMR experienced a brief hiatus between the closing of Second Creek Raceway and the opening of High Plains Raceway, the passion for racing never wavered. Today's Club Racing calendar boasts 23 races across the U.S. and Canada. From the legendary 48 Hours of Sebring that opens the season in February to Rocky Mountain Thunder in September and events stretching to November, PCA racers experience historic venues like Lime Rock, Road Atlanta, Watkins Glen, Pocono, Road America, Circuit of the Americas, and more. For entrants, a race season often involves cross-country road trips and friendly rivalries among familiar faces.

Smaller circuits also play an essential role in Club Racing. Venues like High Plains Raceway and Hastings Motorsport Park in Nebraska host intimate and equally competitive events. To encourage participation, regional competition series like the Mid-America Series and West Coast Series offer season-long points championships. These two championships provide racers in Colorado, Texas, California, and Utah a fun and affordable path to race frequently without traveling coast to coast.

How to Get on the Grid

Joining is easier, safer, and more affordable than you might imagine. CA Club Racing was designed to make competitive racing accessible to Porsche owners without requiring purpose-built race cars or extreme modifications. Nearly all Porsches can compete, as long as they meet safety requirements; the car you already enjoy at HPDE events could be your ticket to wheel-to-wheel racing.

Club Racing is the natural extension of the HPDE experience. Drivers progress from learning the basics to honing advanced skills in safe, controlled environments. Once ready, candidates can apply for a PCA Club Racing license, which requires

WHERE PASSION MEETS THE TRACK

proof of skill, consistency, and a commitment to safety. After all, fellow racers want to know the car next to them is driven by someone who respects them, the track, and the machine.

New for 2025, PCA offers race schools in four regions, giving prospective racers hands-on instruction in racecraft and Club Racing protocols. This streamlined path makes earning a license easier than ever. Additionally, drivers licensed through SVRA, SCCA, and NASA may join as provisional candidates after completing a mandatory orientation hosted by the race steward to cover the nuances of PCA's rules. See <https://pcaclubracing.org/licensing/race-schools/>.

Safety remains paramount. Drivers must equip themselves and their cars with essential gear—racing suits, helmets, roll cages, and harnesses—ensuring that every racer enjoys not just thrilling competition but peace of mind. Racing here is about fun and friendship, not fame. The emphasis is on enjoying your Porsche, challenging yourself, and clean racing.

PCA Club Racing is also self-sustaining, with race weekends organized by local regions yet supported by a national infrastructure. Every event features a steward, a scrutineer, and an expert timing and scoring crew, creating consistency coast-to-coast. One of the days of volunteers with stopwatches and clipboards timing laps from the pit wall. Today, embedded timing loops and in-car transponders deliver split-second accuracy, overseen by skilled volunteers and timing and scoring specialists, a testament to the program's growth and professionalism.

Volunteer Roles at a Glance:

You don't need a race car to be an essential part of Club Racing. Volunteers play key roles in creating a safe and exciting weekend. Here are just a few of the opportunities available: No experience is necessary, just enthusiasm and a willingness to learn. Volunteers receive training, enjoy exclusive access to the action, and become part of a tightly knit racing community.

Corner Workers: Provide critical flag signals to drivers and report on-track incidents.

Grid Marshals: Ensure cars line up correctly and safely before each race session.

Timing & Scoring: Operate advanced electronic timing systems to deliver precise race results.

Pit Lane Officials: Manage pit traffic and enforce safety protocols.

Registration and Hospitality: Welcome racers and guests and keep events running smoothly.

Join Us at the Track

RMR hosted its annual race, Rocky Mountain Thunder, on the weekend of September 20-21 at High Plains Raceway. We were fortunate to have a full compliment of passionate volunteers to assist us in making this event run smoothly. These volunteers were treated to first-hand views of PCA club racing complete with roaring engines, exciting starts, and intense action. When the volunteer opportunity comes around again next year, consider signing up and join us in the excitement of Porsche Club Racing. 🏁



LEI 'N' LAPS AUTOCROSS

STORY BY MICHELLE GERWING

PHOTOS BY SCOTT PEDRAM & MIKE PAPPAS



On August 16th, the second annual Lei 'n Laps autocross event brought together drivers and friends for a day full of fun, competition, and community spirit. My husband, Rob Gerwing, and I were honored to co-chair this event. Rob brought his creativity to the track by designing a course with fresh new elements, while I kept the aloha theme alive by decorating our car with colorful hibiscus graphics and handing out Hawaiian leis to drivers. Together, we aimed to create an event that was both exciting on the asphalt and festive in the grid.

A Touch of Aloha

The day began under blue skies, with the sound of engines echoing in grid as drivers prepared for their first runs. Participants embraced the theme by sporting their favorite aloha shirts, while the leis added a splash of tropical flair. Between runs, drivers gathered to swap stories, laugh, and enjoy the lighthearted island atmosphere that made Lei 'n Laps truly memorable.

Cooling Off with Kona Ice

At lunchtime, everyone was treated to a visit from a Kona Ice food truck, generously sponsored by RMR PCA, whose frosty shaved ice was a welcome refreshment under the summer sun. With fun flavors like Island Rush, Watermelon Wave, Lucky Lime, and Pina Colada (to name just a few), there was something for everyone. Drivers and spectators alike lined up to “wet their whistles,” and the icy cups quickly became a highlight of the day.



Obviously not a Buffs Fan.

Racing for a Cause

Beyond the fun, Lei 'n Laps 2.0 carried a powerful purpose. This year's fundraiser once again supported Robbie's Hope, an organization dedicated to bringing awareness to teen suicide, breaking the stigma around mental health, and reminding teens that they are never alone. Robbie's Hope has set an ambitious mission: to cut teen suicide rates by 50% by 2028. Their peer-to-peer programs and teen-led conversations are changing lives by encouraging open dialogue about mental health.

Thanks to the generosity of participants and supporters, our event raised \$540 and spread awareness for a cause that touches so many lives. In addition, we handed out The Adult Handbook from Robbie's Hope, a resource designed to help parents navigate tough conversations with teens on issues such as anxiety, depression, and suicide. By sharing this tool, we hope families will feel more equipped to support their teens and continue breaking down the stigma around mental health. For additional resources and support, we encourage you to visit their website at <https://robbies-hope.com>.



Michelle (left) & Rob Gerwing (far right) presenting a check for \$540 to Kari Eckert - Executive Director for Robbie's Hope

A Course with a Twist

This year, we welcomed 67 drivers to the event. Each driver had the opportunity to make five runs in the morning session and four in the afternoon session, testing their skills throughout the day. Rob's course design brought a fresh challenge, introducing a chicane that tested drivers' precision, timing, and adaptability. He wanted to shake things up a bit and give drivers something new to master. The newly added element demanded sharper reflexes and rewarded smooth precision, making each run more thrilling. Some veteran drivers admitted it took them a lap or two to adjust, while newer participants embraced it with fearless energy. The chicane quickly became one of the most talked-about features of the day and added excitement for both competitors and spectators alike.





Community and Camaraderie

One of the best parts of the day was the way the event brought people together. Between runs, participants gathered in grid to share tips, cheer for friends, and enjoy the aloha-themed fun. Volunteers kept the day running smoothly with registration, timing, and course management. All drivers worked the course, helping with tasks such as cone resetting and flagging—an essential tradition that not only ensures the event runs efficiently but also builds teamwork and camaraderie among participants. The leis weren't just decorations—they sparked smiles, jokes, and conversations, making it clear that this was more than a race. It was a community.

Wrapping Up

Lei 'n Laps 2.0 was more than just an autocross—it was a day of connection, community, and making a difference. From aloha shirts and leis, to Rob's innovative course design, to Kona Ice treats and fundraising for Robbie's Hope, the event showcased how fun and purpose can come together to create something truly special.

Mahalo

We are deeply grateful to the volunteers, sponsors, and participants who helped make Lei 'n Laps 2.0 a success. Special thanks to our registration team, timing crew, photographers, course workers, and everyone who pitched in behind the scenes. We also thank RMR PCA for sponsoring Kona Ice and keeping spirits cool and high. With all of us working together, RMR PCA runs one of the smoothest autocross events! 🙏







New Porsche 911 Club Coupe celebrates 70 Years of PCA — 70 cars for 70 members

The Porsche Club of America is proud to announce the third 911 Club Coupe, a collaboration with Porsche AG to celebrate our club's 70th anniversary. As with the 50th and 60th anniversary Club Coupes, this Club Coupe contains many unique features that one cannot not find on other Porsches. 70 units will be produced and exclusively offered for sale to PCA members through a raffle system.

Stay tuned to [PCA.org](https://pca.org) for more information and updates on this incredible opportunity for PCA members. Consider expressing your interest to become a PCA70 911 Club Coupe owner when the raffle opens July 11.



▶ More about the Club Coupe at pca.org/news/pca70-club-coupe



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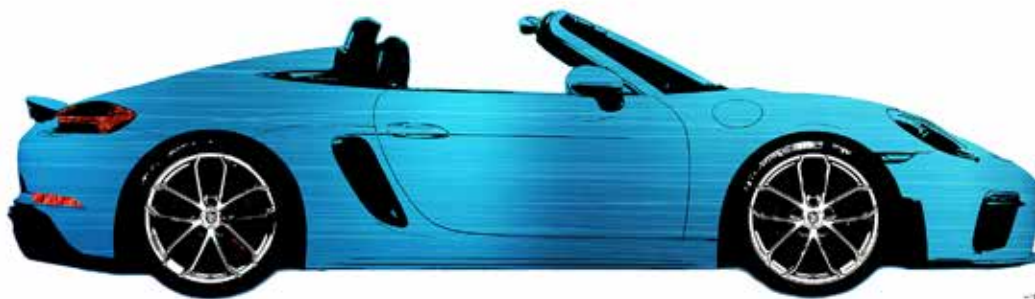


rmr.pca.org/events-page

BOARD MEETING



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



2026 RMR-PCA BOARD OF DIRECTORS NOMINATIONS

In accordance with the RMR by-laws the Nominating Committee's proposed slate of candidates for the Board of Directors is listed below and is currently open.

The committee has nominated the following candidates for RMR's Board of Directors for 2026.

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

The Nominating Committee members for the 2026 Board of Directors for the Rocky Mountain Region:

Kathy Fricke, Chair, RMR Past President, Past Zone 9 Representative

John Mackin, RMR Past President, Registrar Chair and Volunteer Coordinator

Susan Eastman, RMR Member, HighGear Newsletter Columnist

Eric Elliff, RMR President, RMR Driving Instructor

Scott Henderson, RMR Past President, RMR CDI Instructor Team, RMR Safety Team


If you are interested in serving on the RMR board, please contact Kathy Fricke at: katfricke@msn.com.

If you have concerns or comments re this recommended slate, we would like to hear from you. Send your comments or suggestions to Kathy Fricke at: katfricke@msn.com.

RMR members will have the opportunity to accept the Committee's nominations at the November membership meeting.

If you intend to nominate a RMR member in good standing from the floor for a board position during the November meeting, you must submit the proposal in writing to Chérie Talbert, RMR Secretary at: secretary@rmrporscheclub.com on or before September 2, 2025.

Respectfully submitted,

RMR Nominating Committee for the 2026 RMR board of directors 



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I GET AROUND

Danielle Badler
RMR-PCA Columnist

I'M NOT OBSESSIVE ... YOU'RE OBSESSIVE

F. Scott Fitzgerald famously said, "The rich are different from you and me." And Ernest Hemingway allegedly responded, "Yes, Scott, they have more money."

I love that. The implication, to Hemingway, is that the rich are different because they can afford to be different, to indulge in whatever floats their boat or, in our case, drives them down the road. While the rest of us stand by the wayside and gape or wax poetic about what we'd do if our lottery ticket hit the jackpot or our business IPO led to a valuation with too many zeros to count.

Take the collector, the big spender who, after buying the yacht, a palatial abode, and a Gulfstream jet, amasses a fleet of vehicles so big that one person could never possibly use them all, in many lifetimes.

I recently came across an online story in The Drive about a car collection that was being liquidated. What got me was the headline, "Huge Auto Museum Is Shutting Down and Selling Off 295 Pristine Collector Cars." It was the Klairmont Collections Automotive Museum in Chicago. Apparently, Larry Klairmont had amassed a real-estate empire and applied his, shall we say, ample resources to what his widow (he passed in 2021) calls "the largest collection on display anywhere in the Midwest."

That piqued my interest. Just what do you buy if you can afford 295 vehicles? My answer was a click away; The Drive listed each car. At the end of the road, Fitzgerald must be gasping, and Hemingway must be laughing hysterically. I mean, 13 Vespa scooters. A DeLorean and a Bricklin, Two Corvairs. A VW Thing, a Beetle, and a Karmann Ghia convertible. Two Messerschmitt cars, one a convertible. Three Goggomobils. Thirteen Jeeps in various configurations. Fourteen Rolls Royces, from the 1920s to the 1980s. A Zimmer Golden Spirit. Three 1941 Cadillacs. A 1948 Tucker replica.

Sorry, no Porsches. No Ferraris. Two BMWs; a 1950s Isetta and a 1936 319 cabriolet. One Fiat, a 1959 500 sport sedan. You want performance? A Lamborghini Espada, a Citroen SM, a 1969 Camaro pace car, two Pontiac GTOs, a Dodge Super Bee. It goes on and on ... and on. As the Church Lady might say, isn't this a bit ... eccentric?

My brother-in-law collects and sells rare books. A lot of first editions, a lot of sci-fi. All lovingly hand-wrapped in plastic. I once asked my sister, what is the attraction in collecting books? Aren't they meant to be read? I mean, they're books, aren't they? Isn't that what they're for?

She answered by saying, "you're not a collector. You'll never get it." True. I don't get collecting books that you don't read, and

I don't get the point of assembling one of the most eclectic and apparently self-indulgent car collections I've ever come across. Just like I don't get collecting sports memorabilia with the sweat of athletes.

Which leads me to one of my own quotes. "The rich are weird. Because they can afford to be weird." If you ever use it, please cite me. How else do you explain the mania?

Paul Allen, who co-founded Microsoft, virtually cornered the market in collections. A billion-dollar art collection. His collection of first-gen tech and Titanic memorabilia brought \$10 million at his death. He also co-founded the Allen Science Fiction Museum and the Museum of Pop Culture. And he died at 65 in 2018.

Which reminds me of the maxim that you can't take it with you. To which I would add a big "but" that, if you've got the resources, you sure can enjoy the ride in whatever form you desire, I guess. Is this being obsessive? Who's asking? ☒

Editors Note: I have an acquaintance who recently moved here to Denver from San Antonio, Texas. He and his wife are genuine "car aficionados" and Porsche owners. I have had the pleasure of introducing them to our region and they have quickly made the effort to take advantage of the monthly events. They recently told me of their "off the cuff" visit after a Cars and Coffee event, to Rambler Ranch, an interesting car collection of Nash, Rambler, and AMC automobiles as well as other collectibles from the "Rambler Age." After reading Ms. Badler's article, it prompted me to ask myself the question, "How many other viewable car collections are there in the Denver vicinity. Using Google, I came up with the following list, which is provided below for both new and "long-term" RMR-PCA Region members. If you like cars, all makes and models of cars, as well as other vehicular formats I urge to visit these worthy collections of "our favorite toys."

Vehicle Vault, Parker

Cussler Museum, Arvada

Forney Museum of Transportation, Denver

Rodz & Bodz, Englewood

Shelby American Collection, Boulder

Rambler Ranch, Elizabeth

Dougherty Museum, Longmont

DISPLAY ADVERTISING

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

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Full (8 $\frac{3}{8}$ " x 10 $\frac{7}{8}$ ")	interior page	\$330
Half (8 $\frac{3}{8}$ " x 5 $\frac{3}{8}$ ")	inside back cover	\$260
Half (8 $\frac{3}{8}$ " x 5 $\frac{3}{8}$ ")	interior page	\$225
Quarter (4" x 5")	interior page	\$130

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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 amporsche.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

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AREN'T I A BEAUTY?

Do you have a great a photograph of your Porsche? We would love to share your quality photo, along with a brief description of your Porsche and its specs (color, model,trim level etc...). Email us at mcellc80206@gmail.com.



Bob Goebel is the proud owner of this 1980 911SC Targa. Factory optioned in Grand Prix White with white leather interior, front and rear spoilers, and the Sports Package which included 16" Fuchs wheels, Bilstein shocks, sport seats, automatic heat control, and limited-slip differential. Bob added H-1 headlamps, a R-134 AC compressor, hydraulic chain tensioners, an intake manifold pressure relief valve, an Apple Car Play head unit with upgraded speakers, and a Sachs sport clutch. This beauty was judged First in Class at the recent 2025 Colorado Concourse d'Elegance.



Jeff Hill's 2021 Miami Blue Carrera posed at Red Rocks Park & Amphitheater.

MARKTPLATZ

Looking for the most up-to-date classifieds from members?

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PORSCHEs

2014 991.1 Carrera S \$85,000

Agate Grey with black interior, 32,000 miles, PDK; 20" Carrera Classic Wheels; Porsche Dynamic Light System; Sport Chrono Pkg; Electric Sunroof in Glass; Premium Package Plus i.c.w. 14 Way Power Sports Seats-heat and ventilated; Sound Pkg. Plus; and more. Car spent the majority of its life in So. California.

Wayne Jonas (949)-726-2431

wjonas18@gmail.com

2013 991.1 Carrera S Coupe \$75,000 OBO

3.8 L, 7-speed manual, White over tan. 60K mileage, 2 sets of wheels / tires 1 summer & 1 winter, car cover, roof rack, well maintained and cared for, never molested, tracked, or crashed. All receipts. Gorgeous car and last normally aspirated 911 engine.

Jep Seman (303)-638-7000

jseman@jps-law.net

MISCELLANEOUS

Carrera GT Tires \$2,500

Michelin Pilot Super Sport with about 2k gentle road miles (awaiting suspension recall parts).

Front: 9.5X19 265/35ZR-19 (93Y)

Rear: 12.5X20 335/30ZR-20 (108Y)

Located in Castle Pines.

Call Fred: (920)-266-3336

4 Sets of Fuchs Wheels & Continental Extreme Plus Tires \$1600

4 sets of Fuchs wheels with Continental Extreme Contact DWS 06 Plus tires. They came off of my 997.1 C2.

Fronts: 235/40-18, on 8x18 wheels with 50mm offset. Date code is 3420. Tread depth is 8/32" on each.

Rears: 265/40-18, on 10x18 wheels with 65mm offset. Date codes are 0823 and 1123. Tread depths are 10/32" and 9+/32".

One rear wheel has a slight curb rash area, and the other rear has a small blemish on the rim. These are "Italian Fuchs" and are a cast wheel made in Italy. They are made to look exactly like the older style Fuchs that are on the late '70's and '80's cars. They are a flatter "satin" finish and not the glossy finish that you sometimes see on new wheels. They are not the original "forged" Fuchs wheels, but rather are a less costly cast wheel. IMO they look fantastic – especially if you like the look of the older Fuchs. They are round, balanced, aired up, and ready to mount and drive. The new retail pricing for all this new is approx. \$4,000. I feel \$1600 is fair, and you can pick up in Fort Collins.

Tom Fitch (970)-449-9975 (not a cell #)

OZ Racing Hyper XT 20 Rims & Tires \$1200

OZ Racing 20 inch wheels Hyper XT in gloss black, purchased 2022. Four all sold together. Tires mounted are Michelin Pilot Sport R20 245 / 45 on the front and R20 285 /40 on the rear. Tires perhaps have a good summer season left on them. These were on a Porsche Taycan. Rims in like-new condition. Buyer must pick up. Venmo or cash. Prefer to sell wheels/rims and tires together.

Tressa Allington

tressa.allington@gmail.com

OEM Porsche Cup 2, 17" Rims \$1500

Description: Genuine wheels ET 55 993.

Part number: 993.362.124.00 (17X7),

993.362.128 (17X9)

Rims are factory silver with zero curb rash, free from bends or cracks.

Center caps are from a 95 Carrera 4 (will include if interested). Tires are old (date code).

These will fit a narrow body 993 911.

Todd McKee (720)-542-6352

1973 914 Tub \$200 OBO

No running gear, no top or engine lids, no headlight boxes. Comes with 2 1970 doors. Some rust, but was very straight and used to build jigs. Still has many good parts. Prior owner was going to build as a race car. Reinforcement kit added. Stored inside last 2 years, now need space for 914-6 assembly. Also available,

Jigs for 914

\$200 OBO

Left and right door jigs.

Front trunk/suspension mount.

Rear suspension mount.

Kyle Schroeder, Golden (303) 548-7375

Borla Muffler S Type Cat Back \$800

For a 2013-2016 2.7 L Boxster or Cayman.

In mint condition-only slightly used.

Barbara Christenson 928-369-8881

OZ Ultraleggera HLT Wheels with Tires
For sale winter tires used on 2015 Targa 4S mounted on OZ Ultraleggera HLT wheels. Tires are 235/35/19 and 295/35/19, wheels 19/8.5 ET53 and 19/11 ET40 \$1000.00
Michelin Pilot Alpine SUV winter tires off 2015 Macan S, less than 10k miles. 2 (265/45/20) 2 (295/40/20). \$200.00



DEAR TIRE GUY

March 2024



MEMBER SPOTLIGHT: Check out 60 Seconds With Dale Hartzel Visit onsitetires.com >Porsche Owners to watch a short interview with veteran racer Dale Hartzel at Heartland Park and learn all about how this force on the track got into club racing. Don't forget to browse our wide selection of wheels and tires while you're there. Got questions? The Tire Guys have answers: 720-410-7007



Let's face it: nothing kills summer joy like sitting down and instantly questioning every life choice that led you to that moment. Leather looks luxurious, but it also soaks up heat like your tires soak up corners. If your seatbelt buckle has ever branded your thigh, this article's for you.

Protecting your interior isn't just about comfort—it's about keeping that leather looking showroom-fresh:

Use a windshield sunshade – It might not scream “cool,” but it'll keep your cockpit from becoming an oven. Bonus: It's like giving your Porsche stylish sunglasses.

Apply leather conditioner – Treat your seats like the supple, pampered royalty they are. Condition regularly to prevent cracking, fading, and judgment from your Porsche club peers.

Window tint (legal, of course) – Not just for stealthy looks. Quality tint keeps your cabin cooler and helps preserve your dash and trim.

Your tires feel the heat, too. Summer temps increase pressure and wear—so keep them in check:

Check your tire pressure regularly, especially after long drives or temp swings. Hot rubber expands, and overinflated tires = less grip and faster wear. Inspect for bubbling or sidewall cracking, particularly if your Porsche has been parked in the sun or storage. Heat ages rubber quickly.

Consider a summer performance tire – If you're still riding on all-seasons, you're missing out. A proper summer compound gives you sharper handling, more grip, and confidence when pushing through a canyon curve.

Until next time keep cool and Drive On!
The Tire Guys

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CREATIVE LICENSE



Have a "Creative License" plate? We would love to see a quality photo, a brief explanation of the plate, and your Porsche's specs (model, color, trim level). Email us: newsletter@rmporscheclub.com



ILV2SKI = I Love to Ski"

This Creative License Plate graces Don Gallo's 2015 Macan S. He writes "This '15 Macan S in Agate Gray (well, mag filth in this pic) is my ski car. Shod in Nokian Hakkapellitas it handles snow-covered Berthoud Pass with aplomb. 🏂"





KEN W. PURDY WRITES ON PORSCHE

“Great cars are not created by committees”



■ When you drive a Porsche you're driving a masterpiece of one of the best minds the automotive industry ever knew: Dr. Ferdinand Porsche. Porsche is no mugging end-product of a hundred dozen compromises. Like all great books, paintings, great buildings, the Porsche is the creation of one man, and that man was probably a genius.

Ferdinand Porsche designed his first automobile about 1900 and his star—the Porsche—by 50 years later. In that half-century he threw into the wastebasket enough designs to make several 70-ton trains—and he built such inspirational classics as the "Prize Henry," Austin-Healey, the K, SS, 3 and SSKL Mercedes sports-cars, and incredible Volkswagens.


It was the only car to ever put on the road his own name. Ferdinand Porsche lavished everything he had learned in half a century of tireless day-and-night labor. Everything about the car was planned, thought-out, analyzed. This is the best car in the world—just, once you get into it, you'll be astounded at amount of room in it. The engine shape of the Porsche is exhibited in the Museum of Modern Art and is celebrated by wind-tunnel builders as a styling achievement. Result: a fast but economical car that produces no wind-tunnel air at any speed. A quick steering, brakes that stop the car as if it had hit a wall of sponge rubber, and a gearbox that's a lot quicker than you are. You'll find a Porsche is better in Engine & Base than any other car. Four cylinders? You couldn't use an 8-cylinder engine that some owners claim it. It's still around 50,000 miles.

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The EPA range estimates for new vehicles enable comparison to other electric vehicles. These range estimates provide guidelines but the distance you can drive (range) varies considerably based on a number of factors, such as driving conditions and traffic situation (e.g., stop-and-go driving or highway driving), personal driving habits and selected driving mode (e.g., Sport), speed, topography, use of comfort/auxiliary equipment (e.g., air conditioning, heat, etc.), optional equipment (e.g., wheels and tires), weather, outside temperature, number of passengers, cargo, age of vehicle and the battery, battery capacity, and charging habits. As with all battery-electric vehicles, the actual range of the all-electric Macan will vary based on a number of factors as described above with regard to EPA range estimates.

