

HIGH GEAR

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

VOLUME 64 | EDITION 5





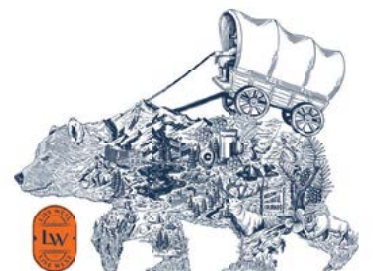
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HIGHGEAR

Volume 64, Edition 5
May 2022

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



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COVER PHOTO

RMRer Scott Newell snapped this photo of his 2018 Agate Grey Cayman GTS in front of a gazebo in Arvada, CO.

Editor and 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@rmporscheclub.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.



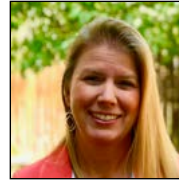
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Bill Simon

Editor and Creative Director

SPRING PORSCHE SPOTTING

Spring Drive — One Sunday in early April I found myself driving from the Roaring Fork Valley to Grand Junction. I had a piece of computer equipment fail late-Friday...and we needed to be up-and-running again first thing Monday morning. Sure I could have ordered the item online and get it “overnighted”...but, living in a Colorado mountain town, that means it would have been delivered either Tuesday or Wednesday. With some client deadlines looming and Monday morning quickly approaching, I needed to resolve the problem.

With a near cloudless blue sky, it was one of those perfect Colorado spring days. It was going to be a nice day for a drive. The Cayenne’s heated seats made things just a little more comfortable on the crisp morning at 6,600’.

On my 85-mile jaunt down I-70, I drove past De Beque and a Guards Red 944 caught my eye. It was driving on Old Hwy 6 — the frontage road that parallels I-70. As I ran my errands in GJ, I ended up crossing paths with that 944 two more times. With near perfect temperatures in Junction that day, I had my windows rolled down as I drove around town. The next Porsche I heard first. There was no mistaking the sound; it was an air-cooled flat-six; music to my ears. Another classic, this time it was a red 80s 911, complete with rear spoiler. Beautiful.

Driving around Mesa Mall I came across a black 996 then shortly thereafter a Silver Cayman driving in the opposite direction. The Cayman driver, acknowledging the Cayenne was indeed a Porsche, gave me the “Porsche wave” — briefly raising one hand from the steering wheel, just a little, in a sort of dignified half-salute type gesture. It was refreshing to see the Porsche Community and Porsche Spirit was alive and well in Grand Junction.

Anyway, the Sunday drive was successful. I resolved my computer equipment problem AND I got to see several Porsches out enjoying the Colorado blue-sky day.

Fear Naut — In “The Unsinkable *Felicity Ace*”, news-hound Robert Watt reports on the loss of the RORO (roll-on/roll-off) car carrier ship, *Felicity Ace*, and her precious cargo; read Rob’s in-depth reporting on page 20.

All Things Porsche — In his “It’s the People...” column, Robert Watt takes you inside RMR member Fritz Holland’s little personal museum of *all things* Porsche. Fritz generously ushered Rob and photographer Mike Pappas on a personal tour through his collection of cars, rare posters, pristine owner manuals, Porsche magazines, autographed books, and Porsche models. I had the pleasure of meeting Fritz in early March and was given a private viewing of his

Photo: Visit Grand Junction



Colorful April cacti blooms

extensive collection of priceless literature and memorabilia. A longtime lit and memorabilia “collector” myself, I was in awe at what Fritz has assembled. Read Rob’s article “Mr. Holland’s Opus” starting on page 24.

May Member Photo Submissions — RMRer Scott Newell submitted the cover photo for the May *HighGear*; a photo of his 2018 Agate Grey Cayman GTS in front of a gazebo. When asked about the photo, Scott said: “The OE wheels had just come back from powder coating giving my Cayman that unique, but subtle difference I was hoping for. The wood gazebo, here in Arvada, made for the per-

fect backdrop.”

Also in this month’s *HighGear*, we have photographs submitted by Rich Miller (his largely original 1969 Champagne Yellow 911E on page 7) and Jeffrey Hill (his 2021 Miami Blue 911 on page 21). This month’s Creative License plate, on page 45, is of Larry Vernec’s 2016 Graphite Blau 991.2 C2S Cabriolet. Thank you for submitting your photos Scott, Rich, and Jeffrey!

Cheers & Jeers — Questions or comments regarding *HighGear*, feel free to contact me.

Bis später Porsche Freunde (“Till later Porsche friends).

Bill Simon
Editor, *HighGear*
newsletter@rmrporscheclub.com

Deadline for the June *HighGear* is May 10, 2022

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

Thanks Contributors — A heartfelt thanks to all of the contributors for this month’s *HighGear*. A publication of this quality would not be possible without its members and contributors.

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



Vicki Cox-Jones
President

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

MARCH AND EARLY APRIL EVENT RECAP AND UPDATES

PRESIDENTIAL IMPRESSIONS

Spring is in the air, the birds are chirping, the trees are beginning to leaf, and there is the smell of new rubber in the garage (not the tires I wanted, but they will do until Nitto makes my rear tires again). I know some of you are getting your cars out of hibernation and preparing them for summer. The April Social at Mike Ward proved this statement. Not only did Mike Ward have lots of eye candy to look at while catching up with friends and meeting new members, but the parking lot was also filled with beautiful Porsches and one extra dirty Cayenne (it might have been mine). Everyone I talked to was excited to be out and looking forward to summer activities.

I missed the Instructor-only HPDE at the Colorado State Patrol track in Golden – I was driving my Cayenne around the Four Corners area instead (the reason for the extra dirty Cayenne at Mike Ward). It is my understanding the day went very well and all the instructors had fun driving the course clockwise after the lunch break. I had been looking forward to the opportunity myself, but the true opportunity of a lifetime presented itself so I took it.

After two years of holding Brian Leary's brainchild, the DE/AX 101 class, remotely, the event was once again held in-person! We had a full house at 3R Racing with many new faces (article and photos, pages 16–19). I hope to see each of you on track, at an autocross, or a driving tour very soon. Thank you, Dax Raub and all the other team members at 3R for opening your shop up to us. It is so special to have supporters like you.

Autocross and High Performance Driver Education (HPDE or DE) season is also beginning. I, as are many of you, am getting my car ready for the first DE weekend. Flushing the brake lines is probably the most important thing to do before taking the car out to the track. While the wheels are off, I check on the general condition of what I can see, brake pads and calipers, as well as checking the tires and wheels. Good advice is to check the inside of the wheels for cracks as well as the outside. I am looking forward to getting back on the track.

Driving Tour season is upon us! By the time you read this the first Driving Tour of the year ("Taste of the Track") will be in the books. As for the rest of the summer, your



Photo: Vicki Cox-Jones

RMR bottle in front of the West Mitten in Monument Valley Navajo Tribal Park in northeast Navajo County, Arizona



Photo: Vicki Cox-Jones

Cherie Talbert and Vicki Earnshaw promote Ladies' Day at the HPDE/Autocross '101' class, March 26

tour team has been fervently working to ensure the summer will be filled with fun drives to great destinations. There has been one small change to the schedule. Due to scheduling problems, the **Saratoga Driving Tour** will be an overnight tour beginning on **September 22** instead of September 23. So, mark your calendars for this fun overnight event to Wyoming. John Donahue, my co-chair, and I are looking forward to seeing you on this tour.

Later this summer will be the prestigious Colorado Concours d'Elegance (see page 30). The Concours d'Elegance was started by RMR members Tom Scott and Stim Kennedy in 1983 as a fund-raising event for the Marvin Davis Children's Diabetes Foundation. Since that time the event evolved to include numerous regional car clubs, and the planning and organization of the event was turned over to Ability Connection Colorado. Even though the Concours is no longer an RMR event, volunteers are needed, and I encourage you to do so. Perks for volunteering are you receive free entry to the event as well as lunch. Here is the website to volunteer: <https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ej1ypkl82b2243db>.

I am looking forward to seeing everyone on the road, track, or at an RMR Social!

Vicki Cox-Jones
RMR President
president@rmporscheclub.com



DRIVING COLORADO'S MOUNTAIN ROADS



This largely original Champagne Yellow 1969 911E still bears the Vern Hagestad dealership badge and window sticker in the glove box (\$7,576). The car has been in Rich Miller's extended family since 1974. After sitting for a period of time, and after years of subtle hints, Rich's in-laws finally sold the car to him in 2019. Now fully restored, the car is once again driving Colorado's mountain roads. This photo was taken at Guanella Pass, October 2021

Photo: Rich Miller

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Seen above in his 1986 944 Turbo



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Holly Jackson
Membership Chair

RMR is back to a really full schedule of events this year. As the saying goes, we are "off to the races!"

LET THE ACTIVITIES BEGIN!

You may or may not know or realize that March is RMR's warm-up month for the driving season. It begins with the March Social and New Member Orientation to introduce members to all the driving facets of RMR. After that, we hold the DE/AX 101 classroom day. Then in late April we will have already had the Autocross School and Autocross followed by the first DE April 30th and May 1st with the first Driving Tour starting at the track for parade laps and then off to lunch. Then we are "off to the races" as the old saying goes! RMR is back to a really full schedule this year. We have a few events to add to the website calendar and hopefully will be there by the time you read this. Also, please realize we try to work with our volunteers, hosts, and resorts to organize these events and at times, we may change the dates. We will always try to keep the website calendar up to date with the current information as we are made aware of any changes. We may even have events that just "pop up" last minute; so please look for the emails from enews@enews.pca.org. This is our main way for communication for an upcoming event and when registration is to open. If you are a new member to RMR PCA, go to www.MotorsportReg.com and create an account now with your credit card information. Some events like our Driving Tours sell out very quickly! If an event is sold out, please try to get on the wait list. We do have cancellations that occur.

We have two member socials up in Fort Collins this year, Ed Carroll Porsche in May and Poudre Sports Car in August. Last year we had a social on the Western Slope. And I have heard of requests to have socials near Cheyenne, WY, in the foothills of Colorado (around Evergreen and nearby towns) and in the central mountains of Colorado (around Vail and nearby towns). Unfortunately, I have not been able to find a way to safely clone myself and have a non-full-time version in order to coordinate and participate in all the social events across our region. If you live in Cheyenne, the Western Slope, the foothills, or central mountain areas and would like to be the point of contact to organize social gatherings, please reach out to me. I will walk you through all the steps and help out until you are comfortable doing so on your own. Most importantly, you will know some good places to have members meet up in a good size parking lot and be able to have a large table or area for our members to eat lunch or dinner. If this sounds like something you want to do, please reach out me at membership@rmrporscheclub.com. I not only dabble in Membership, but I am also very involved with Socials and Driving Tours too. Hence the reason I need to clone myself! LOL.

My Public Service Announcement: If you haven't done

so already, please make sure your Porsche is ready for the driving season. From Driving Tours needing only basic regular maintenance to a few more requirements needed for the track. We really want to see you join our events in your P-car and enjoying yourself rather than joining in your non-P car or not being able to join at all (depends on the event). Feel free to visit the Beginner's Corner and Autocross page (from the drop-down menus) on our website for more information (rmr.pca.org). You can also reach out to any organizer too. We will get you to the right person if we don't know the answer. We all have our specialties that we focus on but we are all focused on making sure RMR runs a one big well-oiled machine.

RMR membership is growing at a steady pace. We would love to see it grow even more. In order to do that, we plan on attending some car shows and other events to spread the word about PCA and the Rocky Mountain Region. But, we also need everyone's help to spread the word to other Porsche owners and to people that have interest in buying a P-car. Invite these people to our socials to start meeting other members in a very relaxed atmosphere. We also need everyone's help to talk to new members and Test Drive members (those who don't have a P car just yet) at events and welcome them to our big family! If you see someone new at an event, stop and introduce yourself and say hi. You may just make a new friend for life.

I hope to see all you members throughout the summer! I hope to have more time this year.

Cheers,
Holly Jackson,
Membership Chair

HELLO MY NAME IS...

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Need an RMR name badge?
Contact RMR Membership Co-Chair Roger Buswell
at membership@rmrporscheclub.com



PCA ANNIVERSARIES – Congratulations!

45 YEARS
Brian & Rebecca Bland

2,130
Primary RMR Members

35 YEARS
Donald Regan

30 YEARS
Mike & Margie Hearn

3,242
Total RMR Membership

25 YEARS
David & Shona Bohon
John Carey & Margie Taggart

20 YEARS
Michael Martin
George & Kellan Phillips

158
RMR PCA Juniors

NEW RMR MEMBERS – Welcome!

Ryan Bahrke
Denver, CO
2020 718 Cayman GT4

Josh Heiney
Evergreen, CO
2022 911 Carrera S

Taylor Thomas
Longmont, CO
1996 911 Carrera

Thomas & Kim Chestnut
Castle Rock, CO
2014 Cayman S
(Transfer in from Rally Sport Region)

Keith Bishop
Englewood, CO
2011 911 Carrera 4S

Paul Hogan
Littleton, CO
2018 Cayenne GTS

Cameron Tynes
Denver, CO
2022 911 Carrera

Kevin O'Leary
Denver, CO
2007 911 Carrera S
(Transfer in from Golden Gate Region)

Dave Bolden
Denver, CO
2006 Boxster

Kristofer Homeier
Westminster, CO
2001 Boxster S

Logan Vandenberg
Lafayette, CO
2015 Macan S

Kareem & April Ratani
Denver, CO
2018 911 Targa 4S
(Transfer in from Chicago Region)

Brian Cohen
Westminster, CO
2005 911 Carrera S

Gary Miller
Parker, CO
2005 911 Carrera S

Nick Verrastro
Littleton, CO
2019 718 Boxster GTS

Justin Squillaci
Arvada, CO
2016 911 GT3 RS
(Transfer in from Chicago Region)

Chris & Crystal Coleman
Broomfield, CO
2022 911 Carrera GTS

Darryn Rose
Larkspur, CO
1977 911S

Scott Vincent
Fort Collins, CO
2013 Boxster S

Craig Colley
Boulder, CO
2013 911 Carrera

Timothy & Stacey Stienike
Johnstown, CO
2018 911 Carrera 4 GTS

Lisa Walsh
Aurora, CO
2009 Cayenne

Scott Crichton
Parker, CO
2006 911 Carrera 4S

Lawrence Sullivan
Denver, CO
2022 911 Carrera S

Tim & Melanie Zgabay
Golden, CO
2006 911 Carrera S

John Farrell
Arvada, CO
2018 911 Carrera

Jon & Nancy Tellor
Vail, CO
2018 911 Targa 4 GTS

Philip Glorioso
Thornton, CO
2014 Cayenne S

Richard Thackray
Denver, CO
1976 911 Carrera

NEW TEST DRIVE MEMBERS – Welcome!

Christine Broski
Denver, CO

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David Marshall RMR/PCA member

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Email: porsche@eurosportauto.net

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RMR seeks a detail-oriented Copyeditor/Proofreader who checks for and corrects errors in grammar, spelling, syntax, and punctuation.

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SOCIAL EVENTS

- May 5** **May Member Social @ Glen Shelly Auto Brokers** 6:00 pm – 9:00 pm
Glen Shelly Auto Brokers, 2546 S Main Street, Erie, CO 80516
- May 7** **Cars & Coffee, Lafayette** 7:00 am – 10:00 am
355 W South Boulder Road, Lafayette, CO 80026
- May 7** **RMR Breakfast Club – North** 8:00 am – 10:00 am
First Watch, 2809 South College Avenue, Fort Collins, CO 80525
- May 10** **RMR Board Meeting** 6:30 pm – 8:30 pm
Location TBA; Contact president@rmrporscheclub.com for Zoom invite
- May 14** **RMR Breakfast Club – South** 8:00 am – 10:00 am
The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112
- June 4** **Cars & Coffee, Lafayette** 7:00 am – 10:00 am
355 W South Boulder Road, Lafayette, CO 80026
- June 4** **RMR Breakfast Club – North** 8:00 am – 10:00 am
First Watch, 2809 South College Avenue, Fort Collins, CO 80525
- June 4** **June Member Social @ Autoworks Colorado** 6:00 pm – 9:00 pm
Autoworks Colorado, 8110 Shaffer Pkwy., Suite 100, Littleton, CO
- June 11** **RMR Breakfast Club – South** 8:00 am – 10:00 am
The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112

DRIVING TOURS

- May 28** **Edelweiss Driving Tour** All Day
Edelweiss German Restaurant, 34 E Ramona Ave, Colorado Springs, CO 80905
- June 18** **Peak-to-Peak Driving Tour** All Day
Tour start: The Man Cave, 7535 W. 92nd Ave. Westminster, CO
Tour end: The Crossing at Clover Basin Shopping Center, Longmont, CO
- July 16** **Triple Bypass Driving Tour** All Day
Details to come.

DRIVING EVENTS

- May 21** **“May I Have a Re-Run” Autocross** (see page 13) All Day
Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137
- June 11 – 12** **“Smooth is Fast” Drivers Education** (see page 13) All Day
High Plains Raceway, US-36, Deer Trail, CO 80105
- June 25** **June Autocross** All Day
Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137

SPECIAL EVENTS

- June 5** **39th Colorado Concours d’Elegance and Exotic Sports Car Show** (see page 30)
Arapahoe Community College; Info: Tom Scott (tomlynns@aol.com)
- June 12–18** **Porsche Parade 2022 – Kalahari Resorts, Pocono Manor, PA**
Information at: www.PorscheParade.org



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PORSCHE

“MAY I HAVE A RE-RUN” AUTOCROSS

WHAT: “May I Have a Re-Run” Autocross
WHEN: Saturday, May 21, 2022
WHERE: Colorado Air and Space Port, Watkins, CO
COST: \$55 per Driver
REGISTRATION: www.MotorsportReg.com (Opened late-April)
EVENT CHAIRS: Scott Pedram (scott@ssmail.us)
Jeff Williams (jeff.williams10@comcast.net)
EVENT CHARITY: SECOR Cares (South East Community Outreach)
www.secorcares.com



Photo: Mike Pappas

“SMOOTH IS FAST” DRIVERS EDUCATION

WHAT: “Smooth is Fast” Drivers Education
WHEN: Saturday and Sunday, June 11 – 12, 2022
WHERE: High Plains Raceway, Deer Trail, CO
COST: Either Day: \$220 per Driver
Both Days: \$350 per Driver
REGISTRATION: www.MotorsportReg.com (Opens May 11 at 09:11 am)
EVENT CHAIR: Brian “Hoff” Hoffmeyer (hoff@beeline.com)
REGISTRAR: Tim Berg (tberggt3@gmail.com)

Join us for RMR’s second HPDE event of the year!

The **Smooth is Fast DE** will be a great way to refine (we might even say “smooth”) the skills you learned at the May DE or even to jump into the fast lane for the first time! An excellent team of instructors and volunteers will help you enjoy your Porsche on the best track Colorado has to offer, High Plains Raceway. Register early to avoid missing out on all the fun.

Saturday Dinner (optional): \$20 Mexican-themed dinner. Reserve your dinner spot when you register.

Event Charity: Bienvenidos Food Bank (www.BienvenidosFoodBank.org)

Lunchtime Charity Rides: Lunchtime charity rides will be held for \$20 per vehicle. Any roadworthy vehicle can drive the track at touring/highway speeds. All proceeds benefit our event charity.



Dan H. Carlson

Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

PERFECT PRACTICE MAKES PERFECT

TRACK TALK

Coach Vince Lombardi once said, *“Practice does not make perfect. Only perfect practice makes perfect.”*

There is no substitute for “seat time” in your Porsche on a race track unless, of course, you are just doing laps without a defined purpose.

While it is easy to get caught up focusing on turn #4 at High Plains Raceway (HPR) every time that you’re out there (after all, it is the fastest turn on the track), I have a suggestion. Try planning your track day and each track session in advance with a focused purpose. If you don’t, you may run the risk of practicing and reinforcing bad habits.

We’re all aware that the most important turns when attempting to reduce lap times are the ones before the longest straights – not turn #4. But are you concentrating on mastering these?

- Turn #3 before HPR’s highway straight
- The “Prairie Corkscrew” turns 13-14-15 before the start/finish line straight
- The exit of turn #6 and turn #7 before heading up “High Plains Drifter”

These are critical and often overlooked. Racer’s call “High Plains Drifter” the ‘money’ turn where they can best differentiate from others.

There’s another way to tackle (no football pun intended, Vince) a portion of the track at a time. We’ve taken a Formula 1 concept and created a new *HPR Track Map* that highlights four distinct track sectors. You may want

to fixate on one track sector in the morning and another in the afternoon.

A few years ago I created the *Driver Skill Development Feedback Form* that you can use to record your track notes for each turn – write down what you’re doing and what you need to work on. This serves as a good starting point for your next track day.

You can find these on the Driver’s Education page of the RMR website and in the HPR classroom. See: <https://rmr.pca.org/drivers-education>

Review your driving notes from your last track day, plan your goals in advance for your track day, and get to the grid early so that you have time to isolate yourself from distractions and think about your upcoming track session.

Hopefully, you’ll find these to be good reminders and tools for you to use during this track season. Who knows - if you take these tips seriously, you may become this year’s Most Improved Driver!

Thank you Coach Lombardi for sharing your words of wisdom!

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



Dan Carlson, Leader of RMR’s Chief Driving Instructor Team, pilots his #3 944 Turbo (known internally as the 951) through Turn 2 at High Plains Raceway



High Plains Raceway Map with Track Sectors

There are four track sectors at High Plains Raceway – focus on one of them at a time.

**DRIVER SKILL DEVELOPMENT
FEEDBACK FORM**

Driver _____ Date/Session _____

TURN	WHAT DRIVER IS CURRENTLY DOING				GOALS FOR NEXT SESSION		CAR HANDLING CHARACTERISTICS RECOMMENDATIONS		
	The Line	Speed	Gear Selection	Braking	"Vision"/Awareness	Car Balance	Entry	Apex	Exit
1									
2									
3									
4									
5									
6									
7									
8									
9 A B									
10									
11									
12									
13-15									

GENERAL COMMENTS _____

Rev 7.15

Driver Skill Development Feedback Form

- Complete this (with your Instructor if you have one) after each track day.
- Draw on the orange arrows your driving current and preferred line for the turns that are a challenge.
- Write down:
 - What you are doing for each turn
 - Goals for your next track session
 - Note any car handling characteristics that may need attention
- Refer to these notes before your next track day. They will serve as a benchmark and help you start where you left off after your last track session.

HIGH PERFORMANCE DRIVERS EDUCATION / AUTOCROSS '101' CLASS

by Brian Leary, Chief Driving Instructor Team

PAST EVENT



Instructor Assistant, Bill Allen, checks attendees in for the HPDE/AX "101" class



Photos: Mike Pappas

On March 26th, the Rocky Mountain Region's Chief Driving Instructor Team presented their 6th annual High Performance Drivers Education/Autocross '101' class at 3R Racing (<https://3rauto.com>) to over 60 members from the region.

This is an extremely successful and well received program that provides 'newbies' to high performance driving an opportunity to find out about how to register for these events, how to prepare their car for the track, go through pre-tech, what to do when they arrive at the track, what our instructors will teach them, possible wear and tear on the car, what an Autocross is, and much more. We also had various speakers on hand to answer questions the student might have before their first track experience.

Besides Chief Driving Instructors Dan Carlson, Brian Leary, Scott Henderson, Doug Bartlett and Vicki Earnshaw, guest presenters included Chérie Talbert, who provided an overview of our upcoming Ladies' Day HPDE (see page 32), Brian Hoffmeyer, who gave his perspective on what it was like to be a 'newbie' coming into the HPDE program, and Chris Macarak from On-Site Tires (<https://on-sitetires.com>) to go over how important tires can be to a car's performance while on the track or at an autocross.

This presentation, for many members, is the first step on a journey of not only learning about how to drive their Porsches on a road course or through an autocross layout, but to meet fellow Porsche enthusiasts and share in their love and passion for these fabulous automobiles. We have also found that a number of these participants will become a critical part of our volunteer corps, driving instructor team, and even our RMR Board of Directors!

We want to thank all of the participants, presenters and volunteers of the 2022 HPDE/AX '101' class for coming to our program, as well as Dax Raub from 3R Racing for providing this excellent venue for our classroom!

If you missed this event, the classroom slides are available on the rnr.pca.org website under the 'Drivers Education' tab (RMR DE 101 Slides). We hope to see all of these enthusiastic participants at one (or ALL!) of our upcoming driving events in 2022!



Dan Carlson and Scott Henderson look over an incredibly rare 2022 GT4 RS Club Sport! 3R Racing mentioned that it's only 1 of 20 examples currently in the US.

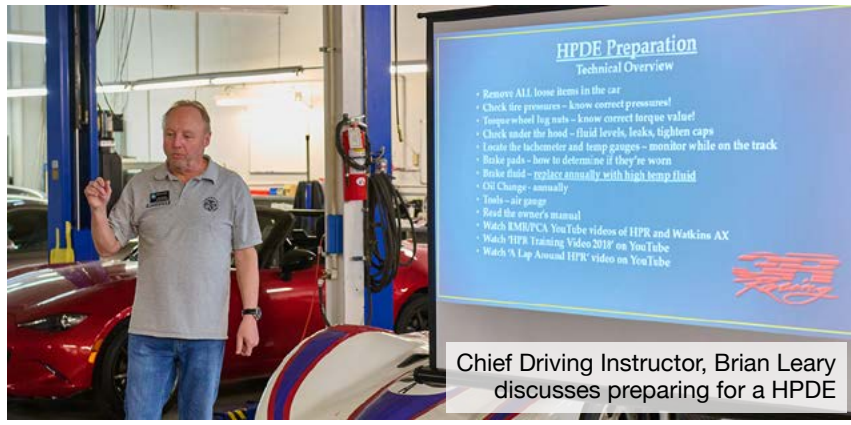
MARCH 26, 2022 3R RACING ENGLEWOOD, CO



CDI Team members Brian Leary and Scott Henderson



Chief Driving Instructor Team members discuss the day's agenda – (left to right) Scott Henderson, Brian Leary, Doug Bartlett, and Vicki Earnshaw



Chief Driving Instructor, Brian Leary discusses preparing for a HPDE



Scott Pedram discusses DE and AX differences

HPDE / AUTOCROSS '101'

MARCH 26, 2022

3R RACING

ENGLEWOOD, CO



CDI and RMR VP, Scott Henderson explains HPDEs and Autocrosses



Ladies' Day Co-Chair Chérie Talbert and CDI Vicki Earnshaw talk about "Pretty. Fast. Women."



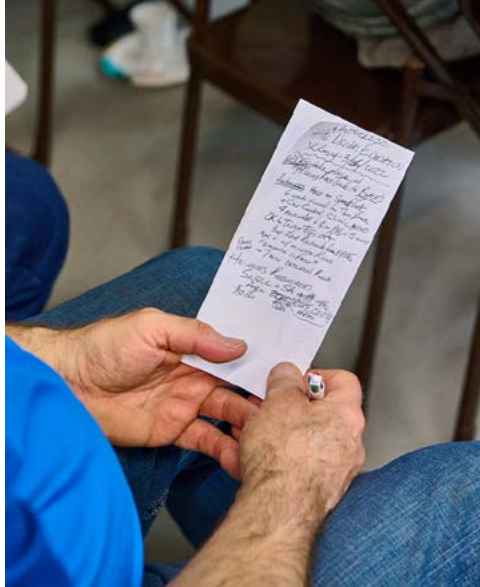
2022 Ladies' Day Co-Chair Chérie Talbert

PAST EVENT (CONTINUED)

Photos: Mike Pappas



Brian Hoffmeyer discusses what it was like to be a 'newbie' in RMR's HPDE program



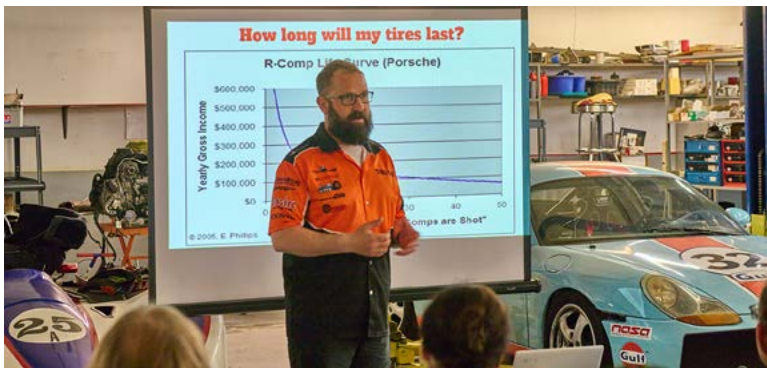
Critical HPDE and Autocross notes



Talkin' tires with Chris Macarak from On-Site Tires



Photos: Mike Pappas



Chris Macarak from On-Site Tires discusses "How Long Will My Tires Last?"



Chris Macarak from On-Site Tires was...on-site for the HPDE / Autocross "101" class





Robert "Newshound" Watt

RMR Columnist

THE UNSINKABLE *FELICITY ACE*

IT'S THE PEOPLE...

"I've been so looking forward to driving my new... wait, you're kidding, right?"

"The crowning piece of my collection is on its way! I can hardly wait...say again?"

"It's one of only 15 ICE-only cars to close out the line. It's already a collector's piece...what, I don't believe you! Are you sure!?"

"It's coming over in an actual box. It's a Mini and to protect it, I had it crated...but that's not possible!"

"Insured? No. There's no risk. It'll be here in a few days. All's good. What? Nooooooo!"

"My dream car. Do you know how long I've waited and saved? It's a Paint-to-Sample car too. It'll be here soon! I'm so excited...OMG, that's not possible!"

"I know. I can't believe I found one, but I did. A 1996 Honda Prelude SiR. It's going to be so much fun to drive...No way, I don't believe you!"

"Excuse me Herr Diess, I have the shipping department on the other line... SHEISSEN!"

The unthinkable news revealed a very sad day for *The People*. A lot of them. 3,965 to be exact.

There's been no report about how or why the fire started, it just did. Reports said the many VW iD4 lithium-ion batteries may have intensified the fire and made it hard to fight. But destruction spread throughout the huge 656' ship quickly. Imagine the nightmare scene: on your break you sneak a chance to see and dream about row after row of spectacular new Audis, Bentleys, Lambos, VWs and Porsches as far as you can see in the hold. Then the fire alarm goes off. You join the fire fight, but it's too intense and hot. The captain's told it's hopeless. He radios for rescue and abandons his ship and our/your precious cargo. Everyone is safe. Then, once all the combustible material has been consumed, the ship starts to list to starboard as it's towed...until it can't resist Davy Jones anymore.

The 9 volcanic Azore Islands rise from almost 5,000m

in the Atlantic, east of mid-oceanic ridge. West of those remote islands is where the *Felicity Ace* and its brave crew made their last stand. Like the *Titanic* not that far away and scores of other lost ships this deep, it's only reachable now by robot submersibles. On board, all those hopes and dreams lie crushed in the immense darkness and cold depths forever. Like the *USS Arizona* in Pearl Harbor still does even today, the *Ace's* cargo will slowly leak Mobil 1 for decades; oily tears of regret from wonderful machines lost, never to know the joys of an open road.

But b'lay those tears, mate, the wind has come about! For except for the few dozen one-offs and other rare cars, and even some tractors, news reports confirm almost all the 3,896 other new cars will be re-made! It won't happen quickly due to the supply chain issues world-wide, but the heads of each marque have announced they will honor their customers' orders and rebuild every car. Good from VW Group. Even Lamborghini will re-start its closed Aventador assembly line to reproduce the lost last 15 V-12 naturally aspired Ultimae. Grazie mille!

So don't even think of buying a Ferrari, McLaren, Aston Martin, Ford or dare I say, a Tesla?! Instead, grab your mug o' grog and raise a toast to the brave lads of the *Felicity Ace* and the resurrection of 1,944 Audis, 561 VWs, 189 Bentleys, 85 Lamborghinis and of course, 1,117 Porsches!

Danke Herr Diess and to all the marque CEOs involved for keeping our dreams afloat! *The People* couldn't be happier and proud to proclaim the *Ace* is unsinkable.



On March 1st, the car carrier ship the *Felicity Ace* – and its nearly 4,000-vehicle cargo – sank in the Atlantic Ocean – around 220 nautical miles off the Azores Islands

One is too many...

Tulips, not enough

Happy
Mothers
Day!



Ed Hooks, Jr.

exp
REALTY

303-351-1774

PORSCHE 911 Targa - What Year is it?

Expect Excellence Every Engagement



Photo: Jeffrey Hill

The Calm Before the Storm

Jeffrey Hill shot this photo of his 2021 Miami Blue 911 on the East side of C470. Jeffrey was out for a drive and saw an approaching thunderstorm. "I jumped off C470 at Alameda Parkway and headed East. The clouds were so ominous looking, I had to find a location to get the clouds in the background. I knew there was a frontage road on the other side of Bandimere Speedway. I snapped a few photos and jumped back in the 911...and drove for while longer before the storm got too close."



Susan Eastman
RMR Columnist

Porsches involve you in driving. There is an emotional connection, this sense of loyalty to the machine. Porsches are unique this way. I've had Ferraris, they aren't as much fun."

SIMPLY DONE PERFECTLY : DAVE IMES

FEATURED RMR MEMBER

Dave Imes describes himself as a passionate enthusiast of life. The co-owner of Apex Auto in Lakewood, Imes knows more about the inside and outside of Porsches than you could ever find in a book. His knowledge of the brand and its models — especially the classics — is a unique talent and skill. And it's all in his head.

As we walked through the organized chaos of his shop, I turned to him and asked, "Savant?" He replied, "Idiot."

"I do have lots of photos," he acknowledges, surrounded by Porsches in various levels of restoration. Porsche dealerships from around the world call him all the time seeking his expertise, mostly about 911s. He takes pride in noticing a little detail that can ID a reconstruction from an authentic Porsche. It may be a latch, a brace, the color of a sealant, even just screws. That knowledge is why he has customers from around the world bringing him their priceless babies.

Paul Newman's 1969 911T (which has a new owner) is being completely rebuilt. Stripped down to its metal shell, it sits off to the side of the shop floor, waiting to be refurbished. Imes says its value is in its colorful history.

A 1973 RSR is in the paint room, waiting to be revived to its original essence in Viper Green. A 1975 RSR that was purchased in Paris and considered to be the best in the world because of its condition was just rebuilt; it will be shipped to Belgium soon. Other cars awaiting their turn include many 911s, an Aston Martin, a Sunbeam Tiger, even a Jeep.

Imes opened the shop 20 years ago with business partner Randy Clay, when they started doing collision work. Imes graduated to doing restoration, initially because it paid better. It turned out that he was pretty good at it, and he hires excellent workers. Trust amongst customers continued to build and now all his business is strictly from referrals.

"I have the luxury of working with the top one percent of cars in the world," Imes said while sitting in the shop's lobby. His grease-stained t-shirt and baggy jeans contrasted with his Panerai Pam 177 watch and designer eyewear. "I'm a car therapist, I'm a surgeon, I can coax the best out of a car for its owner. I believe in timeless quality. Like Porsches."

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



– SPEC SHEET –

Occupation: Co-Owner of Apex Auto

Residence: Denver, CO

Cars: '73 RS prototype, '55 and '57 Speedsters, '76 996 Turbo, '73 911 Targa, a Bronco and more. Imes's favorite is his Silver '77 911 Turbo with Factory Martini graphics and gold Campagnolo wheels.

Ever Been Pulled Over: "I was pulled over just one time, I was in a 1990 964 C2 and the officer was not happy with me. He insinuated that the car was stolen and asked where I got it. I've never gotten a speeding ticket."

Modifications: "My 911 Turbo has a full RSR suspension, it's heavily modified. Same for all my cars."

Feelings When You Drive: "Porsches involve you in driving. There is an emotional connection, this sense of loyalty to the machine. Porsches are unique this way. I've had Ferraris, they aren't as much fun."

Driving Techniques: "I don't know how to drive. Seriously. I've been to the track with professional drivers, I understand what the car is doing underneath me but I'm not a track rat."

Favorite Drive: "To the coffee shop in the morning."

Regret Selling or Not Buying: "There are no regrets because everything I've ever sold, I've turned it into something else that is different, better."

Dream Car: "I'm not going to tell."

Define Your Community: "A lot of the cars in my shop are investor cars. Those people buy them, own them and sell them to make money. Another client is the enthusiast, the daily driver. Then I have the racers who always hit the wall. That's why I don't go to the track."

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Mr. Holland's Opus



Robert “Screenwriter” Watt RMR Columnist



IT'S THE PEOPLE...

A career spanning over 60 years is rare, but he's appeared in some of the most iconic and biggest movies made, e.g., *The Graduate*, *American Graffiti*, that fishing buddy-trip movie, *Jaws* and one of my favorite documentaries *Close Encounters of the Third Kind*. Still, his awards came for smaller movies, including the Best Actor Oscar® for *The Goodbye Girl* and another nomination for *Mr. Holland's Opus*. How appropriate since we have our own Mr. Holland in our Region with a Porsche-based Opus! No, not Richard Dreyfus, but Mr. Frederick 'Fritz' Holland. So, get some popcorn, a beverage, get comfortable and enjoy the show like Mike Pappas and I were so graciously invited to view recently at Fritz's home.

Sneak Preview

First of all, Fritz's opus isn't just some little indie effort, it's a blockbuster. To do it justice, Fritz and his wife Kathy recently built a lovely mid-century style home

– with a 'little attached garage' – to accommodate his passion for *all things* Porsche, and I mean ALL things. I won't imitate Spielberg's style and keep building the suspense, so let's just cut to the main actors in this show. Here are Fritz's Porsche stars, and to our great delight, they all had screen names:

1. 1964 356C Coupe in Champagne Yellow *aka Melo*
2. 1978 930 Turbo in Midnight Black *aka Tebow*
3. 1998 993 Cabriolet in Pastel Yellow *aka M2*
4. 1999 996 Cabriolet in Mirage Metallic *aka 9'er*
5. 2018 Macan in Palladium Metallic *aka Mac*
6. 1955 550 Spyder (Beck replica) in Black *aka Speedy*
7. A Steve McQueen *Le Mans*-worthy three-screen racing simulator with surround sound, motion and haptic feed-back; it even has cross-drilled pedals!
8. Plus, multiple *Roman Holiday*-worthy Vespas, sans Mr. Peck and Ms. Hepburn.

The cars (and Vespas) were in opening night condition. But to do his opus justice, let's hear Fritz's story as told to this screenwriter.

Part I, Act I

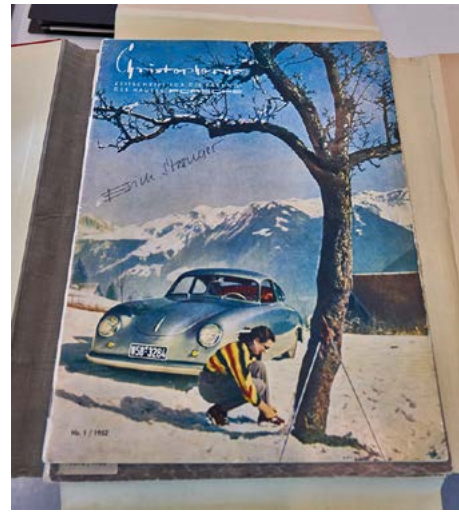
“Well, the initial spark was in 1970. What a year. I saw an irresistible little blue 1966 912 ingénue. I thought it was just beautiful, so I bought it. It was a great car, but being in my 20's, I sold it just two years later. One of my biggest regrets.” One of those ‘the role I turned down’ stories. “But it turned out well, since I turned that regret into the Porsche passion that



The Holland's Champagne Yellow 1964 356C Coupe



Left to right: The Holland's Mirage Metallic '99 996 Cabriolet, a Midnight Black '78 930 Turbo, and a Pastel Yellow '98 993 Cabriolet



This exquisite and extensive collection of literature and memorabilia includes original posters, books, manuals, sales literature, and a complete set of *Christophorus* (#1 to 401, so far), plus all the calendars with coins from 1956 to today!

is still my muse today.” Make no mistake: it’s a magnificent marque muse museum. Mama mia!

Act II

“Throughout the ‘70s and most of the ‘80s, I focused on establishing and growing my business” (commercial roofing that eventually did okay, e.g., DIA Concourse B, Ball Arena, Empower Field at Mile High, little jobs like that). “But in 1986, I had the opportunity to acquire the 356C. It’s now my favorite, I think. I had the engine rebuilt with a big-bore kit and a SC cam. Then in 2003, I had it partially restored and repainted. It has a caramel color interior and is just a joy to cruise around in, of course.”

Intermission

Mike and I were then ushered around the opus in amazement;

asking questions about How or Where items came from, looking through tables piled with rare posters plasticine paginated in large-format binders, drawers full of complete collections of Porsche magazines, including *HighGear!* We didn’t get to everything. Sorry. But we admired autographed books, photographs, exquisite models and pristine owner manuals of virtually all Porsche models. We especially coveted the large, professional ‘PORSCHE’ marque marquee sign above his corner office desks. “Oh, Kathy had that made for me as a surprise. Pretty cool, huh?”

Of course it is.

Part II, Act I

“So, another decade goes by, then in late 1998 my business partners invited me to tour the California coast—on motorcycles. Maybe for Brando, but not for me, so *of course* I rented a



silver Boxster instead. We cruised the iconic Highway 1 for two glorious days. Once that adventure wrapped, I was in full ‘must-have’ mode. But not just any, I wanted a Mirage Metallic Boxster.” But Porsche told Fritz: nein, nur für 911er.

Fast-forward a few weeks—after much convincing and more ‘royalties’ withdrawn than anticipated—I instead bought my 996 new in that color. Of all the cars I’ve owned, including BMWs” (insert collective audience *gasp!*) “and my first, a 1950 Chevy coupe, it’s one of the best in all aspects and really ignited my passion. In fact, I drove it daily for 20 years accumulating over 250K miles. And just so you know, I still drive all the cars you see.”

The People appreciate and love that, Fritz, of course.

Act II

“After another 8 years (’07) I auditioned that cute little Pastel Yellow 993 Cabriolet. It got the part. M2’s over there. Then after another seven years (’14), one of only 460 U.S. 930s from 1978 read for the next opening. But no audition was needed, it got the part on the spot. By then I was in full Porsche collection mode, and in ’16 ordered the Spyder and in ’18 the Macan. And more roles to come. Likely an EV. But my dream would be a 904 GTS, of course.” There’s that ‘*of course*’ logic we came to expect and love.

Act III

“Now, all the memorabilia you see was because of my 930. You see, when I purchased the car, I wanted the missing owner’s manual. Reasonable, right? Well, eBay not only had one, but LOTS of other cool Porsche ‘must-haves’ like books, posters, manuals, magazines, sales literature (like the first post-356 sales brochure but pre-Peugeot, thus its 901 cover), calendars, models, vintage clothes and more! I couldn’t resist.”

The People easily bought a ticket to this logical conclusion.

“Well, after the satisfaction of acquiring the 930 owner’s manual, why not stuff for all kinds of *other* Porsches too? Then, why not *anything* and *everything* classic Porsche? The result is what you see around you, but there is more in the house.” ??!?

Oh, we *really* liked Fritz now, of course.

Big Finale

Fritz isn’t just a mouse-clicking collector, he’s been to Germany twice for Porsche-based trips and will return this Fall again on a fantastic Porsche tour, likely the subject of a future article. He has spent time at the Porsche Driving School in Birmingham but doesn’t track his cars. Mike and I may have convinced him though to give Dan, Scott and *The Wild Bunch* (see April *HighGear*) a chance this year. He has been to Rennsports, Werks Reunions, the L.A. Lit(erature) & Toy Show (to scope out more memorabilia), local CO events, Monterey Car Week and Concours. He also likes the Peterson Museum in Los Angeles, as we all do, and of course the fairy-tale one in Stuttgart.

Star struck as we reviewed more and more of the opus, we came across his *complete* *Christophorus* magazine collection (#1 to 401, so far), plus *all* their calendars including coins from 1956 to today! But to trail-brake myself back into reality, I tried my hand (but not my brain) at his formidable driving simulator. Let’s just cut that ugly scene, shall we?



A three-screen racing simulator with surround sound, motion and haptic feed-back; it even has cross-drilled pedals!

Most of the pictures here only give you some idea of Mr. Holland’s Opus, but to experience it in person was a Hollywood (and Porsche) dream come true. No need for an applause sign; we all need to just give Fritz a standing ovation that should go on and on, even when the oompah band starts to play. As Mike and I reluctantly filed out, we both gave Mr. Holland’s Porsche Opus two thumbs way up. Of course, instead of awarding an Oscar®, we changed it to a ‘Fritz.’

Epilogue

Long before any of this story, back in Texas where he was born, his parents told him his first words included ‘car.’

The People are now big fans, even groupies, of Mr. Holland and his amazing Porsche opus.

Of course.

Thanks so much Fritz!



TAG HEUER PORSCHE FORMULA E TEAM SCORES POINTS AFTER STRONG TEAM EFFORT IN ROME

by Viktoria Wohlrapp
Spokesperson Formula E and Brand Ambassador

04/09/2022 | Strong team performance in the Eternal City this weekend at the Rome E-Prix with André Lotterer and Pascal Wehrlein earning more valuable points for the TAG Heuer Porsche Formula E Team in their title bid

Race 5

In qualifying, André Lotterer reached the semifinals and started the race from third on the 3.380-kilometre track – the longest on the Formula E calendar. At the wheel of his Porsche 99X Electric, he matched the pace of the leading group. When activating Attack Mode – eight minutes each time in this race – he lost a position but managed to fight his way up to second place. With just twelve minutes remaining on the clock, he swept into the lead with a sensational overtaking manoeuvre. Over a long stretch, he held the top spot, but lost his advantage due to a safety car phase and had to allow competitors pass after the restart. When the safety car was again deployed, he was no longer in a position to challenge the front runners. Taking up the race from the seventh grid spot, his teammate Pascal Wehrlein ultimately concluded the race in sixth place after many tough duels for positions behind the leading group.

In the drivers' standings of the all-electric racing series, André Lotterer ranks sixth with 43 points after five of 16 races. Pascal Wehrlein lies seventh just one point behind. In the team classification, the TAG Heuer Porsche Formula E Team has moved up to second place with 85 points.



Comments on the Rome E-Prix, Race 5

Florian Modlinger, Director Factory Motorsport Formula E: “That wasn’t exactly what we’d expected after our strong qualifying performance. We got off the line well in the race and gradually worked our way through the field. André even took the lead. He managed to pull clear of his pursuers but the safety car threw a spanner in the works. As a result, André lost his advantage and fell behind after the restart. There was another safety car phase after that, so we couldn’t continue the fight in the final phase. It was a difficult race for Pascal with tough battles behind the leading pack. Although we gained 20 points and we’ve improved our ranking in the team classification, we’re not completely happy with the way our race went. We could definitely have done more today. Now we’ll focus on preparing for Monaco, where we’ll try to come back even stronger.”

Photos: Porsche AG





CAVEAT E_{MP}TOR 15

Emptor (*Buyer*, for those not fluent in Latin)

Ethanol is a plant-based (usually corn) fuel that's similar to gasoline and when blended with gasoline creates a more sustainable, environmentally friendly source of fuel for cars because ethanol-based fuels as a whole emit less carbon dioxide; but in the summer, the more intense sunlight reacts with its emissions to efficiently create smog. Despite the fact that more than 98% of U.S. gasoline contains ethanol, 80% of consumers are unaware that gasoline contains ethanol.

+Caveat 1

'E85' gasoline blends unleaded gasoline plus between 51 and 85% ethanol, thus as little as 15% gasoline. But E85 sounds just like the familiar 87, 89 and 91 octane numbers of our fuels available at major gas stations — but it has nothing to do with the octane rating. Only *FlexFuel* vehicles run properly on E85, thus without such a vehicle, don't use E85. Accidentally put E85 in your regular car? Don't worry — the check engine light may turn on, but once you top off the tank with regular gas and run the whole tank through the system, the check engine light should turn itself off with no ill effects.

'E15' is also gasoline, approved by the EPA in 2011. It's 88-octane fuel blended from 85% unleaded gas and 15% ethanol. Today's prevalent E10 blend is 90% gas and just 10% ethanol. E15, like the more popular E85, can be used in all flexible-fuel and most other vehicles made since 2001. E15 was blended primarily for 2001-and-newer cars and SUVs. However, in August 2012, there was only one gas station (out of 150,000) in the U.S. that sold E15 for regular vehicles. Today, there are only about 2,300 retail distributors that have the equipment to provide E15.

Thus: E85 is 15% gas while E15 is 85% gas, with the delta to 100%, ethanol. Or with a gas/math-based bias, the full expression to keep in mind is: e85/G15 vs e15/G85.

+Caveat 2

E15, also called “Unleaded88” at some places where it is sold, sports a light blue label at the pump. Because of its higher octane (vs 87-octane fuel), E15 reduces engine knock and promotes greater power. However, because ethanol has approximately 5 percent less available energy than gasoline, any noticeable difference in fuel economy with E15 will be lower vs unleaded fuel because you have to burn more of it to get the same amount of energy. So even though E85 and E15 are cheaper, you will negate the savings because your miles per gallon goes down.

Until everything goes crypto, consider these coin sides while you still can:

+Caveat 3

American Petroleum Institute

You have to ask yourself: where does gasoline come from? Thus consider the following with that barrel in mind.

January 29, 2013 — “Use of E15 may endanger fuel systems in millions of 2001 and newer vehicles, API Group Director of Downstream and Industry Operations

Bob Greco states, citing newly completed research by the Coordinating Research

Council (CRC), an organization created and supported by the oil and auto industries. Greco also cited CRC research from 2012 that found E15 could damage valve and valve seats, plus the following:

E15 testing has identified an elevated incidence of fuel pump failures, fuel system component swelling, and impairment of fuel measurement systems in some vehicles. E15 could cause erratic and misleading fuel gauge readings or cause false check engine light activation. It also could cause critical components to break and stop fuel flow to the engine. Fuel system component problems did not develop in the CRC tests when E10 was used. Given the kinds of vehicles tested, it is safe to say that millions of cars could be adversely impacted.”

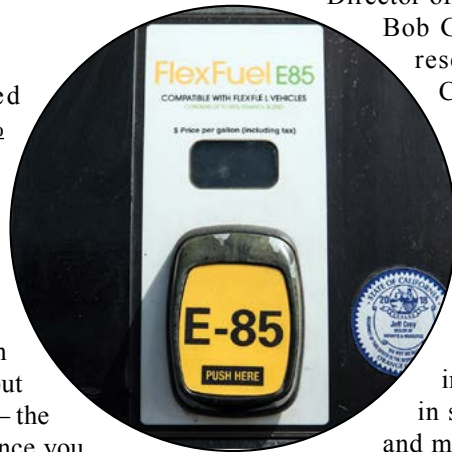
+Caveat 4

Iowa Renewable Fuels Association

You have to ask yourself: where does ethanol come from? Thus consider the following with that stalk in mind.

2022 — “Unleaded 88 can be used in all 2001 and newer cars, trucks and SUVs. These model years represent more than 90% of vehicles on the road today. It's the most tested fuel in history and has no effect on vehicle drivability. To date, more than 20 billion miles have been driven using Unleaded 88. There is no noticeable difference between the mileage achieved using Unleaded 88 and the mileage when operating on E10. Unleaded 88 typically sells for 5–10 cents a gallon less than E10. The price difference between Unleaded 88 and conventional gasoline without any ethanol is around 40 cents.”

For us, 2001and later Porsches can use E15. But why would you? A TopTier Premium is what to use per the Factory. Older cars should find ethanol-free 91, instead of 93 or 94 with ethanol in it. So fill'er up and drive, safely.





39TH ANNUAL COLORADO CONCOURS D'ELEGANCE & EXOTIC SPORTS CAR SHOW

SAVE THE DATE

WHEN: Sunday, June 5, 2022, 9:00 am – 3:00 pm
WHERE: Arapahoe Community College, Littleton, Colorado
COST: \$10.00, Spectator Donation
REGISTRATION FEES: \$50.00 per car
\$100.00 per car for Elite Group Judging
EVENT CHAIR: Tom Scott at tomlynns@aol.com or (303) 819-0101
EVENT CHARITY: Ability Connection Colorado
WEBSITE: www.ColoradoConcours.org

The Colorado Concours d'Elegance & Exotic Sports Car Show, which was founded in 1984 by RMR members Tom Scott and Stim Kennedy, is the largest gatherings of priceless and exotic sports, classic and exotic automobiles in Mountain States area. Over 300 treasured cars from early classics and collector cars to vintage race cars and current models will be on display. Many of these incredible cars come out only once a year for this show, to help the children of Ability Connection Colorado. For more information please reference the event on-line at: www.coloradoconcours.org

Over 100 local and regional car clubs, businesses and media sponsors attract 10,000+ spectators to generate funds for Ability Connection Colorado (ACCO). Now in its 39th year, the show has become one of the most spectacular, most entertaining and anticipated car shows in Colorado!

To date this spectacular event has raised over \$2,500,000 for the ACCO's Creative Options for Early Childhood Education Centers which specialize in providing early care, intervention, prevention, support and education services to expectant mothers and nearly 400 at-risk infants, toddlers and pre-school children and their families each year.

The Concours d'Elegance and Exotic Sports Car Show is also an excellent opportunity for corporate sponsors to experience tremendous exposure for their company. This prestigious show reaches a well educated and influential audience of car collectors and enthusiasts as well as the general public. The kids win and the corporate sponsors win. Contact Terri Armstrong at: tarmstrong@abilityconnectioncolorado.org or (303) 691-9339.

Please note there are several very special deadlines:

- May 5, 2022 11:59pm** Last Date to Register and Appear in Program.
(ALL registrations after May 5th will NOT appear in program)
- May 12, 2022 11:59pm** Online Registration Closes, Sign Up for All Judging Closes

NOTE: This is not an official RMR event and is not covered under PCA insurance.

Thank you for your support.

Photo: Mike Pappas



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SAVE THE DATE



Ladies' Day 2022

Saturday, August 6, 2022 - Colorado State Patrol Track, Golden, CO

Ladies, start your engines and mark your calendars! Registration opens June 6th for the event planned just for you! PCA-RMR and our sponsors are pleased to announce our Ladies' Day Driver Education event at the Colorado State Patrol Track in Golden, Colorado on August 6th, 2022.

Whether this is your first time on the track, or you have many years of experience, we have a run group to match your skills. For our new and less experienced drivers, we have one-on-one instruction provided by our PCA-trained instructors, who will guide you through the process carefully. We will also accommodate our advanced drivers and every level in between.

The event is open to all women, and all makes of cars (Convertibles must have roll-over protection. SUVs must be German). The event cost of \$115 includes a fun-filled day of driving, catered lunch, and a fun swag bag. (Additional lunches for your friends and family can be purchased when registering for an additional \$12 per lunch. There are no concessions available at the track, so please plan accordingly with snacks and such.) Please be aware that due to the layout of this track, you will not be able to enter or leave while the track is "hot" or in operation.

Cotton or natural fibers should be worn on the track. Synthetic fibers should be avoided on the track. Long or short sleeve shirts and long pants or shorts are accepted. Closed-toe shoes are required when driving. Bring or borrow a helmet (Snell rated 2015 or newer SA or M). There will be a few "loaner" helmets available as well. Also, cars must pass a technical inspection. We will provide information on technical inspection as we get closer to the event.

Registration opens June 6, 2022 @ motorsportreg.com. This event is limited to 65 drivers. This is an extremely popular event, and we encourage you to register quickly before the event sells out!

If your car is a racecar or has race seats, review PCA requirements regarding harnesses, restraints, and inspections. Please see PCA DE Minimum Standards on the PCA website. For more information, contact Vicki Earnshaw at vicklm@aol.com.

Any further questions or comments, please contact the event chairs:
Chérie Talbert, cherietalbert@outlook.com or Jennifer Taylor, jltaylor@anogenex.com.



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PORSCHE AT LE MANS – 70 YEARS

by Glen Smale
published December 2021 by Motorbooks, Beverly, MA

A very comprehensive and detailed book, it contains a chapter for each of seven decades of involvement by Porsche in the 24-hour race at Le Mans. The author's name may be unfamiliar to us Yanks, but on the other side of the pond, he is a noted automotive historian with books on Jaguar as well as Porsche. With the clichés out of the way, suffice to say that this is a very comprehensive book. It draws heavily on Porsche factory archives for the many photographs included.

There are many books written about Porsche, the company, and the cars. This book is a must buy for the enthusiast of Porsche's international racing exposure at Le Mans during the years 1951–2020. Each of the seven-decade chapters begins with a short introduction to the events of the decade, followed by what are, in effect, race reports from each year. These reports do not cover the event overall, focusing only on the Porsches and the Porsche drivers that participated. Over the seven decades a wide variety of Porsche models were entered by factory and privateer teams. Drivers discussed in this book include almost all of the famous names one could think of, except for Juan Manuel Fangio, who never drove for Porsche, and never finished at Le Mans.

The year-race reports in *PORSCHE AT LE MANS – 70 YEARS* are well illustrated and provide an interesting narrative. Each ends with a tabulation of performance for each of the many Porsches entered in each year. Porsche's involvement in each race is told by extensive captions to photographs, and by side-bars focusing on a particular aspect of Porsche's design. This reviewer was surprised by the total number of Porsches listed as entered in each year's Le Mans – many more than the factory entries that get all the historic publicity.

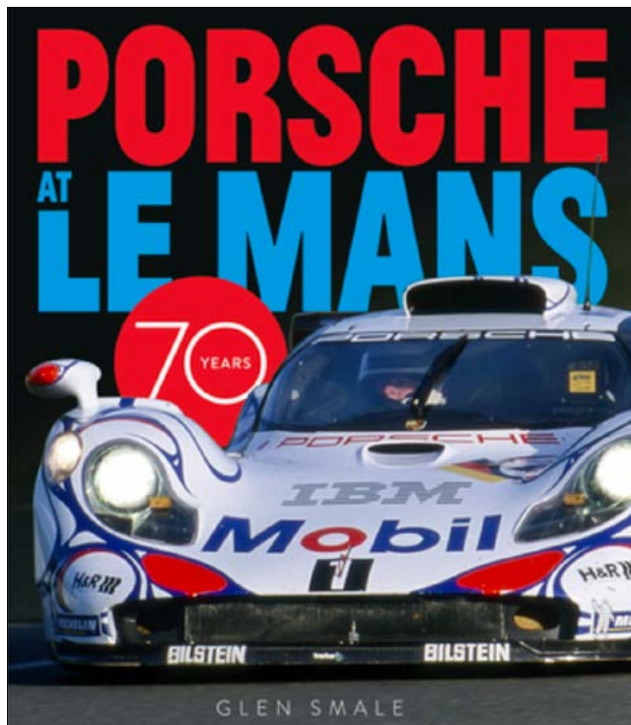
The story of Porsche's first entry at Le Mans is particularly interesting because they reluctantly entered only at the insistence of Charles Faroux, the race organizer, and the team was operated by the French importer who co-drove the car with another Frenchman. Another tidbit of interest to this reviewer is how the 1952-6 photos presented make it clear that the 550 was originally a coupe before it became the Spyder so well known today.

Introduction to the first chapter gives a very concise summary of the initial foray of Porsche, the engineering/design firm into Porsche, the Sports Car company. Except for the narration introduction to each decade, the story of Porsche's involvement in each race is told by extensive captions to photographs, and by sidebars focusing on a particular

aspect of Porsche's design or racing organization.

Many of the photos presented come from the Porsche corporate archives. Most show cars on track, but there are also a few intimate shots of pit and workshop action. Few will sit down and read this book from cover to cover, but flipping through the pages and studying the evolution of the shape of Porsche race cars is enlightening and reading any year-race report is bound to provide interesting information. The end papers are photographs of pit action, and the back cover shows Jürgen Barth limping to the checker to win the 1977 race, with a very sick, 5 cylinder 936.

PORSCHE AT LE MANS – 70 YEARS is a heavy, coffee-table book, hardbound with 320, 9" x 11" pages, including 750 photos and a very comprehensive index. It should be available for \$75.00 from your favorite bookseller.





Pedro P. Bonilla
Suncoast Region PCA

THE 959 (PART 1)

While recently doing research to produce the Tech Quiz for Suncoast's 60th Anniversary Celebration I relived some of my fondest Porsche memories as I perused long-closed and stored reference books and manuals. To this day, I'm still at awe at some of the special vehicles that were produced in an artisanal manner by that small German company we have come to know and love. But none come close to my fondness of the very special 959.

Let me try to condense some of the data I found.

First shown as a static design study in 1981, it received the designation 959 and became the first member of a new and exclusive category of 'Supercars', road legal vehicles with a top speed in excess of 200mph, state of the art design features and price tags to match. The study was based on the 911, which would be developed into a Gruppe B rally car.

In 1986 three 959 project cars made their debut in the Paris-Dakar Rally, which they won (finishing one/two – the third entry, intended as a support vehicle, finished 6th!).

More successes followed and a limited production of 250 cars was announced which would be available for sale as road cars to an exclusive and very lucky few. The initial price tag was around \$250,000 USD. (Even by today's standards, this was an absolute bargain.) The initial price also included a visit to the Nürburgring Circuit for a factory-run familiarization course, because this was no ordinary vehicle.

The engine was a special short-stroke 2.85L flat-6 with titanium rods and crankshaft and air-cooled cylinder barrels but with water-cooled heads. Each head had four valves per cylinder and was operated by double overhead camshafts. Twin KKK turbochargers would boost maximum output to

The 959 was one of three Works-supported entries in the 1985 Paris-Dakar Rally, driven by three-time winner René Metge



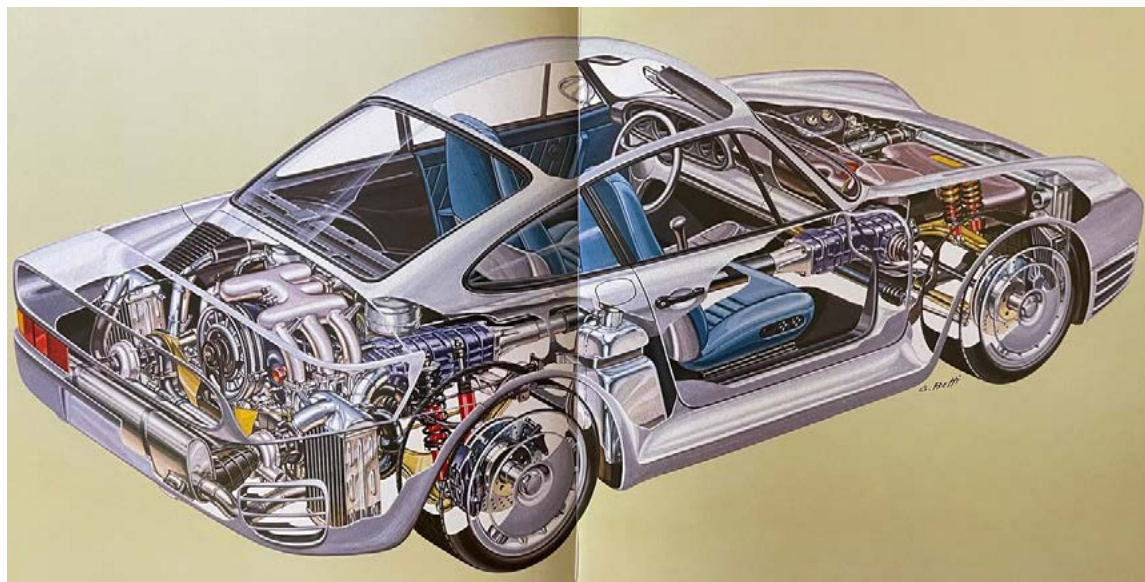
450bhp at 6500rpm with peak torque of 370lb/ft coming in at 5500rpm.

All this produced a top speed of 205mph at 7500rpm and a 0-60 time of 3.7 seconds.

Two versions of the car were built. The 'Comfort' model included A/C and additional sound insulation and the 'Sport' version, which omitted these, along with the rear seats and other such niceties to provide raw performance.

An all-new four-wheel drive transmission was used with a conventional mid-mounted six-speed gearbox connected to a front transaxle by a large tube housing the driveshaft. The front differential casing also housed a torque-splitting clutch.

A new computer control system, monitored electronic signals generated by sensors, which offered engine speed, throttle position and wheel speed. The latter was derived from the same sensors that controlled the ABS. The computer could calculate rate of acceleration and thereby the weight transfer front-to-rear could be mapped. With





Pedro's paint-to-sample 959, painted by talented granddaughter, Sophia

The 959 became the first member of a new and exclusive category of 'Supercars', road legal vehicles with a top speed in excess of 200 mph

the rear wheels directly driven, the front axle torque could be varied by the computer to give optimum traction and

with twin shock absorbers on each wheel. Each shock absorber had electronically-adjustable variable damping circuitry allowing for computer-control which could vary not only the car's ride height, but also the angle of the body relative to the road. This further enhanced the ground-effect generated by underbody airflow and added yet more stability to the handling.

Providing adequate cooling provided a difficult hurdle, which was solved with, the now iconic rear wing air scoops which would channel cool air into the very tightly packed engine bay. The car was also shod with magnesium wheels with hollow spokes for a tire-deflation warning system. This was the precursor of the TPMS.

Simply, an outstanding piece of engineering. And it was also quite the eye-candy too!

In next months article, I will get to "the rest of the story" — *The 959 in America.*

I am so fond of it that I now own an orange version of the 959. It's a paint-to-sample gifted to me by my talented granddaughter Sofia for my birthday!

For more information on the Porsche 959 and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing
Pedro

could be controlled manually by the driver or using one of four pre-programmed modes to assist in varying road conditions offering a variable front/rear split percentage between 40/60 and 20/80 depending on the road conditions. The system had a response time between 50 and 100 milliseconds.

The body was basically that of a 911 Turbo, with galvanized steel components and additional body panels made from Kevlar and other glass-reinforced plastic (GRP) materials. The windscreen was bullet-proof. Braking components came from the 956 racecar and were servo-operated with full anti-lock capability.

The suspension was coil spring/double wishbone design right out of the racecars. Concentric coil springs were used together



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Midland, Lubbock and the surrounding area



Danielle Badler
RMR/PCA Columnist

ONCE AGAIN, WITH FEELING

So I watched Season 4 of Netflix's "Drive to Survive." Actually, I more or less binge-spiced through it. Because all I really, really wanted to do was get to the end, to see how they handled the season-ending last-lap contretemps between Lewis and Max.

Boy was I disappointed. Because, well, since I knew what happened, there was nothing I learned from the docu-series that I didn't already know.

Hey, look, once again, the camera work is often scintillating. Coupled with the audio track, the footage is often spellbinding. I mean, for some of the shots, I don't even know how they did it. Like the camera view back to the driver from the dashboard, which at one point literally focuses in on the driver's left eyeball. Through the visor.

Which is spectacular, at least from a technical point of view. But, uh, let's face it, eyeballs are eyeballs. And they don't actually change our view of the subject. The driver or the series.

In fact, it made me blink. Because the format is getting stale. There, I said it. If I had an air-gun for the number of times Red Bull team principal Christian Horner went on, and on, about how they have to fight, how they have to push, I could probably afford to buy out Red Bull CEO Dietrich Mateschitz. Who, by the way, has never been mentioned, in any of the seasons.

Or Mercedes team principal Toto Wolff's "A driver has to be a lion in the car. Even if he's knocked down." And "We can't afford to lose." And "The best team, with the best driver, scores results." Please.

This time around, Toto's wife, Susie, makes an appearance too. Although it's never made completely clear, she seems to have a distinct business role in Toto's wheeling and dealing. And it carries through to her comments, like "He just never stops fighting." They're shown on a private jet, several times, flying somewhere. You never find out where.

Same goes for Geri Horner, nee Halliwell, Christian's wife. Yes, that Halliwell, of the Spice Girls. For the record, she was Ginger Spice. How do I know that? I looked it up. Because, in the series, she's just simply a very loving and dutiful wife. Christian says, "I've been very fortunate. She's been incredibly supportive."

You get the idea. It's time to simply say enough. Enough of the platitudes.

But, hey, I'm not one to just criticize. That's the easy stuff. No, I also have some thoughts on how the series could actually rise to a new level of revelation about a sport we all know and love. Here goes.

Start with the actual performance of the cars. We already know how the drivers are "really" athletes. This is brought



home in one sequence when feisty AlphaTauri rookie Yuki Tsunoda, who Horner calls "the best talent in a decade, if not more," (the entry, after all, is Red Bull's junior team) complains about having to hit the gym. Team principal Franz Tost says, Yuki, you have to work out two to four hours a day, six days a week. Yuki is shown scowling.

How about answering questions like ... what's the typical 0-60 time for a modern F1 car? Braking distance? Cornering Gs? Cornering Gs between tire choices? Downforce? Horsepower? Hybrid horsepower? Let it be known, there is virtually nothing said about just how off the charts these cars actually are.

Or what they're like to drive. Put a club racer in one. A journalist. Your father-in-law. Let's see how they manage. Left foot braking. The hand clutch. Paddle shifting.

Or compare them with ... sports prototypes, Indycars, Formula E cars, MotoGP bikes. Anything. Season after season, we've been bombarded with the interpersonal drama of a cutthroat sport. Fine. Now, how about some background, any background, on the sabers they wield.

Or the sponsorship drama. Last season, we actually came along, once, as team principal Gunther Steiner pitched Haas Automation sponsorship to an unnamed German company. This season, we open with Steiner in bed with Uralchem oligarch Dmitry Mazepin ... with his son Nikita Mazepin behind the wheel. How did this happen? We'll never know.

Or maybe, just maybe, we're no longer the audience for the series. Maybe Netflix has made a decision to target chronic binge-watchers, hungry for something different, something dramatic, something human-interest. If the focus expands enthusiasm for the sport, I can't fault that. The evidence, at least on this side of the pond, seems to bear it out. Monster attendance for the U.S. Grand Prix in Austin (although that was never mentioned). Two American races added to the calendar for 2023, Miami and Las Vegas. My understanding is that Netflix is now trying to double down on its success, producing a series on professional golf by covering this season's PGA Tour.

And let's not forget that, reportedly, Volkswagen AG has granted approval for Porsche and Audi to join the circus. Porsche is apparently in discussion with Red Bull to supply engines in 2026, and Audi is discussing the same with McLaren, as well as outright buying a sizable chunk of McLaren's F1 unit.

At Yas Marina for the final race of the season, Stefano Domenicali, CEO of Formula 1 Group, gives his only interview of the series. He's asked who's going to win, and he says "the political answer is Formula 1." That pretty much sums it up.



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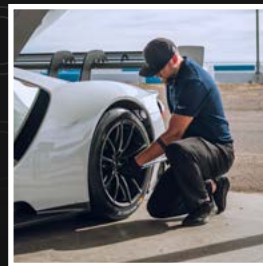
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Troy Newberry
newberrys4@icloud.com

Goodyear Eagle F1 Tires \$1,000

Set (4) of 21" Goodyear Eagle F1 Asymmetric 3 Summer Tires. These are from my Taycan CT. Drove the car 50 miles home from delivery and took them off for all-seasons. As near brand new as you could get. Will work for other vehicles/wheels; FRONT (2): 265/35R21 101Y - came off 9.5" rims; REAR (2): 305/30R21 101Y - came off 11.5" rims; in Parker, CO

Logan Rodrian (303) 748-1649
loganrodrian@gmail.com

Wheels and Tires \$1,100

Two sets for 356C, 912 and early 911... Four 5.5" x 15" KPZ Steel Wheels. Currently mounted with old but barely used snow tires. Free delivery in the Denver area. Call for pictures or date stamp information.

Lee Sammons (303) 333-7483

Wheels and Tires \$2,600

Four gorgeous 6" x 15" Polished Fuchs mounted with brand new 195/65 Goodyear Eagle Sport AS. Free delivery in the Denver area. Call for pictures or date stamp information.

Lee Sammons (303) 333-7483

Racing Rims With Tires \$1,600

2019 O.Z. Alleggerita HLT Silver Star Racing Rims - Square Set of 8.5Jx18", ET 53 Offset Wheels in excellent condition - shod with Toyo Proxess RR 255/35/ZR18 tires with minimal heat cycles. \$1,450 without, \$1,600 with tires. Multiple pictures available, located in east Denver.

Gene Davis (720) 272-9620
gene_davis@comcast.net

Wheels, Headers, Sway Bars \$Various

Turbo-style OEM wheels for a 2001 Boxster (7 x 17 x 55, 8.5 x 17.50) Usual road wear, in storage for 9 years. \$400 OBO. New Boxster SSI Headers for 2.7l (3.2 as well?), with sensor ports, gaskets. Will bolt up to stock setup or your fun pipes \$300 OBO. 944 - Weltmeister adjustable sway bars front (29mm) rear (22mm) \$100 OBO. 944 shock tower brace (25mm) \$75 OBO

Pete Romy Romenesko (720) 233-0220
pca422@gmail.com

ATS Cookie Cutter Wheels \$400

Set of (4) 1975 6J x 15 ATS Cookie Cutter wheels. \$400 for the set.

Berni Joha (303) 915-0239
bjoha714@gmail.com

Miscellaneous Items \$Various

New OMP Trend Driving Suit \$200; Size 50; blue w/red piping; Original price \$450; Engine mount w/911 yoke \$450; 1996 993 front hood \$500; 74-89 engine cover no grille, latch or lettering \$400; Rear lower bumpers for 67 and 70 911 \$400 per pair; 964 rear trailing arms with hubs \$400 for pair. Can send photos, E-mail me

Pat DiGiovanni (719) 641-9681
rsrracer993@yahoo.com

Sparco RS-8 Driving Suit \$500

Excellent condition. Size 52 Medium. Single Layer Construction. Three Layer Protection. FIA 8858-2000 homologated. Eagle RS-8 HOCOTEX® is one of the lightest racing suits in the world. (\$1,900.00 new).

Pete Romy Romenesko (720) 233-0220
pca422@gmail.com

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

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

3D MAXpider Air Capsule Cover \$225
 New in a box, never opened or used 3D MAXpider AirCapsule Car Cover. This is an XL size car cover, part number 1289XL - 3D MAXpider AirCapsule. 3D MAXpider AirCapsule car cover allows you to store, display and protect your car, truck or RV and to keep it in a clean and dry environment, away from dust, insects, and scratches. This product is made of high-quality materials to serve you for years to come. Designed using state-of-the-art technology.
Wes Anthony (303) 898-2235
anthwp@gmail.com

Period Roof Rack from 1966 911 \$200
 Ampco Brand - Hollywood, CA.
 Purchased early on by my Dad's pal for his new 911. Used a couple of times for trips and then relegated to the garage. No dents or dings. Nice chrome except some flaking underneath. Very presentable, but would need to be chromed or powder coated for show quality.
Chris Carter (303) 330-4005
cbc440@gmail.com

1969 911T Seats (Set of 2) \$500
 Set of (2) original seats for a 1969 911T. All original parts are included.
Berni Joha (303) 915-0239
bjoha714@gmail.com

Customized Tire Trailer \$600 OBO
 Driversitech self locking aluminum hitch. Hanksville Hotrods did some customization to better fit the wheels/tires and added custom holder for the 5 gallon fuel jug. Comes with all needed keys. Comes with VP Racing 5 gallon jug with cap and hose adapters. Comes with brand new ratchet straps to secure tires further. Can be stored upright in your garage. CO title in hand. Contact for additional pictures and video
Sebastian Stahr (248) 766-0712
stahrseb@gmail.com

WANTED

1978-1983 911SC WANTED
 Chiffon White. Low miles. Original excellent condition.
Vince Vranesic (303) 888-5087
vjvransic@aol.com

Boxster S Front Brake Calipers WANTED
 I've just bought a '05 Boxster and the front brakes are really...GROOVY! What better excuse do I need for upgrading to S brakes?!! I know someone in the Region has upgraded to PCCB or Girodisc and has their old, red S calipers sitting around gathering dust. I'll give you money for them; needing rebuild is okay, if priced to match. I'd buy discs and pads too, as long as they have life left in them.
Patrick Fay (720) 331-9448
threedalsforever@homeautomatic.com



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Dear Tire Guy



ON-SITE TIRES

Ready for more weird tire facts? I tried to come up with a pun, really I did, but who jokes about dandelions? Not me. Probably not you. If you have one please insert it here and pretend my introduction was funnier and less painfully honest about my horticulturally challenged sense of humor. And by the way, if you haven't guessed, I'm going to tell you how in 5-10 years you could be slapping tires made from dandelions on your ride. That should make blowouts more interesting. (Ah! There's the joke I was looking for!)

Rubber transportation is costly and time consuming. Not to mention all the associated CO₂ emissions. Bringing in rubber supplies for tires from Africa, South America and Europe takes it's financial and ecological toll. But if rubber supply operations could be more easily consolidated within North America and Europe then these additional costs could be mitigated. Solution? Russian dandelions.

A robust variant, the Russian dandelion can grow nearly anywhere in the world, America and Europe included. Further it can grow, be harvested, and regrow much quicker than the rubber tree. According to the engineers at Continental Tires who are spearheading this development "The roots of this dandelion species contain the natural rubber latex (the source for natural rubber used in tires), meaning supply will be steadier and easier to control leading to greater price stability. This crop is also much less sensitive to weather than the rubber tree."



This is practical as dandelions require nearly no maintenance. Rubber production could take place near tire production facilities reducing the financial and ecological costs of transport. Dr. Peter Zmolek, director of research and development of passenger and light truck tires for Continental Tire the Americas offered some insight as to when we could see such tires hit consumer production stages "Our target is within the next five to ten years... in the summer of 2014, Taraxagum™ tires were produced and tested."

2024 perhaps? I'm totally here for dandelion tires. Maybe, just maybe, they'll blow us away... (Boom! That's number two, folks.)

Until next month, drive on!
- The Tire Guy

Cars after one lap at the Nürburgring:



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“KNDOBLU” = Kind of Blue

This Creative License plate is on Larry Verneć's 2016 Graphite Blau 991.2 C2S Cabriolet; purchased in 2019 from a Northern California Porsche dealer. KNDOBLU serves two meanings. Graphite Blau is an unusual color and looks different, depending on light conditions. It sometimes looks blue, sometimes grey...It's "kind of blue." Additionally, Larry is a jazz musician (bass). The plate is a nod to the iconic Miles Davis album "Kind of Blue."

Photo: Larry Verneć



CREATIVE LICENSE

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@rmporscheclub.com

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Amy Legg-Rogers
Rocky Mountain Region Historian

RMR Sweeps Fiesta del Porsche, May 1982



RMR Sweeps Fiesta del Porsche in Santa Fe, New Mexico in May 1982. Award highlights included Chick and Sandi Misura placing 1st in the TSD Rally in the semi-equipped class; Bill Randle won 1st Place in the Autocross, Class 1; Cindy Walker won 1st Place in the Autocross, Class 28 and Tim Osborn won 1st Place in the Concours, Class Late 911.

Old Red, the cherished and lovingly-restored 356 Coupe owned by RMR's JoAnn and Skip Barnum, collected Second in Class at the Fiesta del Porsche Concours. No trailered "Concours-only" machine, the Barnum car (foreground) also runs regularly in regional Rally and speed events.

RMR/Porsche photo Ken Provasi

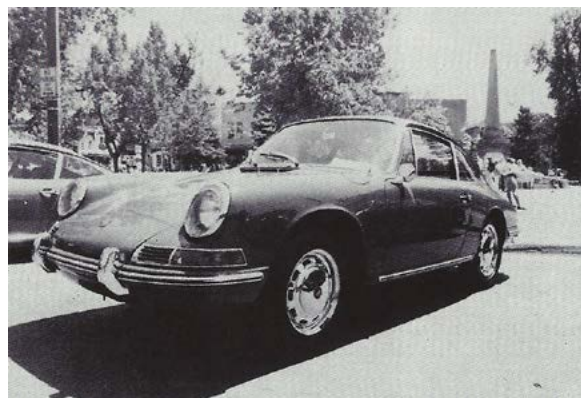


When your industrious and dedicated editorial crew at RMR/Porsche took over their duties at the beginning of the year, noone – nobody – would have anticipated ever typing: "A Cadillac Eldorado, under the guidance of Rocky Mountain Region members Art and Suzy Whittemore, collected tenth overall at the Fiesta del Porsche rally in Santa Fe." Gadzooks.

RMR/Porsche photo Ken Provasi

The Porsche of J.T. and Marsha Arnold of Rocky Mountain Region garnered First-Overall honors at the Fiesta del Porsche Concours in Santa Fe. The Arnolds are Nebraska members of the Region.

RMR/Porsche photo Ken Provasi



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