HIGH GEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION | RMR.PCA.ORG | July 2021

VOLUME 63 | EDITION 07

Lakeside Living at The Yacht Club

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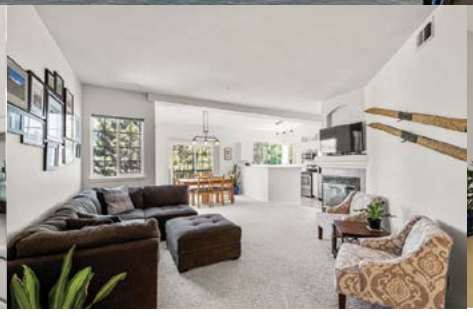

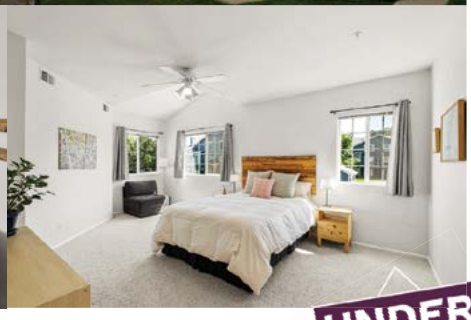

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HIGHGEAR

Volume 63, Edition 07
July 2021

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

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COVER PHOTO

Mike Pappas snapped this photograph at the "Miles of Speed" Driver Education at High Plains Raceway on June 13, 2021.

Editor: **Tom Champion**
Creative Director: **Bill Simon**

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RMR-PCA BOARD OF DIRECTORS

Monthly board meetings are always open to club members. See the list of upcoming events for schedule. You may contact the entire board at board@rmrporscheclub.com. To volunteer to be an RMR Board member, 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.

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968	Zach Schroeder	info@PoudreSportscar.com
Boxster/Cayman	Doug Bartlett	doug@dbartletts.net
Cayenne	Zach Schroeder	info@PoudreSportscar.com
GT2, GT3, Cup Cars	Chris Cervelli	ChrisCervelli@msn.com

PCA ANNIVERSARIES — Congratulations!

50 YEARS
J. Kent & Bev Early

40 YEARS
Allen & Debbie Johnsen

25 YEARS
Jim & Aleta Smith

20 YEARS
Amy Converse-Hunter & Mark Hunter
William Jennings
David & Lisa Kekar
David & Shelley Stribling

1,995
Primary RMR Members

3,039
Total RMR Membership

136
RMR PCA Juniors

NEW RMR MEMBERS — Welcome!

Kyle Bradley
Castle Rock, CO
2011 911 Carrera 4S

Kevin Burke
Golden, CO
1985 911 Carrera Cabrio

Robert Emmitt
Fort Collins, CO
2008 911 Carrera S

Richard Gillies
Berthoud, CO
2016 911 Turbo S

George Henson
Fort Collins, CO
2020 911 Carrera 4S

Bill Jens
Grand Junction, CO
2013 911 Carrera S

Ronnie Jens
Grand Junction, CO
2003 911 Carrera

Dan Lego
Denver, CO
2018 911 Carrera

Steven Leverette
Denver, CO
1988 944 Turbo S

Paul Lyman
Cheyenne, WY
2017 911 Carrera

Joe Mancini
Denver, CO
2006 Cayman S

Jacob Payne
Colorado Springs, CO
2005 Boxster

Christopher Roe
Castle Pines, CO
2015 911 Carrera Cabrio

Denise Shorey
Wheat Ridge, CO
2018 Macan S

Thomas Thompson
Centennial, CO
2000 911 Carrera Cabrio

James Tsui
Denver, CO
2017 911 Carrera 4S

Adrian van Ineveld
Broomfield, CO
2002 911 Carrera

Clarence Vann
Basalt, CO
2006 911 Carrera S Cabrio

Michael Watkins
Denver, CO
2015 Boxster GTS

Donald Zinn
Lafayette, CO
2018 Macan S

David & Shona Bohon
Parker, CO
1973 914
(Transfer in from West Texas Region)

John Mertz & Scott Hargadon
Louisville, CO
2013 Boxster S
(Transfer in from Chicago Region)

NEW TEST DRIVE MEMBERS — Welcome!

Tryfon Hristopoulos
Greenwood Village, CO

Peter Lorbiecki
Denver, CO

Kelly Lynch
Loveland, CO

David Springberg
Fort Collins, CO

Vicki Cox-Jones
President

"TRACK RATS" ON TOUR

What do track people do when there are no track events close enough to go to? Many will be prepping their cars for the next event – changing brake pads, bleeding their brake lines, having tires replaced, and other such car maintenance things that need to be done for track events. However, some will sign up for an RMR Driving Tour. There are not a lot of members that will do both, but there are a few. I'm hoping after reading this, others may be convinced to sign up for a tour or two and see what they are missing.

RMR's VP Scott Henderson and La Presidente, Vicki Cox-Jones

You might wonder, why would "Track Rats" sign up for a Driving Tour. I think first and foremost is we all love to drive. I know my reasons for doing tours, but I wanted to know what some of the others had to say. I had the pleasure of having our Vice President (Scott Henderson) accompanying me on the Edelweiss 2.0 Spring Driving Tour while we ran sweep. Then he joined me and Harry (my hubby) on the Peak to Peak Tour. One of the things Scott kept repeating during both tours was, "Wow, it's been years since I've been on these roads." I also heard many people comment on the Edelweiss drive and how they have never been up around Red Rocks before, me included. That was a really nice route, different from where it begins in the south part of Denver. Thanks Mark Taylor, Bill Frye and Russ Rydberg for changing it up a little from previous years.

So I asked some of my fellow "Track Rats" why they went on the Driving Tours, and I got a few more comments. One of the best was from Jennifer Taylor. She said there wasn't a track event going on and they wanted to get out in their car, a very nice 2004 yellow GT3, and enjoy the beautiful Colorado roads with their RMR/PCA friends. It might be difficult to believe, but the adrenaline-filled "Track Rats" are a very social and close group of friends. In fact, I would almost say we are a big happy family. Dan Carlson, our Chief Driving Instructor Team leader, and his wife Leslie were also on the Peak to Peak Tour. Now that Dan is retired he and Leslie are also interested in getting out with friends and enjoying all that our beautiful Colorado roads have to offer.

To sum things up, we "Track Rats" like to get out and explore new places. We love to drive roads we either haven't had the chance to drive in a long time, or as I have personally found, to drive some new roads and see new scenery that I have never seen before. We love to get out with our friends and make new friends. Then, of course, there are also all the beautiful cars you get to see along the way.

So, whether you are a "Track Rat", a Driving Tour Regular, or entirely new to RMR/PCA and want to get out, there are more events on the horizon. For those with a little more time and driving

La Presidente driving her Cayenne with VP Scott Henderson riding "shotgun" and Harry Jones relaxing in the back seat during the June Peak-to-Peak Driving Tour.

We love to drive roads we either haven't had the chance to drive in a long time, or as I have personally found, drive some new roads and see new scenery that I have never seen before.

ambition, the Yellowstone Grand Loop Tour still has some slots available. There are also two half-day tours planned, the Triple Bypass Tour, and the season ending Edelweiss Fall Driving Tour. There are also two more HPDEs for all drivers as well as the Club Race/Solo HPDE for those qualified to drive solo. If you are not sure if HPDE events are for you, there are also the Ladies' Day (see page 28) and Track 101 Drivers Education (see page 29) weekend events. These two events are perfect if you are a little intimidated by our home track, High Plains Raceway; they take place in Golden at the Colorado State Patrol Track, and registration is now open.

I look forward to seeing you on a Driving Tour, at the Track, at an Autocross, or at an upcoming Social – yes, they are being planned again!

Vicki Cox-Jones
RMR President
president@rmrporscheclub.com

Matt Taylor's 2004 GT3 and Dan Carlson's 2004 GT3

"Track Rat" Pete Romenesko driving his blue Boxster

Photos: Mike Pappas

RMR Vice President (Scott Henderson) and RMR's La Presidente on the June Edelweiss Driving Tour.

Holly Jackson
Membership Chair

IT'S TIME TO BE SOCIAL (AGAIN)

As you may have heard, July is the first social we will host since March of 2020! We are expecting to see big turnouts at the socials for the rest of the year. It is a great feeling to see so many of you, the members, at the events we have lined up for the rest of the year! Remember, we offer many different types of events for you. If we don't have an event that you would like to see, reach out to me and let me know what you are thinking, but beware, I may ask you to co-organize it.

Please don't forget that all of PCA is run by volunteers. Some people do a lot of events, and some attend all the events without helping; the best time to learn is from some of the "pros" we have on the volunteer staff now and while they still want to volunteer. Don't let future events disappear due to the lack of volunteers. Please be involved. Ask the people working the event that you enjoy, how you can help out either now or in the future. Not only do you help the club, you feel good about helping, and you will even make new friends!

Please remember, we are getting back to normal after all the shutdowns. This includes slight differences from how events were held in 2019 or during the few months of 2020. As organizers, we are dealing with the shortages of available vendors, or restaurants still not able to hire enough staffing for large events, or other restrictions that we are trying to make the best of given the current situation. We ask that you be patient and understand that we are trying very hard to have the events be as close to as they were back in 2019. Some events we hope you will not see any difference. But please, make sure you say thanks to the organizers as they spent a lot of time to make the event the best it can be!

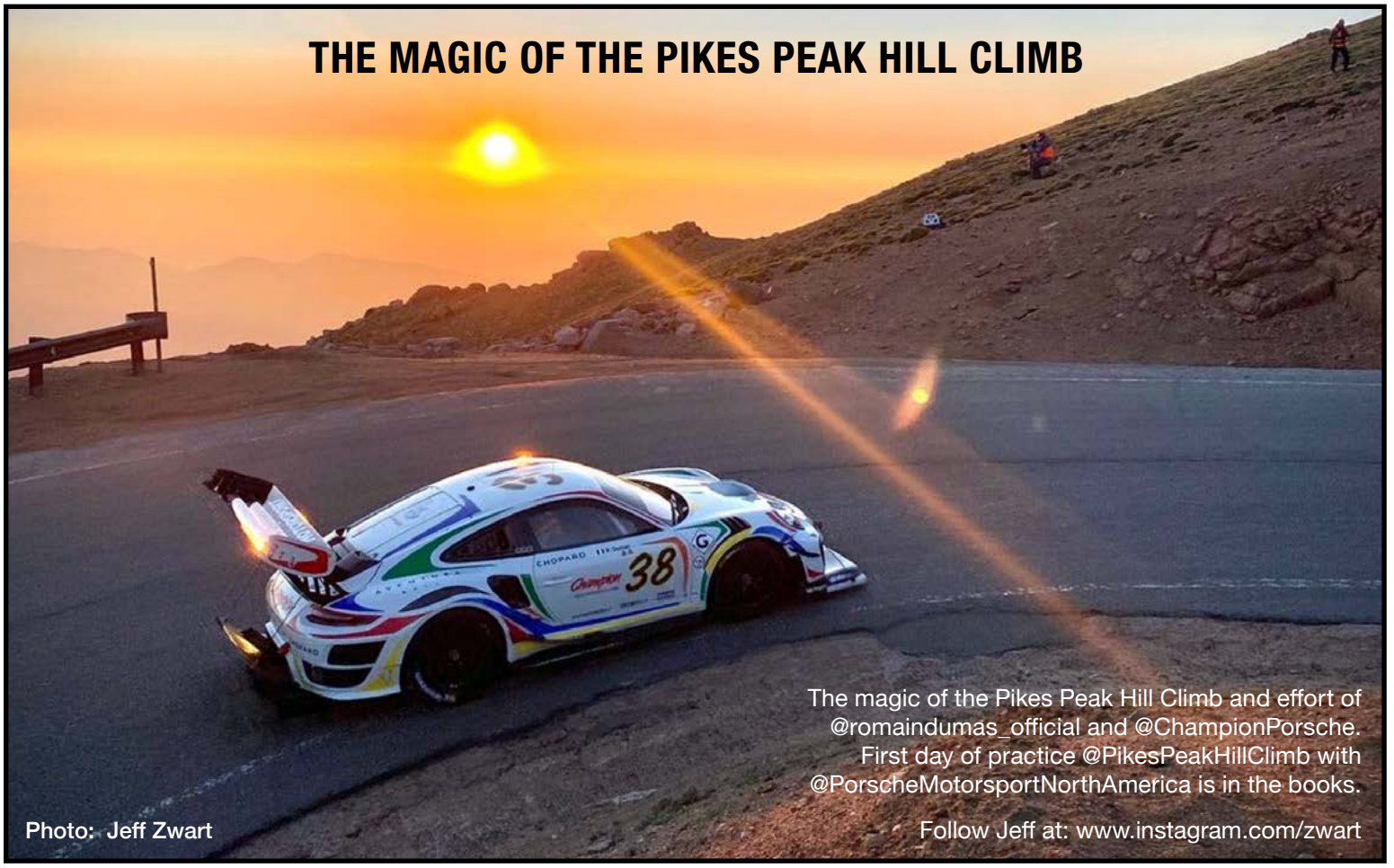
Take care, have fun, and be respectful to all.

Holly Jackson
RMR Membership Chair
membership@rmrporscheclub.com

Spring Edelweiss Driving Tour — June 2021
Golden, CO to Edelweiss German Restaurant in Colorado Springs
(article and photos on page 22)

Photos: Mike Pappas

THE MAGIC OF THE PIKES PEAK HILL CLIMB



The magic of the Pikes Peak Hill Climb and effort of @romaindumas_official and @ChampionPorsche. First day of practice @PikesPeakHillClimb with @PorscheMotorsportNorthAmerica is in the books.

Photo: Jeff Zwart

Follow Jeff at: www.instagram.com/zwart

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www.pca.org/pca-juniors

— SOCIAL EVENTS —

July 8 — **"The Largest Gathering of Porsches"** — 5:00 pm – 9:00 pm
The Lamar Street Center, 5889 Lamar Street, Arvada, CO 80003
Because of the tremendous turnout in past years, please only bring Porsches.
NOTE: Display cars will be strategically parked and not be able to leave until 9:00 pm

July 10 — **RMR Breakfast Club – South** — 8:00 am – 10:00 am
The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112

July 11 — **Inaugural Western Slope Social** (casual [you pay] lunch) — noon
Boston's Restaurant, 2404 Patterson Road, Grand Junction, CO 81505
In order to reserve an appropriate number of parking spots at the restaurant, attendees need to RSVP by 9 July. *(details via eBlast on 6/26/2021)*

July 13 — **RMR Board Meeting** — 6:30 pm – 8:30 pm
All Copy Products, 1635 W. 13th Ave, Denver 80204

August 7 — **Cars & Coffee, Lafayette** — 7:00 am – 10:00 am

August 7 — **RMR Breakfast Club – North** — 8:00 am – 10:30 am
First Watch, 2809 South College Avenue, Fort Collins 80525

August 10 — **RMR Board Meeting** — 6:30 pm – 8:30 pm
All Copy Products, 1635 W. 13th Ave, Denver 80204

August 14 — **RMR Breakfast Club – South** — 8:00 am – 10:00 am
The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112

NOTE: ***For all Breakfast Club socials, there are no COVID-19 restrictions; however, you may wear a mask if you wish.***

— DRIVING EVENTS —

July 24–25 — **"Escape to the Track" – Driver Education** — All Day
High Plains Raceway, Deer Trail 80105 — (details via eBlast on 6/24/2021)
Special Treat! Saturday, we run the Regular course. Sunday, we run the West course.
Registration now open: msreg.com/escape-to-the-track

NOTE: ***All DEs, HPDEs, and Autocrosses are subject to certain limitations/cancellation due to possible COVID-19 restrictions in place at the time of the event.***

— DRIVING TOURS —

July 15–16 — **Saratoga Resort and Snowy Range Tour** — All Day
Register at: www.MotorsportReg.com

August 12–18 — **Yellowstone Grand Loop Tour** — *(details on page 13)*

September 4 — **Triple Bypass Tour** — *(details to come)*

— SPECIAL EVENTS —

August 13 — **Werks Reunion 2021 — Monterey, CA**
Location: TBD; More information at: www.WerksReunion.com

NOTE: Events are subject to change because of COVID-19. Watch emails for updates.

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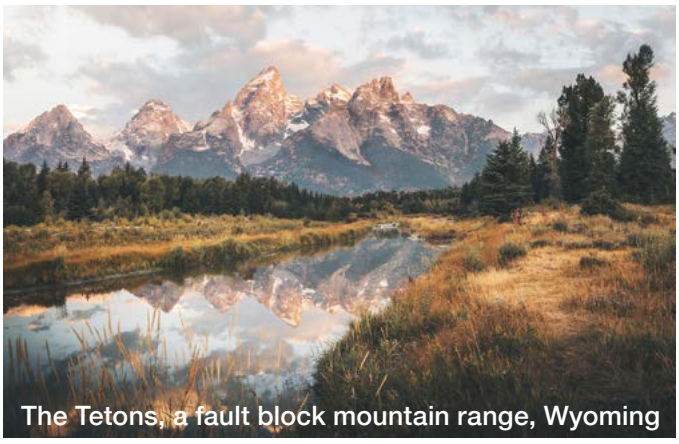
PORSCHE

YELLOWSTONE GRAND LOOP TOUR

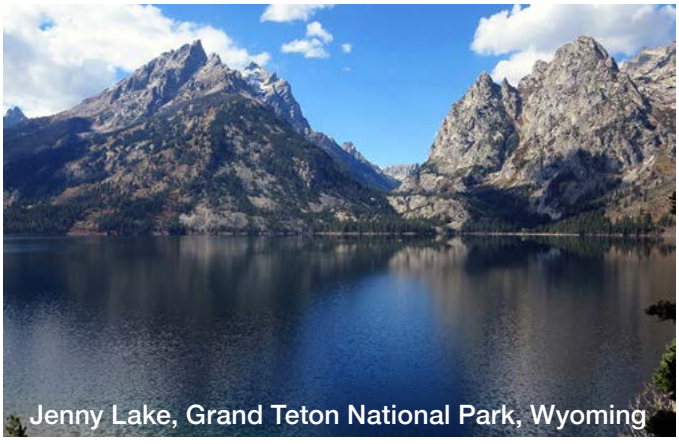
WHAT:	**Yellowstone Grand Loop Tour**
WHEN:	**August 12 – 18, 2021**
WHERE:	**Wyoming > Montana > Utah > Colorado**
MILES:	**~1,500 Miles**
COST:	**Information Coming Soon**
EVENT CHAIRS:	**Holly Jackson (membership@rmrporscheclub.com)**
	Mark Taylor (markbtaylor@msn.com)
REGISTRATION:	**www.MotorsportReg.com**

Mark your calendars for this 6-night 7-day tour with Yellowstone National Park and Grand Teton National Park as the highlights of the tour. We will head to Cody, WY for two nights with a loop into Montana; then to Jackson Lake, WY for two nights; and then through Utah for a night in Park City; and on to Palisade, CO for our last night. Many sights to take in along the way. If you like to drive scenic byways, this tour is for you!



The Tetons, a fault block mountain range, Wyoming

Dinosaur National Monument, Colorado



Jenny Lake, Grand Teton National Park, Wyoming

Dawn reflection of the Uinta Mountains, Utah

Photographs provided by Mark Taylor

Dan H. Carlson
Leader, Chief Driving Instructor Team

HIGH PLAINS RACEWAY FACELIFT…

If you haven't been out to High Plains Raceway (HPR) this year, you're going to notice dramatic improvements the next time you visit.

Track Manager Glenn Conser continues to work his magic!

Let's begin with the technology upgrades as these are very impactful for our Club.

A 55" flat screen and laptop were installed in the Pavilion. This allows the use of a PowerPoint presentation for the morning Drivers Meeting combining the Event Chairs, Safety Committee, Track Manager, and CDI presentations into one. The goal is to provide pertinent content in 20 minutes or less. It is also being used to provide reminders throughout the day, such as information about the lunchtime charity rides and schedule.

Photo: Mike Pappas

At the October DE, three of the Chief Driving Instructors visited with Glenn about improving the classroom set up so that the room could better handle larger groups and, at the same time, enhance the learning environment. Once again, Glenn delivered. Another 55" flat screen was installed on the classroom's west wall. By mounting it there, it allows for a theatre seating layout - rows of chairs facing the screen with one aisle. The timing of the installation was perfect as we had over 37 novice drivers at the June DE and it accommodated everyone! In addition, the track map will be relocated to the west wall next to the flat screen, and there is now a podium to set the laptop on.

Another upgrade directly impacting PCA drivers was the result of an observation that was made during a Saturday evening Walk the Track session prior to last July's running of the West Course. While walking the cutoff between Turns 8 and 13, there was mention of a mound on the left side and a drainage ditch in potential runoff areas. We shared this with Glenn and, as a result, extensive grading was done on the left side of the cutoff between turns 8 and 13 and on the right side of turns 13-14-15, the "Prairie Corkscrew." Not only are the potential runoff areas safer and the water drainage improved, the "shaving" of the mound improved the view for safety vehicles from the cutoff down to turn 11 when the Full Course is utilized.

There have been a number of other improvements – here are a few:

Besides installing an entrance gate last year, over 100 additional concrete barriers were installed around the gate and along the highway between turns 4 and 6 to better secure the property. This is an important step that will lead to the eventual installation of personal car garages.

The new barriers were painted blue and white to match the rest of the track, and the paddock has a fresh look – cleaned up, expanded, and "paved." I say "paved" as it actually has 120 truckloads of recycled asphalt millings spread throughout. Expansion to the west and north almost doubles the paddock's size, which is needed for the largest events. The track service vehicles are now parked in a fenced area on the northwest side, the containers were moved next to it, and a permanent Vehicle Inspection Site was also built at that northwest corner.

The cracks on the track and in the paddock are being repaired, and turn 8 will be repaved this summer.

Whew – that's a lot! Glenn, thank you for continuing to share our "raising the bar" spirit!

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

“May I Have a Re-Run?” Autocross at Colorado Air and Space Port on May 29, 2021

Photos: Mike Pappas

"MAY I HAVE A RE-RUN?" – MAY AUTOCROSS

by Scott Pedram

As COVID-19 vaccinations climb, and restrictions relax, a more "normal" summer looks promising for 2021. What a great way to kick off the Memorial Day weekend, the "unofficial start of summer," than with an autocross!

Weather was a bit cool, breezy, and mostly cloudy. But the sun did peek through periodically, and the rain held out. Coincidentally, the sun only came out during both Pink Group's runs, which warmed up the track a bit providing for better traction; and giving anyone in the Green group a good excuse for lower times!

Last year, we held an Autocross Course Design Contest in conjunction with the October "Cones are a Fallin' " autocross. Unfortunately, that event was canceled, and we weren't able to use Alan Wolcott's winning design last year. However, it made its debut this year, and Alan did a supremely, excellent job! There were lots of great feedback, and people seemed to really enjoy it. Admittedly, it was a bit technical in some areas, which caused some of the newer autocrossers to get lost. Having an instructor hop in and guide them through those areas helped, and most importantly, they were still having fun. Congratulations Alan, and well done!

It was great to see some old faces again, and great to see a lot of new faces too. The past year of social distancing made for a longing of reconnecting with old friends. There were at least two examples of that at this event. The first was from RMR's Treasurer, Tom Radow. He encouraged his friend Glen Goldman, and his son Noah to come out to their first ever autocross. They had beaming smiles all day long; safe to say they had a great time.

Another was from CDI and timing/scoring lead Doug Bartlett. Doug introduced his good friend David Jobusch to autocross 15 years ago, with Doug in his BMW 328i, and David in a Toyota Celica. As Doug moved into the world of Porsches, David continued driving with BMW, NASA, and SCCA and their driving schedules diverged. David reached out to Doug to ask if he could participate in this event as a co-driver in Stephen Murphy's GT4, just like Doug's. Of course the answer was yes, and a friendly beer wager was quickly placed! Would Doug's expertise in the Cayman platform trump David's autocross experience? Doug says it was great to reconnect on Saturday, and he can now count Steve Murphy among his driving friends as well. Steve ended up taking "Fasted Time of the Day." As for the wager between David and Doug, Doug was only 0.480 seconds faster. Then again, Doug was in the Pink group and had the advantage of the sun and warmer track. Perhaps there needs to be a re-match at the next autocross in August!

Of course, these events wouldn't happen without our volunteers. Here's an abbreviated list, but special thanks go to the following:

- Scott Pedram – Event Chair
- Cristina Iordan – Registrar
- Harry Jones – Insurance Coordinator
- Doug Bartlett – CDI and Timing/Scoring Lead
- Josh Wyte, Tom LaRitz, Aaron Botnick – Timing and Scoring
- Tom Radow – Treasurer, Grid Captain, and Course Worker Coordinator

Photo: Mike Pappas

MAY 29, 2021 COLORADO AIR AND SPACE PORT, WATKINS, CO

Photos: Mike Pappas

This is the face you get when autocrossing your dad's Cayman...and he tells you to "give it all you got!"

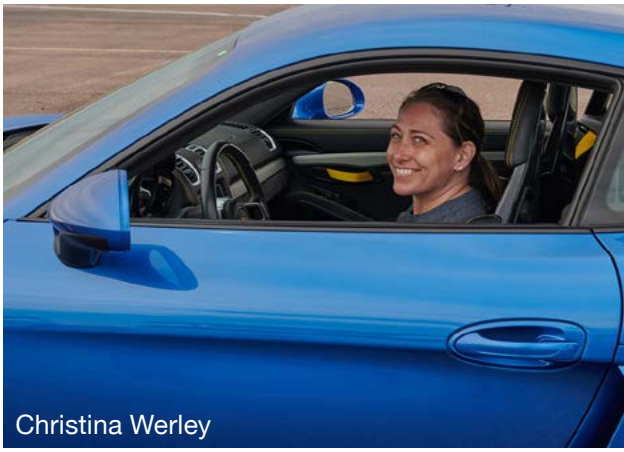
Noah Goldman, son of Glen Goldman.
This was Glen and Noah's first autocross.

Doug Bartlett (left)

COLORADO AIR AND SPACE PORT

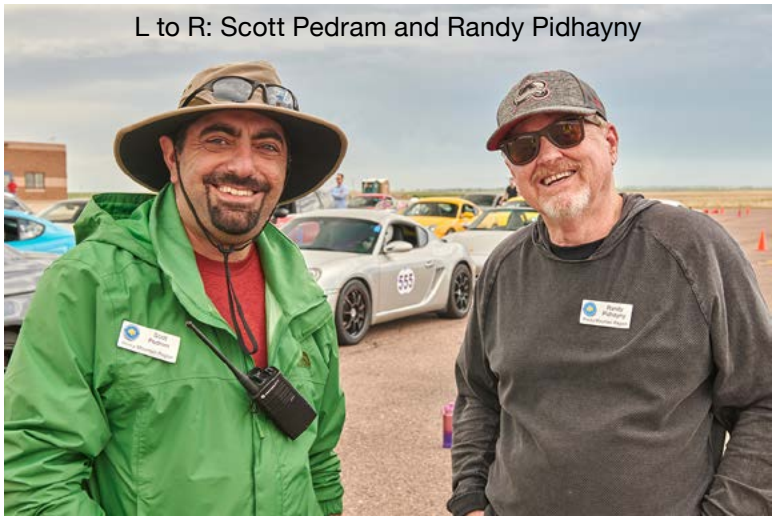
Autocrosser Simon Day

Photos: Mike Pappas


Christina Werley

L to R: Doug Bartlett, David Jobusch, and Steve Murphy

L to R: Scott Pedram and Randy Pidhayny



"MAY I HAVE A RE-RUN?" AUTOCROSS

Alan Wolcott

Photos: Mike Pappas

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EDELWEISS SPRING DRIVING TOURS

by Russ Rydberg

The wait was finally over. We had all been on lockdown for nearly a year and a half. We were counting the dust bunnies under the fridge. We even named a few….

And then suddenly, a glimmer of hope was glowing on the horizon. Many of the restrictions that had us in lockdown were lifted. The announcement came that registration would open soon for our first driving tour in what felt like decades. It was like the Heavens parted, and the angels sang.

OK, maybe I am over doing it just a bit, but it did sort of feel that way. I know that many of our Club members were feeling pent up, which played itself out once registration for the Edelweiss Spring Tour opened online. The driving tour was sold out to capacity within 11 minutes! And we had nearly double the allotted participant slots in "waitlist" status. I had members contacting me – offering their first born and hordes of cash to be allowed to participate. There were angry mobs with pitchforks and torches outside my front door. OK, again, perhaps that is a little embellished. But the response was epic. So many people wanted to get out, go on a legendary Rocky Mountain Region driving tour, and see old friends again. And the Edelweiss Tour is truly one of RMR's storied driving events. It is typically our bookend event for the driving season – kicking everything off in the spring and bringing it all to a close in the fall.

Our driving tour director, Erik Behrendsen, has developed a strong relationship with the Edelweiss Restaurant in Colorado Springs. And they are always most accommodating when we contact them for reservations for the Club. This year, the co-chairs, Bill Frye and I, decided to change things up a bit and start the tour in Golden at the Hagerty office there. Thanks to our phenomenal route guru Mark Taylor, we ended up with an amazing run that took us through the Red Rocks Park and Amphitheatre tract, down through Bear Creek Canyon, through Turkey Creek Canyon, and along the southern foothills down CO 105 through Palmer Lake.

The day of the tour was gloomy, rainy, and cold. But that did not deter those who had waited so long to get back on the roads with their Porsche friends. Two run groups made their way to the restaurant and were treated to amazing service and food in the fabled Ratskeller, as it was just too soggy to sit in the Biergarten.

As I said earlier, the response to this first tour coming out of the Pandemic was so great that I felt compelled to offer a second go – Edelweiss Tour 2.0, if you will – to accommodate all those Club members who were so eager to attend. And

Photos: Mike Pappas

The Edelweiss German Restaurant in Colorado Springs

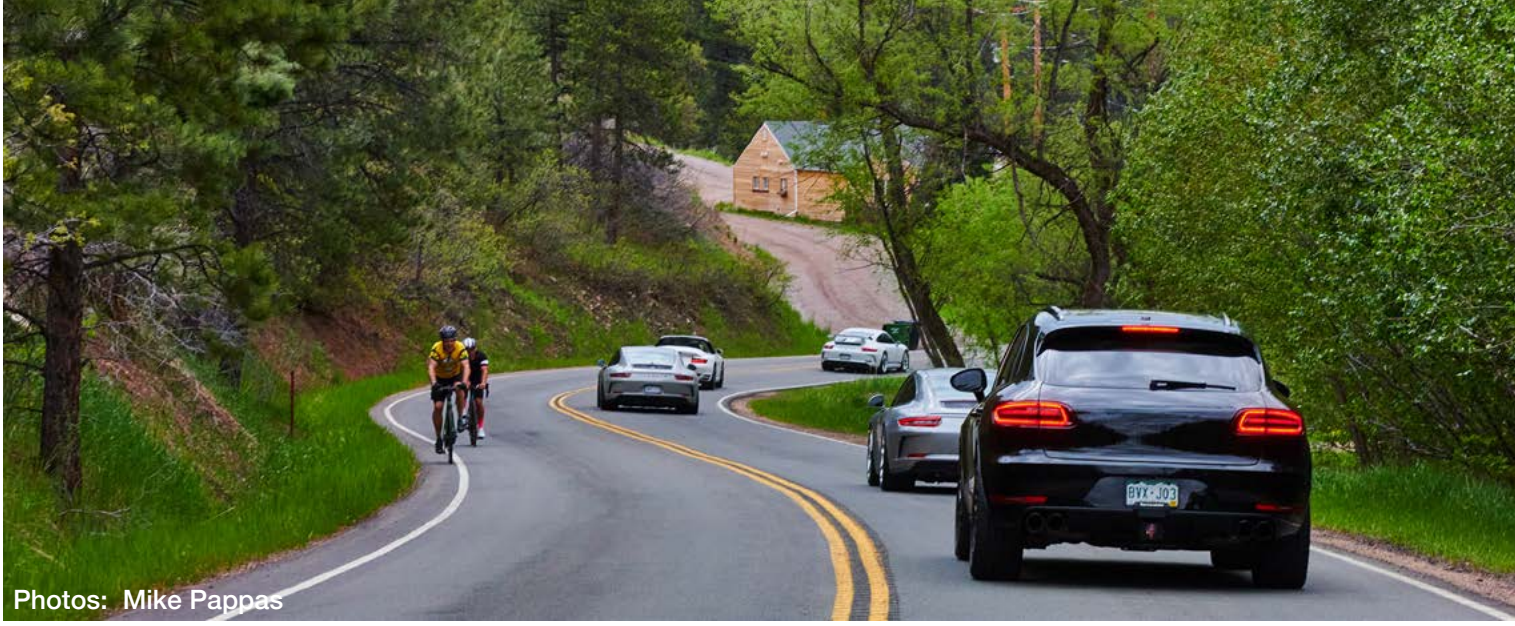
the second tour did not disappoint. The following weekend, the weather was fantastic. We took the same route as the previous weekend, and it was just as much fun to drive a second time! And this time we got to dine outside in the Biergarten – always a treat. It was enjoyable to be out and driving with the Club again!

We learned a lot from this driving tour, and we will do our best to allow as many people as possible on future tours. So, remember to get registered on MotorsportReg.com, and fill out your profile so you are ready and poised for the next driving tour registration opening. I look forward to seeing you all on the driving tours this year!

– Tschüss!

EDELWEISS SPRING DRIVING TOURS MAY 30TH & JUNE 6TH

Photos: Mike Pappas



Photos: Mike Pappas

The response to this first Driving Tour coming out of the Pandemic was so great that I felt compelled to offer a second go – Edelweiss Spring Driving Tour 2.0, if you will – to accommodate all the RMR Club members who were so eager to attend.

GOLDEN TO COLORADO SPRINGS

The June Driving Tour enjoyed lunch outside on the infamous Edelweiss Biergarten

Pedro P. Bonilla
Gold Coast Region PCA

THE TIMES THEY ARE A-CHANGIN'

As Bob Dylan sang in '64: ***The Times, They Are A-Changin'***. The advent of technology, specifically applied to our cars with services such as Uber and Lyft and, a little down the road, with autonomous (driverless) vehicles won't just make our ride to and from the airport cheaper and more convenient; it is quickly changing our way of life!

It used to be that the average was three cars per household in rural America. The average is now down to two and falling.

It used to be that we (Americans) had a love affair with our cars. Back in the 50s and 60s, we drove to the movies and watched them in our car, at our favorite drive-in movie theater.

It used to be that we drove to get a quick bite and were served in our car, sometimes by a server on roller skates.

It used to be that Porsches were all air-cooled. It used to be that Porsches all had a flat-6. It used to be that Porsches were only available with a manual transmission.

All of that has been slowly changing. Now it's taking giant strides!

Porsches are not air-cooled anymore. Some Porsches now have a turbo flat-4 engine. Most Porsches now have a PDK transmission. There's an all-electric Porsche called the Taycan.

People are now cutting down to a one-car household and using public transportation and car-sharing. Because the automobile is now looked at as more of a tool, in the near future the average household will cut down to one car. It will be an autonomous, electric, self-driving car that can take the kids to school and then come back to pick you up to take you to work. The car will then be used to generate income by offering ride-sharing services until it's time to pick up the kids and finally bring you back home from work.

Here's the reasoning behind it all…Today the average American spends $8,900 a year on their car. (If it's a Porsche, that number is a tad higher.) In many rural areas, mortgages average $700/month, which means that car payments are higher than mortgages and they are paying that much money for a vehicle that is most likely parked for the majority of the year. The average American only drives their car 4% of the year (120 hours in total).

The consensus is that with autonomous cars and ride-share, we will need less than 25% of the cars we have today to meet everyone's needs.

The physical structure of cities and towns will also change. Because of our car culture, cities have built parking lots and garages that take up prime real estate. This will change as well and those spaces will be repurposed.

Back in the 50s and 60s, we drove to the movies and watched them in our car, at our favorite drive-in movie theater.

It used to be that we drove to get a quick bite and were served in our car, sometimes by a server on roller skates.

Photos provided by Pedro Bonilla

The 2021 Porsche Taycan Turbo S Cross Turismo in Mamba Green Metallic.

Most of Generation Y (millennials born 1977 – 1995) can't drive a stick shift. Most of Generation Z (centennials born 1996 and later) will have no expectations of even owning a car.

And the love affair is over! Most of Generation Y (millennials born 1977 – 1995) can't drive a stick shift. Most of Generation Z (centennials born 1996 and later) will have no expectations of even owning a car.

If you just bought a car (hopefully a new Porsche) don't worry – once you pay it off, you'll never have to own one again! Whoopee! (I'm trying to sound sarcastic.)

Porsche CEO, Oliver Blume, trying to reassure Porsche's loyal customers, said: *"There will always be a demand for intelligent, sporty mobility. At Porsche, the driving experience will always be at the forefront, but in a traffic jam or when you park a car, the driver might want to hand over control of the vehicle"* – Times They Are A-Changin'.

The consensus is that with autonomous cars and ride-share, we will need less than 25% of the cars we have today to meet everyone's needs.

For more information on self-driving Porsches and more, please visit my website: www PedrosGarage.com.

Happy Porsche'ing,

Pedro

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Pretty. Fast. Women.

LADIES' DAY August 7th, 2021

This year Ladies' Day will be at the Colorado State Patrol (CSP) Track in Golden on August 7th.

For attendees living in the Denver-Metro area, the CSP track is close to home and it's an accessible track for beginners to learn. Come on out and have fun with us!

At Ladies' Day, safety is paramount. Whether this is your first time on the track, or you have years of experience, we have a run group to match your skills. For our new and less experienced drivers, one-on-one "in-car" instruction will be provided by our PCA-trained instructors. We'll also accommodate our advanced drivers and every level in-between. You'll have the same instructor for all track sessions.

The entry fee is only $105.00 and includes a catered box lunch. Want to double your fun? Then register for both Ladies' Day AND Track 101 DE for only $175, a $35 discount for both days. Registration is now open on motorsportreg.com. The event will be limited to 60 participants. Much more information is available at motorsportreg.com.

Free pre-tech inspection will be July 28th, 2021. Locations at www.motorsportreg.com. Please note: your car's brake fluid must have been changed within one year of this event. We can't emphasize this enough as a safety measure.

Gentlemen, Ladies' Day needs volunteers too! Please plan to help out.

Join our Ladies' Day Facebook Page: PCA RMR Ladies Day 2021: Pretty Fast Women

Questions? Contact event chairs Stacy Robins (slrobins@comcast.net), Lynda Love (rxiris@comcast.net) or CDIs Vicki Earnshaw (vicklm@aol.com), Scott Henderson (sshjd@aol.com)

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Are you **SET** to do that with no police around, on a track that the police use for practice?

Then **GO** to the Track 101 DE on August 8th at the Colorado State Patrol (CSP) Track in Golden!

WHAT:	**"Track 101" Driver Education**
WHEN:	**Sunday, August 8th**
WHERE:	**Colorado State Patrol (CSP) Track — Golden, CO 80401**
COST:	**$105 (Includes Catered Box Lunch)**
EVENT CHAIRS:	**Brian Love (blove2000@comcast.net)**
	Lynda Love (rxiris@comcast.net)
CDIs:	**Vicki Earnshaw (vicklm@aol.com)**
	Scott Henderson (sshjd@aol.com)
REGISTER:	**www.MotorsportReg.com *(OPEN NOW!)***

Never-ever track drivers, drivers in the Green and Blue run groups, and those ladies who "just wanna have fun" for a second day, come on out and have fun with us! For attendees living in the Denver-Metro area, the CSP track is close to home and it's an accessible track for beginners to learn.

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— Volunteers will be needed. Please plan to help out. —

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Mark Your Calendars — The Annual Colorado Concours d'Elegance is Back

WHAT:	**The Annual Colorado Concours d'Elegance**
WHEN:	**September 12, 2021 from 9:00 am to 3:00 pm**
WHERE:	**Arapahoe Community College Campus — Littleton, Colorado**
QUESTIONS:	**Jim Osgood (jimozzie@comcast.net)**
	Jaco DeMooy (jdemooy@aol.com)
TICKETS:	**www.ColoradoConcours.org**

The proceeds from the Concours will benefit **Ability Connection Colorado's Creative Options for Early Childhood Education Centers**. These centers provide early care, intervention, prevention, support and education services to over 600 infants, toddlers and pre-school children and their families every year.

Bring the family out and enjoy a day filled with great cars, food, local vendors, live music, kid-friendly exhibits, and more. We'll have cars on display from classic to collector, vintage to the latest and greatest. The event typically hosts around 500 unique cars and upwards of 15000 spectators!

This year the event will feature **"Electric Vehicles"** as the marque car and we are planning to have a special display on the Concours field. **We are looking for electric cars (i.e., Taycan, 918)** that can be displayed. If you have an electric Porsche and would like to participate in this special display, please register your car and send us an email.

If you are new to the Concours, there are many ways to participate in the event:

Register your Porsche **Volunteer** to help **Attend** as a spectator

Car Registration:

All Porsche's are welcome and the Concours is open to both newcomers as well as experienced entrants. Register one...or multiple cars. Register your car, at: www.ColoradoConcours.org. The Concours has multiple categories. If you're concerned about having your car judged, you can simply register as "Display Only" as noted below.

1. **Display Only** — No Judging
2. **Club Judged** — Judging based on cleanliness of the interior and exterior of your car
3. **Elite Class Judged** — For elite show cars - Judging based on a subjective review of each car in each class

Volunteering:

To make the show run smoothly for everyone, we are looking for some assistance. If you're willing to join us for the day by Volunteering, you'll receive free entry, free lunch and an event poster. This is a great way to see the show and help us make the show successful. We have many positions available. Sign up: www.ColoradoConcours.org

If you are registering a car, a complete packet of rules, score sheets and other information will be mailed to all entrants one week before the event.

Event Tickets and Sponsorship:

Purchase tickets at www.ColoradoConcours.org or register as a Sponsor.

Thank you for your support!

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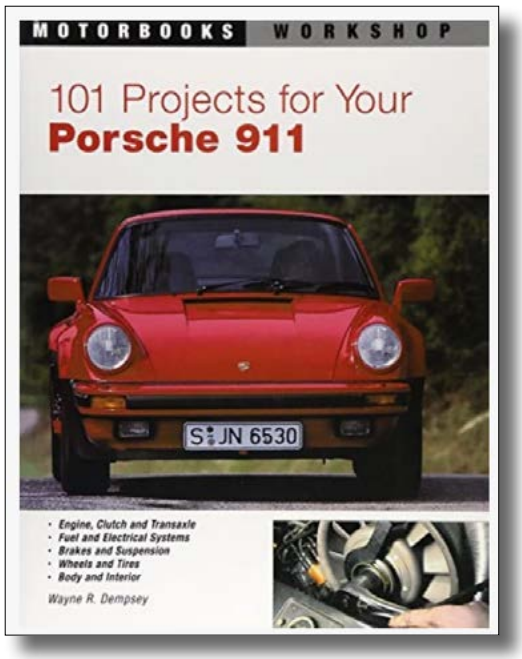
Bruce Herrington
Orange Coast Region PCA

101 Projects for Your Porsche 911

by Wayne Dempsey
published 2001 by Motorbooks Workshop



This is a reprint of the first book in Wayne Dempsey's outstanding series of "101 Projects" books, and when it was written, it did cover all 911s. Now it needs the amended title. Pages 5-239 are exact copies of the 2001 edition, though on this reviewer's copies the "new" book has more vivid colors. The companion book, *101 Projects for Your Porsche 911 1998-2008*, makes clear what vehicles it covers.

For the enthusiast working on his own cars, Dempsey's books can serve as and, to some degree, improve upon the factory workshop manuals. Though precise and accurate, they are written for the home hobbyist not the professional mechanic. As such, they deal with the "how to do" things, not just the "what to do." Like all in the series, this book is very well illustrated, and somewhat unique in the use of different colored arrows to differentiate between aspects of the work being illustrated. It is very well indexed, the author being very much aware of the problem with books that index Brake Rotors under D for "Disk, Brake," so all of Dempsey's books index topics by all their common names/nicknames.

101 Projects for Your Porsche 911 uses a distinct how-to format. Step-by-step instructions and high-resolution color pictures, tell you how to perform the job and what costly or time-consuming mistakes to avoid. Arranged in 11 color-coded sections, each focusing on a particular system (Engine, Fuel, Brakes, Electrical, etc.), the book is not meant to be read from cover to cover, but to provide guidance on whatever project suits the need or mood of the owner at any given time. It is feasible to just flip through the book and undertake whatever project seems interesting.

Each project description starts with a table summarizing the nature of the project – Time Required, Tools, Applicable Years, Parts, etc.

There is also a graphic indicator of the degree of difficulty for each project covered. Projects range in complexity from "Jacking Up Your Car" and "Changing Engine Oil", to "Setting Timing, Dwell and Idle Speed" and "Broken Stud Removal." Between those two extremes are 96 other projects covering a wide gamut. Aftermarket tweaks are not ignored: Project 39 is "Installing a Short Shift Kit; Project 84 is "Installation of a Chin Spoiler", etc.

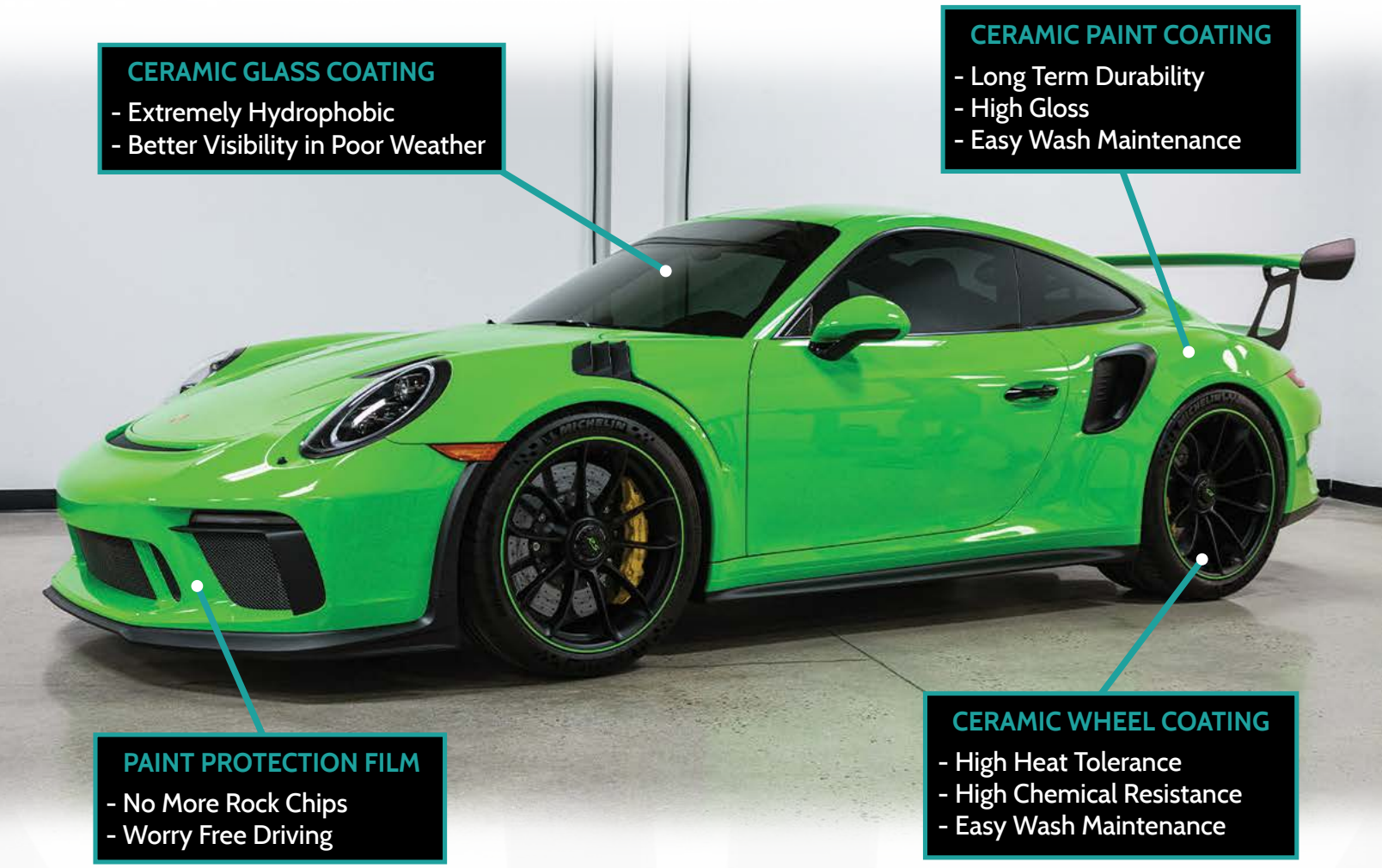
The purchase of this book is not an expense, it is an investment; an investment with a very high rate of return. You can almost get your money back in the first oil change or air conditioner recharge you do yourself. It is the goal of the book to get more people out working on their 911s. As the author says: "It's too much fun not to!"

This book is written to be an inspiration to the do-it-yourselfer, as well as a guidebook, and is a must-have for owners of air-cooled 911s. Even if you don't intend to do your own work, you may find that it inspires you to do a project after all, boosting both your ego and your pride in ownership. If you resist the inspiration to do-it-yourself, it is still worthwhile to read up on the work to be done to better understand the estimate presented by a professional shop.

101 Projects for Your Porsche 911 is softbound and contains 240 8.25" x 10.5"-inch glossy pages and is available for $29.59 (an absolute bargain compared to any other shop manual), from your favorite bookseller (ask for it), or from www.QuartoKnows.com where the applicable years are indicated in the listing.

101 Projects for Your Porsche 911 [Air Cooled] by Wayne Dempsey, published 2019 by Motorbooks. Minneapolis, MN.

PROTECT YOUR PRIZED POSSESSION



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"MAY I HAVE A RE-RUN?" AUTOCROSS — MAY 29, 2021

Pos.	Class	#	Rookie Driver	Car Model	Total	Diff.	From 1st
1	PPINK	36	Murphy, Stephen	2020 Porsche 718 GT4	50.155	[-]0.059	-
2	PGREEN	172	Yen, Eugene	1995 BMW M3	50.214	+0.059	+0.059
3	PPINK	715	Morgan, Jeff	Chevrolet Z06	50.343	+0.129	+0.188
4	PPINK	188	Sobers, Brendan	2014 Nissan 370Z	50.365	+0.022	+0.210
5	PPINK	4	Bartlett, Doug	2020 Porsche GT4	50.424	+0.059	+0.269
6	PGREEN	163	Jobusch, David	2020 Porsche Cayman GT4	50.904	+0.480	+0.749
7	PPINK	24	Buchanan, Nick	2006 Corvette	50.942	+0.038	+0.787
8	PPINK	84	Hirsch, Dieter	1995 BMW M3	51.013	+0.071	+0.858
9	PGREEN	101	Pedram, Scott	2019 Porsche 718 GTS	51.123	+0.110	+0.968
10	PGREEN	46	Rosacci, Michael	2012 Mazda MX-5	51.191	+0.068	+1.036
11	PGREEN	22	Schmidt, Michael	2016 BMW M3	51.893	+0.702	+1.738
12	PGREEN	241	Morgan, Sonya	2002 Corvette Z06	51.905	+0.012	+1.750
13	PGREEN	517	Williams, Jeff	2018 Porsche 911 GT3	52.031	+0.126	+1.876
14	PPINK	173	Yen, Jonathan	1995 BMW M3	52.151	+0.120	+1.996
15	PPINK	774	Hill, Gabriel	2016 Porsche 911 GTS	52.353	+0.202	+2.198
16	PGREEN	115	Malysa, Dave	2002 Mazda Miata	52.454	+0.101	+2.299
17	PPINK	13	Rossiter, Luke	2013 Audi S5	52.454	+0.000	+2.299
18	PPINK	555	Stratford, Dan	2007 Porsche Cayman S	52.714	+0.260	+2.559
19	PGREEN	142	Botnick, Aaron	2021 Mini Cooper SE	52.715	+0.001	+2.560
20	PGREEN	81	Werley, Christina	2016 Porsche Cayman GT4	52.738	+0.023	+2.583
21	PGREEN	737	Zerbe, Robert	2010 Porsche Cayman S	52.982	+0.244	+2.827
22	PGREEN	1023	Luo, Mante	2020 Hyundai Veloster N	53.249	+0.267	+3.094
23	PGREEN	45	Steichen, Mark	2007 Pontiac Solstice	53.463	+0.214	+3.308
24	PPINK	177	Fuller, Glenn	2021 Porsche 911 C2S	53.478	+0.015	+3.323
25	PGREEN	706	Wyte, Josh	2003 Porsche 911 Turbo	53.707	+0.229	+3.552
26	PGREEN	40	Pidhayny, Randy	2016 Porsche 981 Spyder	53.769	+0.062	+3.614
27	PPINK	124	Hoffmeyer, Brian	2018 Porsche 718 Cayman	53.937	+0.168	+3.782
28	PPINK	101X	Seela, Shaun	2019 Porsche 718 GTS	53.954	+0.017	+3.799
29	PPINK	277	Dillon, Buz	2018 Telsa 3	54.166	+0.212	+4.011
30	PPINK	312	LaRitz, Tom	2016 Porsche Cayman GT4	54.302	+0.136	+4.147
31	PPINK	830	Rosen, Jeffrey	2008 Porsche Cayman S	54.380	+0.078	+4.225
32	PPINK	777	Carpenter, Lara	2017 Porsche Cayman S	54.891	+0.511	+4.736
33	PPINK	666	Radow, Tom	2007 Porsche Cayman S	55.013	+0.122	+4.858
34	PGREEN	1111	Kranz, Matthew	2018 Porsche 718 Boxster S	55.013	+0.000	+4.858
35	PPINK	02	Ruff, Alan	1974 Porsche 914	55.075	+0.062	+4.920
36	PGREEN	987	Love, Lynda	2007 Porsche Cayman S	55.105	+0.030	+4.950
37	PGREEN	123X	Oxley, David	2002 Porsche Boxster S	55.158	+0.053	+5.003
38	PGREEN	77	Love, Brian	2018 Ford Focus ST	55.380	+0.222	+5.225
39	PPINK	214	Whitney, Jonathan	2000 Porsche	55.619	+0.239	+5.464
40	PPINK	95	Tarasi, David	2009 Porsche Carrera 4s	55.621	+0.002	+5.466
41	PGREEN	216	Donahue, Joel	1999 Porsche Boxster	55.778	+0.157	+5.623
42	PPINK	10	Boca, Zak	1992 Porsche Carrera RS	56.196	+0.418	+6.041
43	PPINK	59	Roesch, Dave	1995 Porsche 969	56.507	+0.311	+6.352
44	PPINK	221	Ricci, Jarret	2005 Audi S4	56.989	+0.482	+6.834
45	PPINK	25	Rhodes, Susan	1998 BMW M3	57.214	+0.225	+7.059
46	PPINK	39	Wheeler, Gwyn	2006 Porsche 911	57.426	+0.212	+7.271
47	PPINK	63	Middleton, Bradley	2018 Factory Five Mk4	57.547	+0.121	+7.392
48	PPINK	43	Freedberg, Jay	2002 Porsche Carrera	57.883	+0.336	+7.728
49	PGREEN	463	Schwarzer, Greg	Subaru WRX	58.160	+0.277	+8.005
50	PGREEN	330	Billings, Jeffrey	2006 BMW 330xi	58.292	+0.132	+8.137
51	PPINK	104	Drury, Michael	1999 Porsche Boxster 986	58.513	+0.221	+8.358
52	PGREEN	404	Cortella, Keith	2001 Porsche Boxster S	58.538	+0.025	+8.383
53	PGREEN	96	Wolcott, Alan	2015 Porsche Boxster	58.690	+0.152	+8.535
54	PGREEN	141	Brady, Chris	1996 BMW 328i	58.890	+0.200	+8.735
55	PGREEN	626	Vlcek, Matthew	2004 Porsche GT3	59.290	+0.400	+9.135
56	PPINK	123	Brady, Gary	2002 Porsche Boxster S	59.446	+0.156	+9.291
57	PPINK	305	Billings, Kevin	2006 BMW 330xi	59.970	+0.524	+9.815
58	PGREEN	32	Kellner, John	Porsche 911 turbo	60.585	+0.615	+10.430
59	PPINK	98X	Goldman, Noah	2013 Cayman	60.681	+0.096	+10.526
60	PGREEN	58	Copeland, Meghan	2008 MazdaSpeed3	60.741	+0.060	+10.586
61	PGREEN	120	King, Frank	2006 Porsche Cayman S	60.768	+0.027	+10.613
62	PPINK	82	Evans, Judd	Audi 200 20V TQ Avant	61.146	+0.378	+10.991
63	PPINK	213	Miller, Chad	2019 Mini	61.218	+0.072	+11.063
64	PGREEN	169	Muminovic, Adonis	1995 Mazda Miata	61.321	+0.103	+11.166
65	PPINK	133	Maher, Kathy	2015 Porsche Cayman	61.628	+0.307	+11.473
66	PGREEN	149	Day, Simon	2021 Porsche Cayenne	61.787	+0.159	+11.632
67	PPINK	26	Rhodes, Ella	2006 BMW 330xi	62.674	+0.887	+12.519
68	PGREEN	86	McSavaney, Craig	1987 Porsche 944 Turbo	63.047	+0.373	+12.892
69	PGREEN	140	Billings, Jim	1984 Porsche 944	63.368	+0.321	+13.213
70	PGREEN	57	Konno, Brad	1999 Porsche Carrera 4	63.616	+0.248	+13.461
71	PGREEN	98	Goldman, Glen	2013 Cayman	64.276	+0.660	+14.121
72	PPINK	55	Zeigler, Travis	1999 Porsche 911 Carrera	65.377	+1.101	+15.222
73	PPINK	200	Cotter, Rob	2006 Porsche	65.483	+0.106	+15.328
74	PGREEN	979	Wolff, Mark	1979 Porsche 911G	69.014	+3.531	+18.859
75	PGREEN	20	Buck, Glenn	2016 Chevrolet Corvette	DNF	+69.014	+69.014

Rob Turner
Maverick Region PCA

THE GARAGE PROJECT (PART 3)

The garage redo was gaining steam. We had removed a massive amount of junk, gave it a nice new coat (or two) of paint and learned that Wagner Power Sprayers are a bit tricky. Painting done, it was time to turn to the floor. And after considering the options, Epoxy was the only real choice.

I'd put some garage Epoxy paint in my race trailer a while back; it wasn't hard. I mean the chips were a bit iffy depending on how you dispersed them by randomly throwing them across the trailer floor. There were sections with a massive amount of clumped-together chips and other sections with almost none. This didn't seem to be much of an issue until I pulled into the trailer with very hot race tires, and the thicker chip clumps worked themselves loose and up into the suspension components. Hmmm, need to find a better way to Epoxy a whole garage floor, not just a sixteen-foot race trailer.

I hit YouTube and other home project sites to learn about DIY Epoxy projects. I learned you must prep the garage floor, which means just sweeping it and maybe giving it a power wash is not enough. Turns out, that doesn't really prep the floor. It might look clean, but in an older garage like ours, there were stains from decades of use that needed to be removed.

There are two options: **(1) Acid-etching**. Muriatic acid goes on the floor and is scrubbed off. I add Muriatic acid to my pool all the time; it's not fun to work with. I imagined the risk of working with that acid over a large area like a garage. Remember the part about me not being the best painter in the world? I shuddered at the thought of me wearing a lot of that acid. **(2) Diamond-etching**. The best bet. Except you need access to a diamond etcher, which I didn't. Each of these processes opens the pores in the concrete so it will accept the Epoxy paint. When it came right down to it, I had to call in the pros.

I called six companies and received bids. They went from a low of $1,600 from a guy who worked out of the back of his truck to over $3,400 from a company that brought glossy marketing materials and samples of the finished surface. I didn't see much of a difference in the overall results except for the warranty coverage. So, I called one of the more expensive companies and asked if they would price match. Turns out they'd match the price of the guy working out of the back of his truck at $1,600. I added a bit more bling and got an upgrade on the chip coverage. Total out the door: $1,700.

They told me the process could take up to two days. Turns out the crew showed up at noon and was finished by four. It wasn't possible to walk on the floor for twenty-four hours or park a car on it for forty-eight hours. We cranked up the fans to help accelerate the drying process, but the one thing that we had not anticipated was the smell!

OK! I may be dating myself a bit, but remember huffing? Stupid teenage boys (yes, it was mostly boys), took model airplane glue, squeezed it in a bag and then breathed it in and out of the sack. They'd get high as kites on this stuff until the glue companies changed the formula. Anyway, that was what we felt like for several days after the Epoxy paint was put down, as it takes up to thirty days for the paint to cure and during that time, we got the Epoxy smell. We were all getting a buzz. And without the paper bag! It's better now, but our fans got a workout for almost a month.

Remember my three car-wrenching ingredients? As I mentioned, I had the tools. Torque is variable depending on who is hanging around my house and how much weight they possess. Yes, I'm talking about you Hobby Boy. This brings us to light or rather the lack thereof. I jettisoned the old terrible fluorescent lighting in place of new LED fixtures. As bad as I am around paint, I'm a genius with things like lighting fixtures. I put in a new LED fixture at the top of the stairs in less than fifteen minutes. In the garage, I traded in old "nasty" with new "badness" – a six- tube LED array. That took about an hour since it was physically large, and I had to do some fancy engineering with the wires. But when I hit the switch it was as if a star had exploded right inside my garage. Yes, there was light, which, probably, now means I need more tools and torque to compensate.

The last component of my garage redo had to be cabinets. Once again, the lovely Mrs. Turner and I spent hours researching online. We discovered that you can spend almost as much on custom cabinets as you can on a really nice Porsche! Maybe more!! Remember my $3,000 budget? Custom cabinets just didn't figure into that range at all. I called a couple of custom cabinet companies, and they were nice but my budget eliminated them immediately. Nope we needed nice, but cheap. I know, you shouldn't say cheap, it "devalues" the product. Then again, who cares about that if you find a product that's not only cheap, but well made!

The last component of my garage redo had to be cabinets. Once again, the lovely Mrs. Turner and I spent hours researching online. We discovered that you can spend almost as much on custom cabinets as you can on a really nice Porsche! Maybe more!!

Searching online, we found

a brand called *NewAge*. These are imported from China, but the price, reviews and free shipping was all the impetus we needed to order a set. Oh, and a sizable discount from Costco. They arrived about a week after we ordered them and they came packaged on a tall pallet. The weight was 779 pounds, so based on weight, height and the fact that our driveway is very steep, I felt confident that nobody would steal them. They come "nested" meaning that smaller cabinets are packed inside the bigger ones. The packaging was amazing. *NewAge* does a great job at protecting the contents. Stout cardboard edges encase the cardboard sleeves so there is little chance that even if the pallet is dinged, the cabinets are safe. It took almost a day to unpackage them and stage them in the garage. Once again, I was impressed at the quality of the materials. Even the bolts used for mounting are Grade 8 bolts (meaning they are high quality). We decided to hang the cabinets the next day. It was easy. It took me and the lovely Mrs. Turner about four hours to get everything hung and staged. It was pretty straight forward.

We stood back and admired our new garage. The budget, when all was said and done, was closer to $4,700. Not bad considering I started off with a basket case and ended up with a REALLY nice garage/man cave. We decided to add a flat screen TV and fridge, so it's been transformed into a place I can hang out in, admire my Porsches, watch YouTube videos on how to fix my Porsches and drink cold malted beverages. All in all, not a bad adventure – inhaled paint mist, a few scrapes, and really nasty air respirators later, I think we have a place our Porsches can call home.

And on that exhaust note, see you next time.

RL Turner is the author of The Driver, a series of action adventure novels, available in both print and ebook on Amazon (more info at www.thedriver-series.com). Having owned a dozen Porsches and driven hundreds of laps on racetracks throughout the southwest, author Turner knows a few things about going fast in a Porsche and then fixing them when he breaks something.

HG

CLUB RACING : WEST COAST SERIES SCHEDULE

With Federal and State directives pertaining to the COVID-19 pandemic, the Club Racing schedule is very fluid and subject to change on a day-to-day basis.

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May 22–23	Buttonwillow Raceway	Golden Gate Region
June 12–13	Utah Motorsports Campus	Intermountain Region
July 03–04	Sonoma Raceway	Golden Gate Region
September 18–19	High Plains Raceway	Rocky Mountain Region
September 25–26	Thunderhill Raceway	Golden Gate Region
October 09–10	Sonoma Raceway	Golden Gate Region
October 30–31	Auto Club Speedway	Zone 8

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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

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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

Danielle Badler
RMR/PCA Columnist

HOW FAST IS TOO FAST?

My friend Paige and I have been debating just about everything socio-political in the world for, like, years. We don't resolve much. Because, on issues of life, death, love and hate, let's face it, there is no resolution. Only hard-fought points of view.

It can get ugly; at least to an untrained observer. Strong words, strong opinions. It's a challenge for me, because she's a retired attorney, a litigator, who once represented the government against coal-mine disasters, the industry, the companies, the leaders – and won her share of the time. She knows how to frame an argument … and win. Me? I'm an unpaid scribe! Although I do note that I've been pontificating on the issues of the day since my friends and I held court in the college student union. Did I ever win an argument? Not really. Not over lunch.

I wouldn't call Paige a natal motorhead. Not like you and me. She didn't push model cars around as a kid. She doesn't know a swing axle from a turbo tie rod. As far as I know, she's never owned a pur-sang sports car. But she does like cars. Not love, mind you, but like. She doesn't subscribe to any car magazines, and I don't think she ever has. But she watches amateur car reviews on YouTube. And sends me links to ones she thinks I'd enjoy.

Paige buys lottery tickets. Regularly. And we often talk about what we'd do if we actually won that pot of gold. When it comes to cars, the answer is, no, she would not get a Bentley, a Bugatti. Nothing ostentatious. In fact, nothing overly expensive, either. She'd get a Porsche Macan. An S. The turbo's overkill, she says. She doesn't need the extra oomph. That's right. She says she doesn't need the extra oomph.

Me? I roll my eyes. Because I believe there's no such thing as too much power, at least when it comes to rolling down the highway. There's just, to paraphrase Jay Leno, those with too much power for brains. We got into this one night recently, over dinner. I asked her if she read about the latest iteration of the Tesla Model S, the Plaid. The one with, allegedly, more than 1,000 hp. And a quoted, a market-moving Elon Musk-quoted, 0 - 60 time of 1.99 seconds. That's too fast. That should be outlawed, Paige said.

I have some firsthand experience here. No, I've never been a drag racer. But I did test a Model S, with the "Insane" mode, a few years back. I believe the quoted 0 - 60 time for this version was 2.6 seconds.

But that really doesn't do the experience justice. I call it the electric motor addiction. No winding up the power band. No launch control. Just stomp on the gas … er, the electric … er, the volts … er, what do we call it? Aah, I forgot. The accelerator!

Off the line, it's like being belted in the stomach by Mike Tyson in his prime. You actually gasp, you pant for air. Because, boom, as fast as you can read this sentence, you're at 60 MPH and climbing. And you don't care. Because you're too busy thinking about the long-term effects of oxygen deprivation.

That's the point, I told Paige. Just because you can do it, that doesn't mean you will do it. Except maybe the rare instance when friends, along for a demo ride, goad you to demonstrate. That's it. Taking a left hook from Tyson on a bet is one thing. Going ten rounds with Iron Mike is like being smashed into a hamburger patty.

No, I tell Paige, it's marketing. Like Elon Musk's comment to Jay Leno when he brought around a prototype of his pickup truck. The glass is bulletproof, he told Leno. Leno asked, why bulletproof glass? Musk replied, "Because it's badass. Wouldn't you want bulletproof glass, if you could?" Leno shrugged, and nodded.

Throttling down on power has been tried, I tell Paige. France had a maximum of 100 hp for sportbikes for a number of years. It didn't matter, and it didn't work. Today, the modern crotch rocket, a bike for the street, boasts over 200 hp and a curb weight of close to 400 lbs. And anybody with less than $20,000 can walk into a dealership and ride away on one. What do you do with it? If you're smart, you control your right hand and take it to the track, that's what you do.

Again, I speak here with a bit of experience, too. I rode for about 20 years. My last bike was a BMW K1200S, and the quoted 0 - 60 time was 2.8 seconds. What was my reality? I never reached the redline. Like, never. People would routinely try to race me from a stoplight. I'd laugh to myself, let them get a lead, and then just … unload … and I still never reached the redline.

Same for modern Porsches. When did the performance envelope of modern Porsches, or any high-performance sports car, exceed what you could reasonably explore on the street? It's been a while.

Paige recently sent me YouTube reviews of the 992-versions of the Turbo S and the GT3. She thought I'd like the reviews. I did. I asked her if she wanted one. No, she said, "Too much car for me." She kinda has a point. One reviewer, cradling the Angeles Crest Highway, above Los Angeles, admitted to the camera that, well, in the real world, a Carrera S really does provide just as much enjoyment as the king of the hill. For a lot less money.

As if that matters. Because, in our dinnertime world, when our ship comes in, Paige will have her coveted Macan S. Me? I'll still opt for the Turbo S. Because I, friends, have self-control.

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PORSCHES

2002 Boxster S **$18,000**

Silver/Black Leather. Mileage: 63,043 Factory hardtop, New softtop w/glass rear window (not installed). Porsche Sport wheels (7.5×18, 9×18), New tires, Additional set of track wheels (8.5×18, 10×18). **Interior:** Black leather, Porsche-Crested seats, Carbon accents, Body-colored roll bar, Bose sound system w/ aftermarket Kenwood radio w/Bluetooth, Have original radio, Track seat available, 5-point harnesses installed (stock belts still installed). **Engine:** Stock except for underdrive pulley, IMS bearing replaced, Sport exhaust. **Suspension:** Bilstein PSS9 coilover shocks, Spec Boxster springs (PSS9 springs available), GT3 lower control arms, GT3 sway bars, GT3 adjustable tow links, GT3 brake cooling ducts. Fun street car and great DE car! Used for about 8 DEs.

Rich Minkler **(303) 588-4234**
rich_minkler@yahoo.com

1978–1983 911SC **WANTED**

Chiffon White, with Lobster Red leather interior. Mint, stock , and low miles.

Vince Vranesic **(303) 888-5087**

MISCELLANEOUS

Macan Items for Sale **VARIOUS**

It's never too early to think about snow… Pirelli Scorpion 265/45R20 and 295/40R20 Winter Tires mounted on S-Line 10-spoke Wheels. Less than 6,000 miles. Some curb rash, but straight and ready to bolt on. Tires alone are $1,400 new, Wheels $300 each. The whole package for $1500.Thule Aeroblade Roof Rack. All black version. $700 new. $250. Also have Thule Ski Rack and Thule Bike Mounts, if interested.

Michael Miller **(303) 907-4209**
mike@mmillerdesign.com

Hoosier R7 18" Racing Tires **$600**

Only ten (10) sessions on the set. Front 18 x 255 x 35, Rear 18 x 315 x 30, used 2 days on my GT3.

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

16" Fuchs Wheels With Tires **$2,000**

These are 16×6" and 16×7" wheels removed from a 1980 911SC. They have been refinished by the previous owner and are in excellent shape. They are mounted with Continental Contact Sport tires in 205/55-16 and 225/50-16 sizes, with near, full-tread depth and mid-2016 date codes. Detailed photos of the faces, plus size and part number stampings on the inside are available. Located in Fort Collins, Colorado.

Jeff Lebesch **jlebesch@frii.com**

Michelin Pilot Alpin PA4 Tires **FREE**

Winter tires: 255/40R20 front and 285/35R20 Rear; were on a Panamera Executive Turbo. Less than 4,500 miles… lots of tread left. Purchased 11/8/17 new $1,447. FREE, yes FREE…With an appropriate cash gift to the Boulder Community Food Share food bank (which will be tax deductible).

David Bachrach **(720) 201-8075**

Porsche Panorama Magazines **Trades**

Going Back to Mid 1990s. Including a scattering of *Excellence* magazines. Fill two filing cabinets. Trade for good red wines, like Malbecs, Mount Gay Rum in exchange. Open to interesting trades.

Rob Bernard **(303) 503-7486**
das86turbo@comcast.net

20" RS Spyder Design Wheels **$5,250**

w/Mounted & Balanced Pirelli P Zero. These wheels and tires are for the 991.2 Carrera GTS 4 4S C4 Spyder. Color: Platinum Satin Matte. Wheels in excellent condition with less than 10,000 street miles on OEM Optional Wheels. Includes Option Code 446 – Wheel Center Caps w/Colored Porsche Crest. TPMS Not Included
Wheel Specs (Option Code 460)…
991.362.712.00 8.5J x 20 ET49 and 991.362.760.05 11.5J x 20 ET56
Wheel value new with Center Caps about $6,000.00 (or much more from Porsche).
Tire Specs:
Front: Pirelli P Zero 245/35ZR20 (91Y) – Approx 500 miles / tread depth of 8/32+. New Value $323.00 ea
Rear: Pirelli P Zero 305/30ZR20 (103Y) – Approx 8,500 miles / tread depth 6/32+ New Value 438.50 ea
All tires mounted and balanced. Photos available. Located in Littleton, CO

John Norman **(303) 594-4412**
jnorman@municapital.com

2013 Featherlite Car Hauler **$4,800 OBO**

Model 3110-17. Comes with tire rack, winch plate, N tank bracket. Tandem axle with torsion axles and electric brakes. Very low miles.

Larry Meadows **(303) 475-1097**

OMP Tecnica Evo Race Suit **$700 OBO**

Bought new 2014. Size 54. Barely used, as new condition. Silver/Black/White. It doesn't fit me. I blew on the tailoring. Will fit male approx. 5'7" – 5'8", 165-185 lbs. New retail $1,300.

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

F.A.S.T. Alpha Cool Shirt **$200 OBO**

Size Medium. Black & Red. Barely used, as new condition. This is the newer lycra/spandex type that you want (NOT cotton). Will fit male approx. 5'8"- 6'0", 155-175 lbs. Compare new at $340.00.

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

993 Headlamp **$125**

New in box. Purchased from Prestige Porsche.

Roger Poppie
goldenstonehunter@aol.com

Racing Gear **$400**

Bell Sport EV SA2015 Helmet. Size 61+ XLG, w/ Hans Anchors. Worn only a few times.
Simpson Racing Suit – black, 2-layer. 3-2A/5. Size L
Shock Doctor Helmet Bag w/Power Dry system. Enables you to dry and deodorize the helmet between track sessions. Blower not included.
Nomex Balaclava – L
Nomex Socks – L
Nomex Long Sleeve Undershirt – L
Autopro Driving Gloves – L
Driving gloves never worn at RMR PCA Oktober Fast 2015 event.
Pyrotect Shoes – size 10.5
Coolshirt – size L

Rob Bernard **(303) 503-7486**
das86turbo@comcast.net

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12TH ANNUAL VAIL AUTOMOTIVE CLASSIC

WHAT:	**12th Annual Vail Automotive Classic**
WHEN:	**September 17–19, 2021**
WHERE:	**Vail, Colorado**
QUESTIONS:	**Mark Bergman**
	Mark@VailAutomotiveClassicFoundation.org
REGISTER:	**www.VailAutomotiveClassic.com**

Registration is now open for the 12th Annual Vail Automotive Classic Concours and Car Show Weekend. Scheduled events are very similar to 2020 and we are working on constant improvement and enhancements to make this great event even more fun.

Pent up demand is driving early registrations. We are hearing that lodging is getting booked up for this weekend. Many wedding and meetings were postponed in 2020. We suggest you secure your lodging as soon as possible.

Do you own a business or know a business that would benefit from exposing their products and services to our attendees? Do you know anyone who may want to donate to support our mission of helping resort community residents and workers in need? Refer a sponsor who invests at the $1,000 level or higher and we will refund your registration. Please contact Mark Bergman directly to make a referral.

SCAN ME

www.VailAutomotiveClassic.com

Dear Tire Guy

ON-SITE TIRES

Blackbird singing in the dead of night. Take these silver tires and learn to fly. (Don't sue me Paul!) A typical operating range for a DOT-R tire is 180˚F to 200˚F with a hot pressure of 32-40 psi. Now what if I told you that was kid stuff? Yes, the world's toughest, hottest, fastest, silver-est, tires are not on a sports car but instead on Lockheed's SR-71 Blackbird spy plane. Extreme speeds require extreme tires. Hoosiers may be bad boys on the track, but BFGoodrich owns the sky. Check this out.

The Blackbird holds the world speed record of 2,193 mph. Consequently it also gets insanely hot and heats up to temperatures of more than 1,000°F during flight. This is obviously too hot for your average tire, even a race tire. Under such heat any typical tire would melt or explode. I'm not a pilot, but I can imagine that exploding landing gear is probably not ideal. Especially if you want, you know, land. BFGoodrich, though, had a solution for this.

The Hill Aerospace Museum has one of the SR-71's BFGoodrich tires on display. The first question you're likely to ask is "Why is it silver?". And I'm likely to give you an answer that goes something like this: "They are infused with powdered aluminum." The addition of aluminum to the tire significantly heightened its heat resistance and flashpoint. This was necessary given the friction they would undergo when landing at extreme speeds. Further, these 22 ply tires were inflated to 425 PSI, and were filled with nitrogen to lower the chances of that whole "exploding landing gear thing" I mentioned earlier; reducing the risk of fire, by removing the presence of oxygen. These high tech tires cost $2300 a piece (8 per plane) and had a general life of about 15 landings. Everything about the Blackbird was unique and though it was retired in 1997, it's technological advances, even down to it's tires, stand out as engineering marvels to this day.

Would you like to buy one of these tires? I cannot help you. Would you like to use nitrogen to inflate your tires to 425 PSI? That's super dangerous. I won't help you. We do however sell race tires at reasonable inflations. Aluminum not included. Check our website on-sitetires.com. Until next month, drive on! -The Tire Guy

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"BOXSTAR"
License plate at May's "Follow Me DE" at High Plains Raceway, Deer Trail, CO.

Photo: Mike Pappas

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

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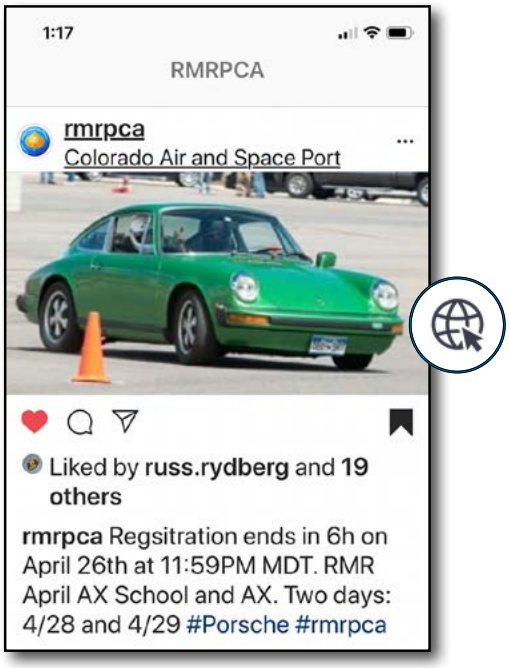


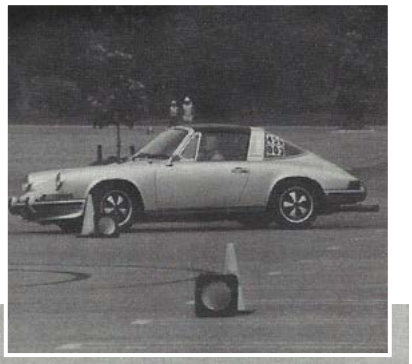
instagram.com/rmrpca

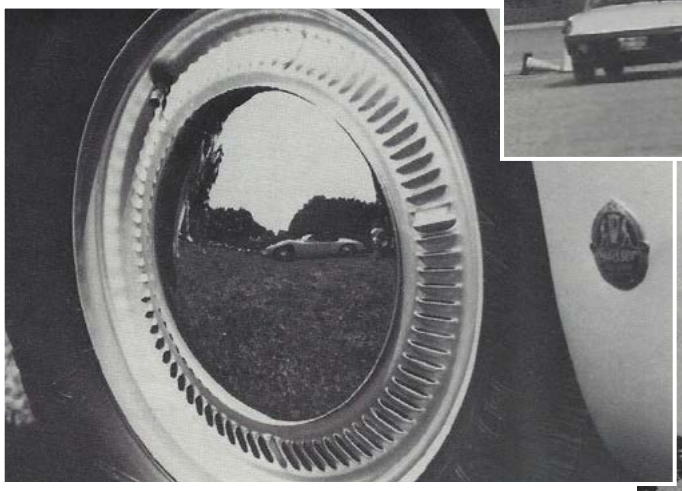
Amy Legg-Rogers
Rocky Mountain Region Historian

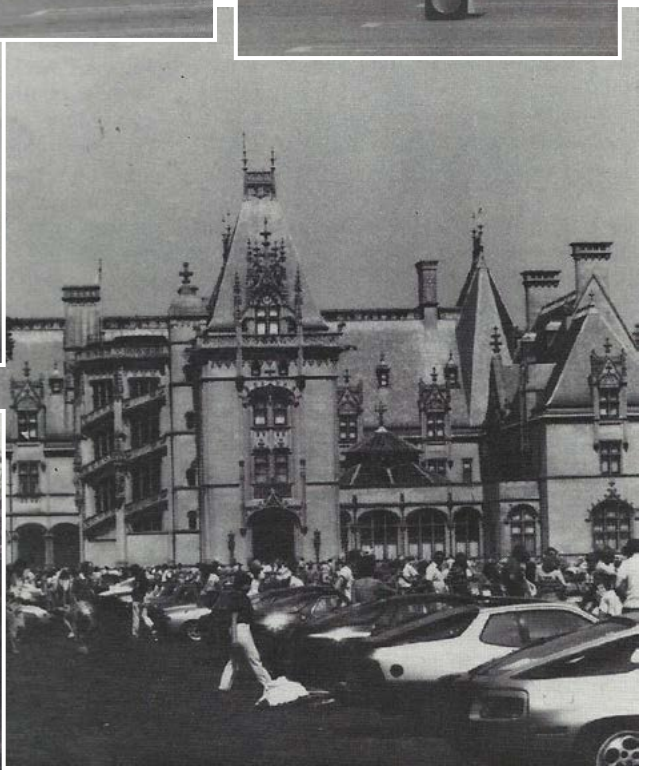
1981 Porsche Parade

High*Gear*, August 1981

The 1981 Porsche Parade was held in Asheville, North Carolina, July 26 - August 1. The RMR group was the smallest since the 1974 Parade, but the Club still brought home many awards including: Bill Jackson's 1st in Class A for the Concours, Dave and Bette Seeland's 2nd in the Autocross, and Grady Clay's 1st overall in the Tech Quiz.







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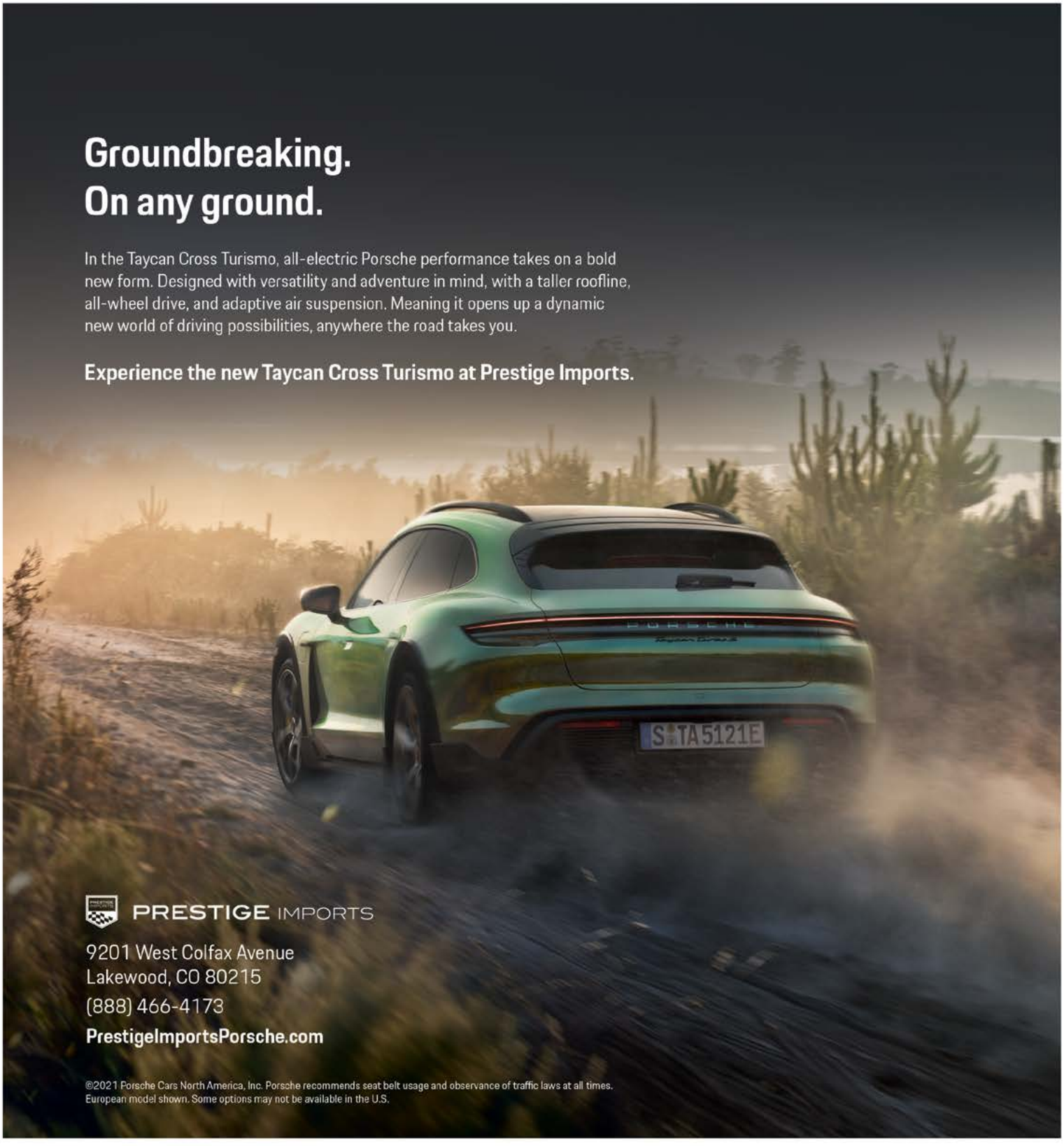
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