

HIGH GEAR

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

VOLUME 64 | EDITION 6



Teamwork, Trust, Results



“Real estate agents and mortgage lenders function as a team. Susan and I have worked together numerous times on transactions. When her clients are preparing to buy a house and looking for financing options, Susan and I develop a plan for them to achieve their dream home. I can say that of all the agents I work with, Susan is one of the best! It is always impressive to see how she professionally and personally takes care of her clients.

She also makes my job easier because she is fun to work with!”

Matt Cooke is with the Boulder Lending Group and is the proud owner of a 1991 911 Targa.



Susan Eastman
Realtor®
Live West Realty
303-589-6845
www.SusanEastmanRealtor.com





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



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COVER PHOTO

Photographer Mike Pappas snapped this photo of colorful Porsches (and one Audi) in honor of LGBTQ+ Pride month. See the "Pride and Porsche" article on page 24.

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

COLORFUL COLORADO PORSCHEs

Rennbow — Porsches have always been available in a variety of colors; some tame, some wild. The 911s and 914s of the 70s were available in a rainbow of bright colors including: Gazelle Metallic, Lime Green, Olympic Blue, Phoenix Red, Ravenna Green, Signal Orange, and Saturn Yellow to name a few. To view the largest collection of Porsche images organized by color (currently at 561 colors), see PCA’s Rennbow website, www.rennbow.org.

Rainbow of Porsches — Speaking of a rainbow of color, the cover photo for this month is especially colorful; probably the most colorful cover photo since I started doing the design and layout of *HighGear* in August 2018 (46 *HighGears*...but whose counting?). The photo donning this month’s *HighGear* cover is in honor of LGBTQ+ Pride Month. The colorful Porsches (and one Solar Orange Audi TTS) were organized and artfully arranged in the same order as the gay pride flag (or LGBTQ pride flag). The colors reflect the diversity of the LGBTQ community and the spectrum of human sexuality and gender. The idea for the creative photo was the brainchild of RMR’s Tech Inspection Chair Scott Pedram. This month’s cover photo was taken by RMR’s photographer extraordinaire and 2021 Enthusiast of the Year, Mike Pappas. Read Scott Pedram’s article “Pride & Porsche” on page 24.

Optimal Performance — Spring is here and hopefully your Porsche is tuned and ready for the track or an RMR Driving Tour. You will have checked your brakes, tires, oil, and air filter...but have you prepped yourself? What about your body and mind. Is it ready for track season? Consultant pharmacist and guest columnist, Jeff Robins writes about nutritional strategies to optimize your life and help maximize your sports performance. In Jeff’s article “Nutritional Supplements for Life and the Track (Part 2)” he discusses water-soluble vitamins, sustained muscle performance, and keeping sharp at the track. Read Jeff’s article on page 16.

June Member Photo Submissions — With the spring Colorado weather and our very picturesque state there seems to be many photo opportunities this time of year. This last month RMRers sent in many photos. Thank you. Keep taking scenic and artsy Porsche photos and sending

them in. In this month’s Rocky Mountain Road Trips (page 30), we have photos of John Bremer’s 2001 Turbo and Robert Watt’s 2015 Carmine Red Cayman GTS at Red Rocks Amphitheater. In Creative License (page 45), we have two license plate submissions — Scott Pedram’s 2022 Racing Yellow 718 Spyder and Lara Carpenter’s Miami Blue 718 Cayman S. Thank you for submitting your photos John B, Rob W, Scott P, and Lara C.

Advertisers Wanted — Looking to reach your target audience of Porsche owners and enthusiasts? We have a ¼-page ad available on page 10 and an ⅛-page ad available on page 47. Contact Levi Saxen, RMR’s Sponsorship/Advertising Coordinator to discuss details.

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 July *HighGear* is June 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!

A Rainbow of Porsches, see “Pride & Porsches” article on page 24



Photo: Mike Pappas



Vicki Cox-Jones
President

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

SPRINGTIME IN COLORADO MEANS WIND TIME

PRESIDENTIAL IMPRESSIONS

Spring has officially arrived in the Rocky Mountain Region. The first driving event of the season was the Autocross University/Autocross. We were very fortunate to be awarded fairly good weather from Mother Nature (we have canceled this event in the past due to snow). We did have to contend with high winds both days. As we were leaving Saturday afternoon, we were skeptical the cones would be found in the state of Colorado and not Kansas. Driving on my way home I slowed down for a tumbleweed as big as my Cayman on E470 – I didn't want to hit that thing.

The Autocross U, as well as the Autocross, were both at capacity with many new participants. If you were one of the new people, I hope you are as hooked as I was after my first AXU/AX. I also want to extend a special thanks to Chris Macarak (On-Site Tires) and Cory Rowan (Honest Assembly Garage) for providing lunch on Sunday. This was the first time Chris and Cory have provided us with lunch, and I know everybody was happy with it. I was talking with Holly Jackson after the event and telling her that Chris has spoiled me for eating brats anywhere else. If you have never experienced Chris's spread at the first HPDE of the season you do not know what you are missing, the Tire Guy is a great chef too.

Speaking of HPDEs, the first HPDE at High Plains Raceway was a resounding success, even though the wind was howling much of the weekend. The green run group was as full as the PCA regulations will allow. The truly amazing thing was, for the first time in a very long time, there was no email to the instructor corps begging for more instructors. Thank you so much for all the instructors that stepped up to come out for the first HPDE of the

season. It was great seeing you all again, let's keep up this enthusiasm for the rest of the season.

During the lunchtime Charity Parade Laps on Sunday the "Taste of the Track" Driving Tour group had a chance to drive the track at highway speeds.

I'm not entirely sure, but it seemed like the largest group I can remember for the annual Driving Tour. If you missed this tour but would like to come out to HPR to see what it is all about and drive during Lunchtime, please do so. Each HPDE has Charity Parade Laps. A \$20 donation to the event chairs' charity will allow you to drive your car at highway speeds. Just head out to the track and arrive around 11:30 so you can watch the action, look at cars, talk to DE participants, and get ready for the Parade Laps.

The first north metro social for the season was held at Glen Shelly Auto Brokers in Erie, CO. The number of people and cars that attended was spectacular. Thank you, Alex McCulloch for hosting us again this year. It is always fun to visit your hanger and see your Husky bush plane, and some of the beautiful cars you have for sale. Oh and the barbeque was really good too!

Hopefully, the windy season is winding down for our events. It is always easier to talk to people if you aren't worried about dust getting in your eyes and talking loud enough to be heard. I hope to see you attending at least one event this summer. Come say 'hello' if you see me!

For more information on any of these events look for articles in the current or future issues of *HighGear*.

Vicki Cox-Jones
RMR President

president@rmrporscheclub.com



Photo: Bill Simon

The first North-Metro Social for the season was held at Glen Shelly Auto Brokers in Erie, CO

Classic Summertime...

enjoy the rides

**Happy Fathers
Day!
(you're a classic)**



PhotoCredit: serjan-midilli-unsplash.com



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Seen above in his 1986 944 Turbo



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Roger Buswell
Membership Co-Chair

As enthusiasts, we need to make sure that no Porsche is left behind.

NO PORSCHE LEFT BEHIND

Most of us know that the only way to become a voting member of the Porsche Club of America is to own a Porsche. You just need a Vehicle Identification Number (VIN). We further know that there are a limited number of Porsches ever built. Some of them rusted to oblivion. Others



were totaled and become donors to keep surviving Porsches alive. It follows that some folks own more than one. I'm one of those despicably selfish people. I own two. There are others, like comedian Jerry Seinfeld, who owns an undisclosed number. A recent *GQ* article said Jerry has owned fifty. He's probably owned more.

Here's my point. As enthusiasts, we need to make sure that no Porsche is left behind. The race is on to snatch up as many as we can. I did my part when I bought a black 1987 924S 5-speed on eBay a couple years ago. It didn't run (seized water pump) and a bunch of other mechanicals didn't work. Some still don't today. Others started working again like magic, with a little coaxing. The body is still really rough. Wet sanding helped. The car took a hit in the front and was "repaired" by a body guy who must have been legally blind. The dash was all cracked. The wheels needed to be refinished. But it drives straight as an arrow and doesn't have a speck of rust. I couldn't abide the idea that it might end up in a crusher. I won the auction for \$1,070. A buddy and I took off for Virginia a few days later to load it up and bring it home after a 52-hour marathon (see photo).

It's my ugly duckling, but I love that car. It drives with that classic analog feel. I never worry where to park. The engine ran great with the new pump and timing belt. I did the safety and minor performance fixes but not a lot more. I learn things every time I tackle a new task and I'm not intimidated to attempt it. As Ferry Porsche said, "Porsches are made to be driven." Mine has confirmed the proverb that Porsches run better the more they are driven. It has also proven that the factory understates their cars' performance. I'm not telling how I know that. It handles like a go-kart and sounds great. It's the easiest car to work on that I've ever owned and parts are readily available

at reasonable prices. It's an excellent snow car. It seems like every time I drive it someone honks and gives me a "thumbs up" with a big grin on their face. It will take a while before it's "right" but I'm having a blast getting there.

I'm telling you this because there are more cars like

mine that need to be rescued. Even though Porsche will never be known as a volume manufacturer, cars are everywhere with a little searching. Since they are so well built, dodgy appearance is often the reason they are sitting in a yard or garage somewhere. It may be a 356, 911, 912, 914, 924, 928, 944, Boxster, Cayenne or Cayman. It may be owned by someone who doesn't know what they have. It could be a project car a widow is clueless what to do with it. These cars are all going to appreciate in value. Try Autotrader.com, Cars.com, Craigslist, eBay and, of course, the *HighGear* Classifieds and *Panorama's* "The Mart". You may not have the time, energy, patience or aptitude to fix it yourself. Buy it anyway and give it to an eager teenager with those traits. The win-win for RMR-PCA? ...she can become a member when she turns 18. She will already have the VIN.

Cheers!

Roger Buswell
RMR Membership Co-Chair
membership@rmporscheclub.com

HELLO MY NAME IS...

Order Your RMR-PCA Name Badge: \$10.00



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

PCA ANNIVERSARIES – Congratulations!



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Robert Egeland
Bruce McGrath
Bonnie Rose

2,175

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20 YEARS

Marc Braun
Daniel Fesenmeyer
George Lewis
Cecil Morris

Joseph Poturalski
Jim Thorburn
Andrew Volk

3,308

Total RMR Membership

160

RMR PCA Juniors

MEMBERSHIP UPDATES

NEW RMR MEMBERS – Welcome!

Ailbe Astor
Evergreen, CO
2003 911 Carrera

Eric Hirschberg
Parker, CO
2021 718 Cayman GT4

Dean & Leslie Morton
Boulder, CO
1985 911 Carrera

David & Cathy Zimmerman
Erie, CO
2000 Boxster S

Richard Batenburg
Cherry Hills Village, CO
2013 Panamera 4

Matt Hopper
Centennial, CO
2020 911 Carrera 4S

Ali Nadji
Greenwood Village, CO
2021 718 Cayman GT4

Adrian & Aidan Boerstra
Timnath, CO
2016 Cayman GTS
(Transfer in from Upper Canada Region)

Drew Bendell
Denver, CO
2004 911 Turbo Cabriolet

Daniel Joly
Avon, CO
2006 911 Carrera 4S

Robert Nickson
Boulder, CO
2005 Boxster S

Donald Hammond
Lakewood, CO
2001 911 Carrera, 1966 912
(Transfer in from Michiana Region)

Jarunee Bishop
Parker, CO
2011 911 Carrera 4S

David Kastens
Castle Rock, CO
1986 944 Turbo

John Potts & Barb Nelson
Broomfield, CO
2005 Boxster S

Deiter Lane
Longmont, CO
2016 911 Turbo S
(Transfer in from High Desert Region)

Demetri & Kristen Fefes
Denver, CO
2021 911 Targa 4S

Clint Lanzen
Hudson, CO
2011 911 Carrera 4S

Michael Rosenblatt
Boulder, CO
2022 Taycan 4S

Nick Francis
Boulder, CO
2021 Taycan 4S

Eric Lapp
Denver, CO
2019 911 GT3 RS

Eric & Valorie Sorensen
Broomfield, CO
2012 911 Carrera S Cabrio

Thomas Lazansky
Denver, CO
1979 911 SC
(Transfer in from Everglades Region)

Dan Garfinkel
Denver, CO
1974 911 Carrera 2.7 Targa

Clark Lodge
Denver, CO
2012 911 Turbo

Kirsten & Thomas Sterrett
Arvada, CO
2017 718 Cayman S

Matthew Gfeller
Lakewood, CO
2022 718 Cayman GTS 4.0

Ryan McClean
Aurora, CO
2019 911 Turbo S

Daniel & Alicia Suarez
Castle Rock, CO
2004 911 Turbo Cabriolet

Shezad & Naila Malik
Westminster, CO
2013 911 Carrera 4
(Transfer in from Roadrunner Region)

Roger Haneman & Will (Son)
Woody Creek, CO
1990 944 S2 Cabriolet

Devin McCormick
Edgewater, CO
2006 Boxster S

David Swanson
Aurora, CO
2007 Cayman S

Karl Tronnes
Boulder, CO
2008 911 S, 1989 944 S
(Transfer in from Nord Stern Region)

Hakan Hansson
Centennial, CO
2006 Cayman S

Kay McGill
Steamboat Springs, CO
1987 911 Turbo

Steve Tuchschiidt
Fort Collins, CO
2016 Cayman

Bill & Katie Harbert
Highlands Ranch, CO
2006 911 Carrera 4

Al Mikolajczyk
Castle Rock, CO
1967 911

David & Diane Turner
Aurora, CO
2022 911 Carrera S Cabrio

Jeff Harden
Elizabeth, CO
1982 911 SC

Baxter Moffitt
Boulder, CO
2006 911 Carrera

Bradford Wyant
Greenwood Village, CO
1977 911S Targa

NEW TEST DRIVE MEMBERS – Welcome!

Corey Krause
Centennial, CO

Jaime Martinez
Fort Collins, CO

Joe Veglucci
Denver, CO

Robert Zippo
Littleton, CO

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nephew, or grandchild
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SOCIAL EVENTS

- 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
- June 14** **RMR Board Meeting** 6:30 pm – 8:30 pm
Location TBA; Contact president@rmrporscheclub.com for Zoom invite
- July 2** **Cars & Coffee, Lafayette** 7:00 am – 10:00 am
355 W South Boulder Road, Lafayette, CO 80026
- July 2** **RMR Breakfast Club – North** 8:00 am – 10:00 am
First Watch, 2809 South College Avenue, Fort Collins, CO 80525
- July 9** **RMR Breakfast Club – South** 8:00 am – 10:00 am
The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112
- July 12** **RMR Board Meeting** 6:30 pm – 8:30 pm
Location TBA; Contact president@rmrporscheclub.com for Zoom invite
- July 14** **July Member Social – RMR’s Largest Gathering of Porsches** 6:00 pm – 9:00 pm
Blue Chip, 3935 S. Kalamath Street, Englewood, CO

DRIVING TOURS

- 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: John Donahue (jdogden@aol.com)
- July 27 – 30** **Durango Grand Loop Tour** Multi-Day
Details to come.

DRIVING EVENTS

- June 11 – 12** **“Smooth is Fast” Drivers Education** All Day
High Plains Raceway, US-36, Deer Trail, CO 80105
- June 25** **June Autocross – Smokin’ Tires and Smokin’ BBQ** (see page 13) All Day
Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137
- July 9** **Car Control Clinic** (see page 21) All Day
Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137
- July 23 – 24** **“Porsches on the Plains” Drivers Education** (see page 13) All Day
High Plains Raceway, US-36, Deer Trail, CO 80105

SPECIAL EVENTS

- June 12–18** **Porsche Parade 2022 – Kalahari Resorts, Pocono Manor, PA**
Information at: www.PorscheParade.org
- September 14–18** **Treffen Fall 2022 – Sunriver Resort, Sunriver, OR**
Information at: www.treffen.pca.org
- September 2023** **Rennsport Reunion VII – WeatherTech Raceway Laguna Seca, Monterey, CA**
Information at: newsroom.porsche.com/en_US/company.html



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PORSCHE



SMOKIN' TIRES AND SMOKIN' BBQ JUNE AUTOCROSS

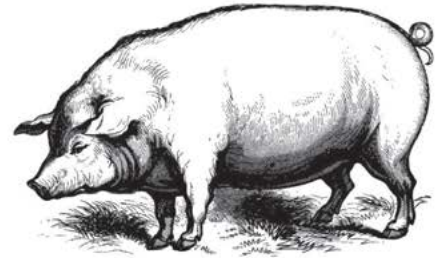
WHEN: Saturday, June 25, 2022 8:30am – 3:30pm
WHERE: Colorado Air & Space Port (Front Range Airport)
COST: Autocross – \$55/Person
Lunch – \$18 limited to first 70 people to register
SIZE: Limited to the First 70 People to Register
QUESTIONS: Jon Barr jonhollyb@comcast.net
Gene Davis gene_davis@comcast.net

Lunch: Slow-smoked hickory BBQ from Over The Fence BBQ.

Menu: BBQ chicken, pulled pork, baked beans, green beans, dessert. Enjoy the BBQ buffet or bring your own food/drink. (No alternate food service is available). Soft drinks will be provided by the RMR.

- Gates open at 7:00am; So come early and walk the course.
- Instructors available to ride with you and help you improve.
- Everybody will be assigned a role to help run the event.
- See how you improve with timed runs in the morning and the afternoon.
- After the event, there will be a celebration with beer and snacks.

Directions: I-70 East from Denver, take Exit 299 (N. Manila Road); Go north (left) until you cross Rt. 36 (E. Colfax Ave). Continue over the RR tracks, take the first right on E. 30th Ave., go through the gate and proceed to the old control tower on the left.



It's the most fun you can have in second gear!

“PORSCHE ON THE PLAINS” DRIVERS EDUCATION

WHEN: Saturday and Sunday, July 23 – 24, 2022
WHERE: High Plains Raceway, Deer Trail, CO
COST: Either Day: \$220 per Driver
Both Days: \$350 per Driver
REGISTRATION: www.MotorsportReg.com (Opens June 11 at 09:11 am)
EVENT CHAIR: Tom LaRitz (tlaritz@earthlink.net)
REGISTRAR: Tim Berg (tberggt3@gmail.com)
LEAD CDI: Brian Leary (beleary36@yahoo.com)
EVENT CHARITY: Children's Diabetes Foundation

Join us for RMR's third HPDE event of the year! There is much more than just beautiful rolling hills on Colorado plains. There are Porsches on the Plains! 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.

Event Charity: Children's Diabetes Foundation. See: www.ChildrensDiabetesFoundation.org

Lunchtime Charity Rides: Lunchtime charity rides will be held for \$20 per vehicle. Any roadworthy vehicle having one seat belt per occupant can drive the track at touring/highway speeds. All proceeds benefit our event charity, Children's Diabetes Foundation.



Dan H. Carlson
Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

HPDE RUN GROUPS AND DRIVER ADVANCEMENT PROCESS EXPLAINED

Run Groups

Your Chief Driving Instructors (CDIs) have designed 3, 4, and 5 run group schedule templates that can be used for a High Performance Driver Education (HPDE or DE) track event.

Determining which one to use for a given DE is an art, and it often isn't determined by the Event Lead CDI until the Sunday before the event. We look at the number of participants for both Saturday and Sunday, driver experience, lap times, instructor need and instructor availability, which expanded passing run group an instructor may be placed in so that they can transition easily to their student's vehicle, the size of the track facility, etc.

Should we have varying attendance, we may have 4 run groups on Saturday and 3 on Sunday, or 3 run groups for just an afternoon.

For driver 'peace of mind' and particularly for safety, a run group consists of drivers that have similar driving experience and ability.

If available, instructor evaluations of students are fed into MotorsportReg.com via DrivingEvals.com – the CDIs review them prior to each DE to assist in formulating run groups and driver placement.

Run groups are designated by color and the colors could vary for each event.

At a High Plains Raceway DE, the run groups are typically Green, Blue, Brown or Orange, and Black.

- **Green** (and sometimes **Yellow**) is for novices.
- **Blue** is for those with intermediate driving skills



and includes both “solo” and drivers with instructors.

- **Brown** is for more experienced “solo” drivers in faster cars.
- **Orange** and **Black** are “expanded passing” run groups for our most experienced drivers - instructors and PCA club racers.

Note that just because you were in the Orange run group at one event (such as Ladies' Day or Track DE '101' at the Colorado State Patrol Track, or at Pueblo, La Junta, or Pikes Peak International Raceway), it doesn't mean that you'll be in Orange at a future HPDE and/or at a different track.





“Track 101” Driver Education at Colorado State Patrol (CSP) Track — Golden, CO (August 2021)

Driver Advancement

To be considered for advancement, a driver must exhibit proficient knowledge, skill, and judgement.

Knowledge

- Safety
- Pit procedures
- Flags / lights
- Driving line
- Passing...signals and proper passing areas
- Emergency procedures

Skill

- Vision
 - Where are they looking?
 - What are they seeing - do they have ‘high’ and ‘wide’ eyes?
 - Are they consistently aware of the corner station flags / lights?
- Car control
- Braking technique – ‘threshold’ braking
- Proficiency
- Smoothness
- Consistency
- A feel for the car’s grip and limits of grip

Judgment

- Situational awareness - always aware of who/what is around them
- Self-analysis
- Courtesy - to other drivers (and workers)

The Process

At the track, instructors approach a CDI to suggest that their student could be ready to advance – from Green to Blue, to approved to “solo,” and from Blue to Brown or Orange/Black expanded passing.

If the CDI agrees, a CDI or a Driver Development Team person will then ride with the student for a few observation laps to evaluate and approve advancement if warranted.

NOTE:

- Being approved to go “solo” at a shorter/“simpler” track such as La Junta doesn’t mean that you are approved to “solo” at a more technical track such as Pueblo or High Plains Raceway.
- “Solo” status doesn’t mean that one no longer needs or should request instruction.
- Some drivers are approved for “solo” but are told to have an instructor for the first couple of sessions at the next DE to help instill proper driving technique.

When there is a surplus of instructors, we will also provide “hop in” instruction for our more advanced “solo” drivers.

In Conclusion

I hope that this takes the mystery out of our HPDE programs are set up and run. Most importantly, it is all about *everyone’s* safety!

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



Jeff Robins RPh, FAARFM, FACA
RMR Guest Columnist

NUTRITIONAL SUPPLEMENTS FOR LIFE AND THE TRACK (PART 2)

I have been a pharmacist for nearly 35 years. As a former world class athlete and a biochemistry focused healthcare professional, I have enjoyed serving many elite level, and professional athletes in my career. My job has been to support my patients with precise nutrient regimens to maximize their performance.

The first article (see *HighGear*, March 2022) in this two-part series was to establish the understanding of the need for high quality supplements needed for each of us on a daily basis. I believe we need these nutrients because:

1. Our food is far less nutritious now than 40 years ago due to soil nutrient depletion.
2. Most people eating the Standard American Diet (SAD) never get close to the 7-9 servings of mostly vegetables and some fruit daily.
3. As we age our production, extraction, and storage of key nutrients and hormones decrease.
4. Many of the top 200 drugs used in America for common health problems can cause drug induced nutritional deficiencies. Generally, physicians do not know about these deficiencies and the deficiency progress is insidious.
5. The quality of most vitamins and nutrients in big box stores and chain pharmacies is dubious at best. In my opinion they are literally a waste of your hard-earned money.
6. Stress and environmental toxins are at odds with the bodies ability to detoxify itself. It is chronically under attack.

For these reasons I recommend that all my patients take:

1. A good multiple vitamin that you take twice daily. I like Athletic Nutrients by Pure Encapsulations or Alpha Base multivitamins from Ortho Molecular Products.
2. A high-quality fish oil (Omega-3) capsule. With at least 600-800mg of active ingredients **per capsule**. I prefer Nordic Naturals or Ortho Molecular Products.
3. A good Probiotic product taken every other day. Ortho Biotic is a good one.
4. Vitamin D3 5000 iu taken daily (with vitamin K2 if you have familial history of heart disease)
5. Magnesium Glycinate 300 to 600mg daily, I prefer Ortho Molecular Products.

This regimen is for most adults over the age of thirty in reasonably good health. Now that we have the basics covered let's talk about track specific nutrients.

We can look at factors both inside and outside of the body that can affect nutrient utilization, and excretion. Let's stop and think about the physical situation we put ourselves in at the track.

Generally, outside in the wind, sun, rain, heat and cold. All will affect our nutritional status. We are often wearing fire-proof clothes that can increase our core temperature, causing us to perspire more.

We are also putting our bodies under pressure. Fun pressure, but nonetheless pressure. When we are stressed, we engage our adrenal (stress) glands to help with maintaining blood sugar and regulating the amount of water in the body. Have you ever noticed that you urinate more often while driving or racing at the track? That is due to your adrenal glands secreting mineral glucocorticoids to try and balance the water and minerals in your body to perform the task of driving. So, we are at the track fighting the elements, perspiring, respiring (breathing), and urinating. So of course, the first nutrient **must** be water/water soluble vitamins and minerals. All are connected.

Water — Water is absolutely necessary for your brain and muscles to work well. Pretty important for making quick decisions and precise movements. **Studies have shown just a 2% loss in hydration may result in a 20% loss of functions to all systems of the body.**

Here are some quick tips about hydration/nutrition.

1. Pre-hydrate every morning at the track. Drink a bottle of water to start your day off.
2. Next time you are packing up your car to go to the track, pack your bathroom scale. This way you will know how much water you lose in a session or race.



A good multi-vitamin that you take twice daily: Athletic Nutrients by Pure Encapsulations or Alpha Base from Ortho Molecular Products

You spend a bunch of money on Porsche parts, tires, brakes, and brake fluid for your car. For not a ton of cash we can enhance your body's performance as well.

3. Color of your urine is an indicator of your hydration and/or nutritional status. We do not want dark colored urine. That suggests dehydration. We also do not want totally clear urine. That suggests decreased on board amount of water-soluble vitamins and minerals. We want your urine light yellow or straw colored. That means well hydrated with nutrients on board.
4. Drink a **minimum** of three quarts of water daily. Probably more if running multiple sessions or races in a day. Every third bottle can be a hydrating energy electrolyte drink. I like HEED brand, or you can use a ½ Pedialyte ½ water combination.

Water-Soluble Vitamins and Minerals – Remember wherever water goes so goes water-soluble minerals and vitamins. So, if you are breathing hard, perspiring, and urinating more, you will be losing water-soluble vitamins and minerals. These nutrients are essential for energy, thinking quickly and both fine and gross motor muscle movement. As mentioned above these can be replaced by taking a professional grade multivitamin that is designed to be taken more than once a day. One a day vitamins or gummies are woefully insufficient for daily life let alone at the track. Take the second dose of your vitamins after lunch around 1:00pm.

Sustained Muscle Performance – Lactic acid is a byproduct of muscle utilization. We have used products to lower lactic acid production and in turn have better muscle performance and recovery for sustained effort events. We use Colorado's own Sportlegs to accomplish this. It is wonderful for all sports. I find it helps in driving performance also. Take one capsule per 50 pounds of body weight ½-hour before driving and the same dose at the end of the day.

Keeping Sharp All Day at the Track – The neurotransmitters that aid in the firing of muscles, thinking quickly, keeping calm, balancing blood sugar, even sleeping are all made from amino acids. Having adequate amino acids on board is essential for all athletes. Amino acids are made from the digestion of protein only. Our ability to digest protein decreases as we age. For many of my older athletes (above 45 years old) I recommend protein shakes and bars, or better yet, amino acid powders or capsules. Protein is a wonderful source of sustained energy for the track. It is utilized much slower than sugar and has the added benefit to be broken down into

the amino acids that make your brain work faster and your muscles work quicker.

Most well-made protein powders found at a vitamin store will do. Do not use Boost or Ensure. For best results, I use amino acid powders or capsules. These are more expensive but easy to use and no digestion is needed. The amino acids are absorbed immediately. I use Super-Sports by GMP. Use one to three capsules in the morning and early afternoon at the track.

Lastly, we typically use CoEnzyme Q10 100mg 1-3 capsules daily for sustained energy. CoQ10 is used in creating energy for both the brain and muscles. Also, many popular medications for cardiovascular disease, and Type 2 diabetes deplete this essential nutrient.

The proper function of our body is directly related to what we eat and drink. Virtually every professional athlete or sporting team has a nutritionist as part of their team. Your track experience should be no different. You spend a bunch of money on great parts, tires, brakes, and brake fluid for your car. For not a ton of cash we can enhance your performance as well. We need you firing on all cylinders. Happy driving!

I am available for questions at JLrobins4@comcast.net or (309) 453-4660

Orhto Molecular Products and Pure Encapsulations are available at www.EssentialWellnessPharmacy.com and pick the option for online store.

Sportlegs often available at bicycling shops here in Colorado.

A note about the author: Jeff Robins is a national and international speaker, teacher, and consultant. Jeff speaks on Functional Medicine, nutrition, and the business of Functional Medicine. He and his wife Stacy previously owned Essential Wellness Pharmacy, an award-winning pharmacy, and Optimum Health Solutions a corporate wellness business. Both companies designed to empower patients to live their lives at their fullest.



Author Jeff Robins believes the proper function of our body is directly related to what we eat and drink



Look for a high-quality Omega-3 fish oil capsule with at least 600-800mg of active ingredients per capsule



This piece of asphalt is large enough to set up 2 skid pad circles, 2 triangle drills, and 2 slalom courses. The exercises allowed the students to learn how their cars react and handle when driven in a spirited fashion.

A WEEKEND OF AUTOCROSS

by Jon Barr

RMR's AutoCross University is a one day introduction to the skills a person uses to drive around an AutoCross course. Fifty-five people signed up for this full Saturday of driving, learning and fun, hosted by Chief Driving Instructor Chris S.. Chris and 15 other RMR Instructors helped the students learn three main skills of high performance driving: steering, braking and throttle application.

The students were divided into several smaller groups to tackle the three skill exercises set up on the Colorado Air and Space Port's east tarmac. This piece of asphalt is large enough to set up two skid pad circles, two triangle drills, and a slalom course. The exercises allow the students to learn how their cars react and handle when driven in a spirited fashion.

The skid pad is a circle of cones approximately 75 feet in diameter where a student drives their car around it, gradually increasing speed until they learn where the tires lose traction. They also learn how the use of the throttle can change the shape of the car's travel around the circle. This is called throttle steering.

The triangle exercise gives the students the experience of hard acceleration, threshold braking and sharp steering inputs. These skills come into use when traversing an AutoCross course. The students learned how hard to push the brake pedal without locking up their tires and how long it takes their car to slow down before a sharp turn around a corner cone.

Finally, there were two slalom courses set up to give the students practice driving through a line of cones set up 75 and 50 feet apart. Students learned how their cars handled aggressive steering inputs and how they controlled the weight transfer from side to side at increasing speeds.

All the students had ample time with each exercise to gradually increase their speeds and get comfortable with how their cars handled at or near their tire traction limits. It was a safe and comfortable place to try new things in their cars. In the afternoon, all the students used these new skills by driving a short AutoCross course several times with an emphasis on looking ahead.

On Sunday, a full size AutoCross course was laid out on the tarmac and 70 drivers tested their skills going around the course in a full spectrum of Porsches, Corvettes and Miatas. Each driver's run through the cones was timed and penalties were assessed if they knocked over a cone. The racers had four runs in the morning and four more runs in the afternoon to see how much they could improve their times.

A highlight of the day on Sunday was the hot lunch provided by our two Event Sponsors: On-Site Tires and Honest Assembly Garage. A big THANK YOU to Chris M. of On-Site Tires (www.On-SiteTires.com) and Cory R. of Honest Assembly Garage (www.HonestAssembly.com) for preparing a great lunch for everybody racing that day.

Volunteers make these events a reality and it would not have happened without these major players: Chris S. Event Chair person, Cristina I. - Registration Tom L., and Logan H. - Timing, Shaun S. and Scott P. Photography and 15 High Performance Driving Instructors. And a special "Thank You" to Gene D. whose F-250 truck saved the day with electric power for timing.

It's not just the cars, it's the PEOPLE that make our club one of the best in the nation!



Photos: Shaun Seela and Scott Pedram



APRIL 23-24, 2022

COLORADO AIR AND SPACE PORT

WATKINS, CO





PAST DRIVING EVENT (CONTINUED)



A WEEKEND OF AUTOCROSS
APRIL 23-24, 2022
CO AIR AND SPACE PORT
WATKINS, CO



Photos: Shaun Seela and Scott Pedram



Photos: Shaun Seela and Scott Pedram

SAVE THE DATE — CAR CONTROL CLINIC

WHEN: Saturday, July 9, 2022 9:30 a.m. – 3:00 p.m.
WHERE: Colorado Air & Space Port and via Zoom
COST: \$50 for full course – Zoom Class and Driving Exercises
 \$5 for the Zoom class only
REGISTRATION: www.MotorsportReg.com/rmr_ccc_2022 (Opened May 23rd)
EVENT CHAIR: Doug Bartlett doug@dbartletts.net and (970) 214-2729

- Do you... • Think you're a safe driver?
 • Know what to do when some idiot does something stupid in front of you?
 Can you... • Fully and effectively use your ABS brakes?
 • React properly to control a slide or spin (ex. winter driving)?

Perhaps not to the degree you could or should!

This event is for those of you who love driving your Porsche, who don't want to attend an autocross or DE, yet realize that you could benefit from expanding your car control and accident-avoidance skills! No prior experience or safety gear is needed. You only need a valid driver's license and a car to drive. A Porsche is not required – though certainly more fun! In a super-safe and controlled environment, we will give you the opportunity to experience and learn skills in

- Emergency Braking
- Turning while Braking (hard)
- Emergency Lane Changes
- Feeling and gaining confidence in the sensation of weight transfer during rapid car movement
- Recognizing and handling sliding – understeer, the front wheels won't turn the car
- Recognizing and handling spinning – oversteer, the rear wheels step out or come around

The event will consist of a little bit of online classroom training (via Zoom) and a lot of driving exercise time using your own car on the vast open space (1200 x 400') of Colorado Air and Space Port aircraft tie-down lot.



Susan Eastman
RMR Columnist

“It’s surreal to drive a Turbo S through our Colorado mountains...I am amazed at the spirit of the car.”

CHASING THE SUN : CLAYTON PUTMAN

FEATURED RMR MEMBER

It’s never too soon to instill the love of Porsches in a young, impressionable mind. Just ask Clayton Putman. His father started educating him when he was a child in Houston with a 1984 911 SC. Later he brought home a unicorn, a 2008 911 GT2 that was one of just 180 in the United States.

“My dad taught me everything I know about driving. From motocross to shifter karts, snow drifting and more, he’s been talking to me about apex management and trail-braking my entire life,” said Putman over coffee one recent morning.

Putman took those driving techniques up a few notches when he moved to Colorado after college in 2008 and discovered canyon driving.

“It’s surreal to drive a Turbo S through our Colorado mountains!” he enthused. “I am amazed at the spirit of the car and the delicate give/take relationship we have. There is an awesome amount of trust in the performance it gives and the way it can be driven. Every detail of the car seems perfectly engineered, from the view through the side and front glass, to the button-free steering wheel, and the sight lines over the hood. Being one with the car as you navigate through the turns is quite the feeling.”

Putman likes pushing the envelope with a variety of wheeled things, especially if it’s off road. He and his wife Andrea ride mountain bikes, dirt bikes and drive their black Jeep customized with bronze wheels across rocky terrain. If that gets too tame, they rock climb.

When not rocking and rolling, Putman is a roofing and solar expert, managing commercial and multi-unit residential projects around the greater metro area. But once he’s off the clock, he will get behind the wheel and go carve a canyon (responsibly, of course).



– SPEC SHEET –

Occupation: Commercial Project Manager for Elite Roofing & Solar

Residence: Aurora, CO

Car: 2015 911 Turbo S, Black w/ Bordeaux Red interior

Modifications: “Powder coated the wheels bronze. I’ve also got a Kline exhaust that sounds incredible at WOT!” (Wide Open Throttle)

Car Name: “Astrid, named after a fierce lady from the show ‘Vikings.’ This car blends civil daily driving with all-out madness, wrapped by a beautiful exterior.”

Scariest Moment: “The first car ‘launch’ with my wife sitting shotgun. I didn’t fully explain the launch function before so I wasn’t sure if she would hop out at the next stop. If you saw her cranking laps at the Autocross a few weeks ago, you know it all turned out okay!”

The One That Got Away: “I regret selling my 2013 Subaru STi hatchback. That thing was a fun little go kart, great for snow days and canyon carving.”

Dream Car: Koenigsegg One:1

Favorite Drive: “Morrison to Evergreen to Echo Mountain to Idaho Springs to Blackhawk to Nederland and home through Boulder. Great roads and epic views.”

What People Don’t Know About You: “I love watches. I own an Omega Speedmaster and a Zenith El Primero; I would like a black Rolex Submariner.”

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Scott Pedram
RMR Guest Columnist

*It's Not Just The Cars,
It's The People.*

PRIDE & PORSCHE

If there were a Venn diagram of the “car culture” community and the LGBTQ+ community, I imagine the overlapping section of the circles would be pretty small. June is LGBTQ+ Pride month across most of the world, and it’s fun when we discover things in common beyond just the love of German sports cars.

As a gay person, I was excited to discover several LGBTQ+ people within RMR and Audi Club RMC, and I’m sure there are more I haven’t met yet. I’ve seen them at all the different types of events: Driving Tours, Socials, Ice Driving, HPDEs, and Autocross. In fact, most of us in my group of friends are very avid autocrossers now. I also realized that among us, we had a wide variety of colored Audis and Porsches. Which gave me the idea for a car rainbow photo shoot!

The LGBTQ+ allies in the club are also great. Speaking personally, I have found RMR to be very welcoming, and have not felt ostracized or discriminated against in any way. It’s great to not have to “hide” a part of myself for fear of not being included in the group. And if it weren’t for them, we also wouldn’t have been able to complete our rainbow of cars that inspired this article. Thank you, Dan M, Lara C, and Scott L, for filling in our missing colors! Also, a big thank you to the RMR board for fostering an inclusive club, and finally, thanks to our photographer and Enthusiast of the Year, Mike Pappas!

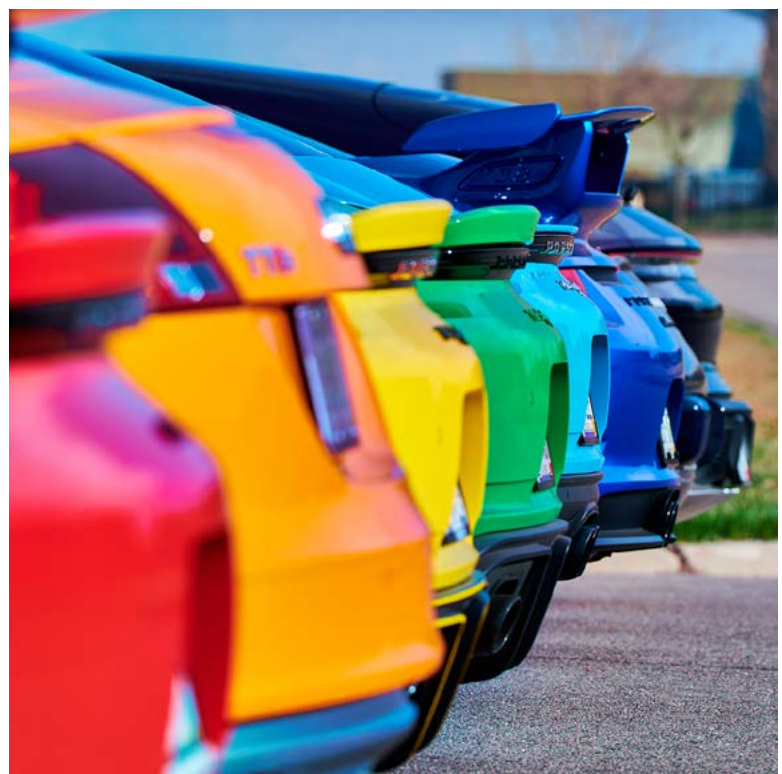
It’s one more example of PCA’s motto ringing true: It’s not just the cars, it’s the people!

- Guards Red 718 GT4 – Scott L
- Solar Orange Audi TTS – Max M
- Racing Yellow 718 Spyder – Scott P
- Python Green 718 Spyder – Dan M
- Miami Blue 718 Cayman S – Lara C
- Sapphire Blue 991.1 GT3 – Bryan H
- Deep Sea Blue 997.1 4S – Tuck C
- Black Cherry Ice Taycan 4 Cross Turismo – Logan R





Photos: Mike Pappas





Robert "Newshound" Watt

RMR Columnist

IT'S THE PEOPLE...

GREAT EXPECTATIONS

No, this isn't my attempt to re-analyze Pip, the protagonist from the great 1861 Dickens novel about coming of age, social class and human worth, the bane of many a middle school kid (including me) first having to analyze complex English literature. Instead, because there are so many, *The People* felt the need to revisit two significant past events, highlight two exciting current ones (as of this writing), and bring to your attention key future stories featuring *The People's* favorite pip of a protagonist.

PAST

1. **Coming of Age.** This past May Day, at our first 2022 High Performance Driver Education (DE) event at High Plains Raceway (HPR), I happily witnessed a crowded party of diners overflowing the grid for their first Taste of the Track, i.e., Porsches hungrily waiting for their first asphalt *amuse-bouche*. As I had time between my scheduled DE runs, I walked up to many as they waited to thank them for coming and asked about their motivation. Some felt this was how they should ease into a track experience with their new track knife (*good!*). Others just wanted to come to HPR on a Sunday drive for something different to do in their Porsche. For research purposes only, I had to ask: "did our *HighGear* articles possibly spark your interest?" Many confirmed they did, as the articles explained the benefits and safety protocols of driving their Porsche on a track (*better!*). More often the answer was the Brian Leary-inspired Autocross/HPDE 101 class they recently attended (*best!*). *The People* are delighted and highly recommend people (and their Porsches) return to enjoy the full buffet of HPR (or Autocross) delights.

2. **Human Worth.** Eerily foreshadowing the *Felicity Ace* disaster, on January 24 a similar crown jewel was lost 12,400 feet under the South China Sea. But unlike our tragedy, this one had a happy ending, and not by just making a new one. That day a Joint Strike Fighter, a F35C, crashed attempting to land on the *USS Carl Vinson*. It skidded off the deck and promptly sank to the bottom. Not a good day, as the new jet is very expensive, but more crucial, it contains many classified systems critical to our nation's defense. Pilot and deck crew survived, but as Hervé "Tattoo" Villechaize would exclaim, "de plane!"

After Pearl Harbor, the US Navy established SUPSALV, a small Navy team specializing in undersea salvage (Supervisor of Salvage and Diving, specifically). They are called in half a dozen times a year for ocean recovery missions at depths between 300 and 20,000 feet. To prevent a certain Asian power from recovering our

jewel and its secrets on their doorstep, SUPSALV not only found, but recovered the jet successfully, on virtually the same fateful March day the *Ace* stocked Mr. Jones' locker with more shiny new things. I say *The People* should petition Stuttgart to hire this team, at least to recover the cars destined for the RMR!

PRESENT

3. **Social Class.** As you know now, VW Group CEO Herbert Diess confirmed the long-teased rumors that not just Porsche, but Audi as well would join by mid-decade the elite class of racing, Formula 1. *The People* celebrated, as we'll finally see our marque on grid. However, no details explained exactly How, but speculation is Audi would buy out an existing Team, possibly McLaren or Williams. Porsche may team with Red Bull, but only as an engine maker or provide the entire racecar? Is this because F1 will adopt e-Fuel, which Siemens, Porsche and Exxon-Mobil say is set to begin limited production at their new plant in Chile this summer? Will any of our RMR Drivers be ready by then to pilot a Porsche F1 car, as there are no American F1 drivers today? Another reason you need to try a DE event, just in case you discover your true Coming of Age calling. Talk about Great Expectations (GE).



Photo: Bill Simon

After a thorough presentation and drivers meeting, "Taste of the Track" Driving Tour participants were treated to five "spirited" laps around High Plains Raceway followed by lunch at Helga's Haus & Bier Garden in Aurora, CO (May 1, 2022)



Photo: Bill Simon



Dr. Michael Steiner, Member of the Executive Board, Research and Development, at Porsche AG, in front of two camouflaged prototypes of the all-electric Macan.

4. **Human Worth.** Next, our own Pete Romenesko had his own F1 experience last month. No, not as a driver unfortunately but landing a corner worker job at the new Miami F1 race. Well-done Pete! His deep track experience and racing resume landed him the coveted job. As a result, *The People* are set to interview him and report back on his experience soon. Separately, on the eve of the Miami Grand Prix, Herr Diess revealed the decision to join F1 (contingent on final new rules due soon) was not unanimous. But he said, “Porsche has to be the sportiest car brand in the world, so Porsche has to do motorsport...so the most efficient thing is to do F1.” (copy that Mr. Diess) Motorsport is not the only priority, he continued, but joining will increase brand value (and prices too) and provide a technology edge. Other priorities include driving autonomy (not for me it isn’t), software capabilities and batteries. As a result, both brands have started to develop F1 engines, he said.

The People have Great Expectations for Pete in his F1 debut and for our marque’s continued ‘efficiency.’

FUTURE

5. **Social Class.** Last November at the LA Autoshow, in a private meeting, executives of Porsche and Apple met to discuss the Future. More Apple products for a Porsche? An Apple designed car built by Porsche? Nothing fruitful resulted it was reported, the corporate farmers just bobbing for concepts and ideas. But no one really knows, as no one is talking. But the meeting qualifies as exciting, mysterious, and ripe for speculation, and of course, as more GE.

6. **Human Worth.** Porsche, along with all other traditional and new automakers, are pushing considerable piles of cash into the middle of an electrified card table. In fact, they’re all in. But just like in the game, everyone today has on their best poker face, as it’s unclear which hand will win. To cover their significant e-bet, Porsche is being discussed as the most valuable VW Group chip to cash-in via an Initial Public Offering, possibly later this year to support its battery-based bets.* But don’t worry, the Porsche and Piëch families will still maintain control of the house; remember, it always

wins. Still, your share will look good framed in your garage to compliment your unique investment. Again, Great Expectations: the opportunity to own a legal piece of Porsche!

Then of course, the final Coming of Age plot line for us is the continuing electrification of Porsche (and the industry) with its e-Macan next summer and then an e-Cayman/Boxster the year after. Will we ever see an e-911? Porsche doesn’t think so if e-Fuel works well. But the industry, just like Dickens’ pre-automobile Industrial Revolution Era, is fast-tracking its transformation in ways even he couldn’t have thought of in a 21st century version of his classic story. This (now) older middle school kid would say even Miss Havisham never had such high Great Expectations!

** Past performance is no guarantee of future results...unless it’s a Porsche*



RMRer Pete Romenesko is also an F1 corner worker



Scott Henderson
Vice President

COMMUNICATION BREAKDOWN – NO, NO-NO, NO!

On Saturday, April 16, a Comms Team was called together by leader and last year’s RMR Enthusiast of the Year, Mike Pappas, to head off any impending communications problems for the 2022 RMR HPDE season at High Plains Raceway (HPR). Mike is uniquely suited to lead this task – his professional life is running Pappas Consulting, providing communications solutions to high-end companies and organizations – PBS stations, radio stations, public safety networks, a decade for ABC’s Monday Night Football – all of that seamless communications occurred in large part due to his engineering education, professional experience and expertise.

During the off-season, Mike submitted the FCC application to renew RMR’s radio licenses and adding new frequencies to improve communications at High Plains Raceway. HPR is a hilly and delightful 2.55-mile track, but its undulating terrain makes radio communication hard. Since using simplex channels requires line-of-sight transmissions among our handheld radios, a repeater is needed for the full track. Safety requires the corner workers and Control be in consistent, quick, and reliable contact. After a little back and forth with the FCC, Mike obtained the new licenses for 6 RMR simplex channels and the repeater, then devised his plan solutions. HPR uses a similar set-up for its radio system (simplex plus repeater) and the two have to work together. Mike spent a lot of time and effort with Glenn Conser, HPR General Manager, to be sure the systems work together without conflict.

The Comms Team met at 9:00 a.m. at HPR’s Classroom with coffee and donuts, of course, provided by Scott Pedram and Shaun Seela at the prompting of Vicki Jones, RMR President and Harry Jones, Equipment Chair, who has responsibility to assure radios are charged and ready for the six weekends of the RMR season. Also helping were Scott Pedram, Tom LaRitz, Robert Watt, Shaun Seela and yours truly. While coffee was flowing, Mike gave us a run-down of how the process would be efficiently handled. Mike’s description was succinct but

deep – much of the technical explanations flew over my head so I just responded to his instructions. Mike had some kind of contraption with dials, bars and graphs on it that looked like the console of the Enterprise. He quickly schooled Tom LaRitz who seemed quite familiar with the process of assuring radio frequencies were spot-on. Feedback was quickly diagnosed and remedied as some of the new channels argued with one another. All the while, Shaun Seela documented the activities by taking photographs with machine-gun like speed.

The Comms Team had an assembly line going. Each radio and its components were tested in sequence to assure good transmission and reception. Each person had their assigned task. Soon, 21 radios were tuned, faulty batteries identified and replaced, bad radios identified for repair, antennas checked and each headset with its remote speaker/mic verified for reception and transmitting functions. A sweet development for the RMR DE Team is in store, too. Mike has designed and programmed 7 “special” radios that scan all 7 simplex channels, both repeaters, and transmit on an assigned channel. This allows that team member to hear all the chatter and have a “heads-up” for what’s coming next.

At the April 30–May 1 first Driver Education (DE) of the year, the system had its first action for Pete Romanesko’s “Stick or Paddle” event. Grid has always been a challenge, until now. The Grid is very busy staging cars, performing Top Tech and juggling driver instructions while listening to radio calls – plus, it’s noisy! Jeri Berg, Grid Chair, had this to say in the event debrief:

“I LOVED the new radio system!!! I like hearing all the chatter from corner workers, Control, CDIs. Knowing what was happening around the track allowed me to keep the grid team informed as well as drivers if there was a delay.”

Success! Well done, Mike and Comms Team. About four hours after we began, we were done – and I went to pick up my new Cayman GTS!



Tom LaRitz, Scott Pedram, and Harry Jones improve RMR’s communications by testing radios to assure good transmission and reception

Photo: Mike Pappas

Photos: Sean Seela



Comms Team gets instructions from Mike



Mike Pappas unwrapping an RF adapter



Radios lined up for testing



Tom LaRitz and Scott Pedram learn Radio Programming 101 from Mike Pappas



Vicki Cox-Jones and Harry Jones address a pile of corner worker headsets

Photos: Sean Seela



Scott Henderson checking out his new headset



Turbo Charged

John Bremer's nephew Matthew McGee snapped this photo of John's 2001 Turbo.

Photo: Matthew McGee



Photo: Robert Watt

Seeing Red

HighGear Columnist Robert Watt took this photo of his 2015 Carmine Red Cayman GTS in March at Red Rocks Amphitheater, Morrison, CO. One can't take a bad picture of anyone or anything there.

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PCA-RMR LADIES' DAY

August 6, 2022

Colorado State Patrol (CSP) Track – Golden, CO

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!

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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.

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The entry fee is only \$115.00 and includes a catered box lunch.

Want to volunteer? Buy a t-shirt?

You can sign-up for the event when registration opens on

Monday, June 6th at 9:11 a.m.

The event will be limited to 65 participants.

Much more information will be available at www.MotorsportReg.com

Free pre-tech inspection will be near the end of July.

More details will be found at rmr.pca.org and on the

PCA RMR Ladies Day 2022: Pretty Fast Women Facebook page. Join us!

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 volunteer.

Questions? Contact the Ladies' Day Event Chairs:

Chérie Talbert (cherietalbert@outlook.com) and Jennifer Talyor (jltaylor@anogenex.com)

or CDIs Vicki Earnshaw (vicklm@aol.com) and Scott Henderson (sshjd@aol.com)





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PORSCHE 944, 1983 thru 1989 : All SOHC Engine Models

by Larry Warren, Chaun Muir, and John H. Haynes
published 1990 by Haynes NA

Not mentioned, even in the subtitle, is the fact this manual is fully applicable to the 924S cars.

There are lots of different reasons why people engage in do-it-yourself auto mechanics. One reason is to save money (Porsche service is particularly expensive). Porsche service is particularly inconvenient because of the Corporate policy of centralized warehousing and delivery of parts, with a minimum of parts on hand at the dealerships. But for those inclined to service their own Porsche's to save money, it seems counter-productive to spend a small fortune on Porsche Shop Manuals.

There are a number of aftermarket shop manuals for Porsches. The Bentley manuals are much less expensive than the factory manuals, but still not really cheap. They are treasure-troves of data – option codes, fault codes, color codes, etc., but not so much of a guide to hands on work. Wayne Dempsey's books from Pelican Parts have established a new standard of excellence for shop manual type publications, but only apply to 911/Boxsters, and what are becoming early ones at that. Clymer and Haynes have published manuals for a wide variety of vehicles, including a range of Porsche models.

In the past couple decades, Porsches have become so complex that most repair or tuning work is not appropriate for do-it-yourselfers. Early Porsches, most notably the 356s, have become so expensive that they tend to be professionally maintained as show cars, or are garage queens which require little maintenance or repair. At the very bottom of the Porsche price ladder are the 4-cylinder water pumpers, the 924s and 944s. These are the Porsche cars that attract the automotive hobbyists of the Porsche fold.

PORSCHE 944 contains 12 chapters and an extensive section of semi-pictorial wiring diagrams, easier

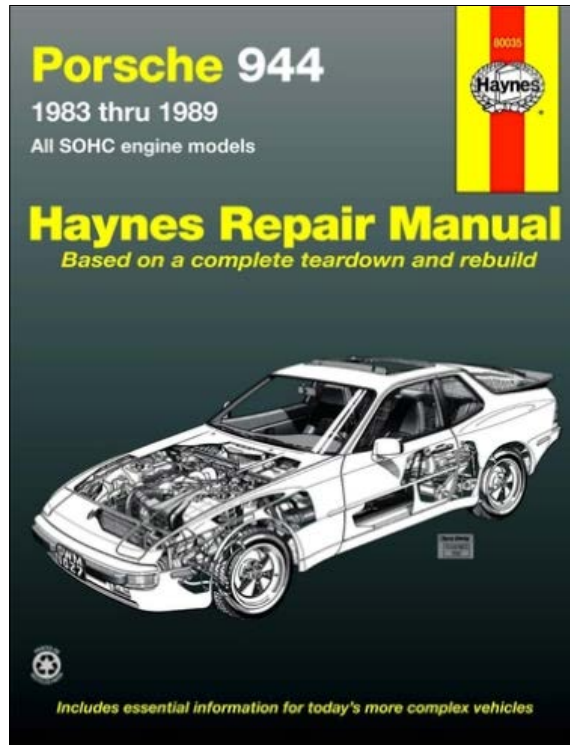
to read than Porsche's common ground/buss diagrams where components tend to be arranged more by function than by location in the vehicle. There is an extensive index, but it is somewhat awkward to use since there is no specific entry for "Belts" or "Timing". Information on timing belts is found under Camshaft and under Balance.

The Haynes book is printed on matte paper, degrading the sharpness of the black & white images, most of which are sufficiently close-up that one can usually understand what is being done. Tricks of the trade are included, using home shop level tools. Diagnostic tricks are presented to avoid doing trial and error replacement. There are also useful sketches to illustrate specific bits of information and the book starts out with three overhead orientation

photos of the engine compartment, suspension and driveline, with individual components labeled.

This manual does a good job of showing how to do things, not just what to do. Forty pages of text are devoted to engine repair, which few hobbyists are likely to perform. The engine section does present a detailed description of an unusually cautious approach for replacing timing belts without getting into trouble. On these interference engines, timing belt replacement is a critical item of maintenance.

PORSCHE 944 contains 219, 8 ½" x 11" matte pages, with a great number of photographs and diagrams. No 944 (or 924S) owner should be without one. It is probably not available at your local auto parts store, but Amazon Books offers it for approximately \$25.





David Safris
RMR Columnist

PGA CLUB RACING : HEARTLAND PARK, TOPEKA, KS

The 2022 PCA racing season kicked off earlier this year in Florida for the annual race at Sebring. For those of us not blessed with southern addresses, we had to wait for the season to start last month in April at Heartland Park, Topeka, Kansas.

The race featured thirty-six Porsche cars spread across eleven classifications. Three classes dominated the event with ten SP1 - 944's, eight SPB – Spec Boxster and eight GTB1 – Caymans. A number of classes had one or two cars but generally those classes are close enough to some other class to create a good race. Ever wonder if a Spec Boxster would be faster on a race track than a 944. Or asked if a Cayman race car could track down an older Cup Car. These matchups happen all the time and PCA multi class racing provides many race within a race racing opportunities.

I was there racing my number “05” MOMO Cayman in GTB1 class. The car is based on a 2011 Cayman S and was one of the original Napleton Interseries cars. GTB1 cars are very capable with a great HP to weight ratio and the addition of down force, big brakes, etc. With eight cars in GTB1 class I knew the weekend was going to be hectic.

The Heartland Park schedule featured one sprint race on Saturday afternoon and two on Sunday. While the weather was overall good for the weekend Saturday featured a steady 20-30mph wind through the day. It was a little tiring to say the least.

Race 1 in GTB1 was won by Keith Slankard of Colorado. Some fierce battles took place for 2nd and 3rd place with times separating the chasing three cars of only a few tenths of a second. I was lucky enough to prevail in the chase group for 2nd place in race 1.



Photo: Kyle Ray

Performance Driving Coach Andres Van der Dys with last minute instructions

Race 2 in GTB1 saw Mark Hoffman out of Omaha, NE take the checkered flag after Slankard retired early due to a mechanical. I was 2nd for the second time and was just a few feet off of Mark's bumper as we crossed the line. Sadly, one of the GTB1 Caymans backed into the wall on one of the final turns of the race and it was a tough moment to see that car on the flat bed. Hopefully it will be patched up and back on the track yet this summer.

Race 3 had a little of everything. Keith Slankard was back with his car patched up and set a ripping pace. We had a GT4 Clubsport in the mix most of the race and I was trying to hang with them in the lead group. Keith managed to pass the Clubsport with a few laps to go and gapped out in front as I tangled with the Clubsport. I never got the pass and had to settle for my 3rd 2nd place finish as Keith crossed the line for an uncontested win.

Heartland Park Topeka race is hosted by PCA's Kansas City Region (www.kcrpca.org) and they definitely know how to throw a well run and well attended event. There



Photo: Kyle Ray

Porsches are ready on the grid at Heartland Park Raceway, Topeka, Kansas



David Safris (Momo) and Mark Hoffman (Gulf) battle at Heartland Park Raceway

were Driver Education (DE) sessions throughout three days starting on Friday and it was jammed full of eye popping cars.

Hats off to both the DE drivers and the Club Racers. Other than a few local yellow flags the event was kept on schedule and the cars for the most part kept safe.

Next up on the racing schedule for the Midwest is Motorsport Park Hastings in Hastings, NE. This event is usually a little smaller so if you are looking for some DE track time or want to get your race car rolling for the season I would love to see you out there.

Ever wonder if a Spec Boxster would be faster on the race track than a 944... or if a Cayman race car could track down an older Porsche Cup Car.



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ZONE 9 REGIONS

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

Alpine Mountain Region	amrporsche.com
Southern Colorado	
Carrera Region	carreraregionpca.org
Western tip of Texas and Southeastern New Mexico	
Intermountain Region	irpca.org
All of Utah, Southwestern Wyoming	
Llano Estacado Region	lle.pca.org
Amarillo, the Texas and Oklahoma panhandles	
Roadrunner Region	rrrpca.com
Most of New Mexico and Southwestern Colorado	
Rocky Mountain Region	rmr.pca.org
Northern Colorado, Southeastern Wyoming, and Southwestern tip of Nebraska	
West Texas Region	wtxpca.org
Midland, Lubbock and the surrounding area	



Danielle Badler
RMR/PCA Columnist

REMEMBRANCES OF THINGS PAST

I GET AROUND

Please indulge me. I'm writing this on Mother's Day. Which, this year, is very significant to me. Because my mother passed away several months ago.

My mother was 93. When I tell that to people, I often get back, "oh, you should be thankful for that, for her long life." And I am. Although her body fell apart, my mother had her wits about her until the end.

I'm the oldest of three. My parents were relatively young when they had me. So, in recent years, I found myself one of few people my age with a parent still alive. And, even more rare, someone I could talk to.

But that didn't make the experience of her passing any easier. A friend said to me, "now you're an orphan", and she was right. I hadn't thought about that. I knew I'd miss her badly. Although she was 2,000 miles away, and I hadn't lived near my parents in four decades, I had been visiting every few months for years. We spoke weekly, if not more often. But the idea of that safety net, of that soft nest to fall back into ... suddenly it was gone.

After the funeral, which was on Long Island, NY, I rode down to suburban Maryland with my sisters. The next day, we went to my mother's abode in an independent living community, and we started wandering around the apartment. Opening shoeboxes. File cabinets. Sifting through piles of notes she had written, about things she needed to do, people she needed to call.

What an odd feeling it was, poring over a life that had ended. Sorting through what was left. None of us really wanted much of anything. But I did take a photo collage off the wall. Now, that was very significant to me, because, in the collage, were photos of my sisters and me as babies. And, partially cropped, a photo of my sisters leaning against, there it was, my first sports car, a '64 Triumph TR-4. A car that literally changed my life, at 17.

I bought that car with every cent I had at the time, all of \$800. It was a self-esteem machine. Something that said something about who this inward-focused insecure, directionless teenager really was. It gave me the self-confidence to go to college and try to actually make something of myself.

Above the photo of the Triumph was a photo of my father, washing his first of three Mercedes, in the driveway. A 250S from '67. He loved that car. Just as he loved the 250C he

replaced it with. And the '78 450SL that I actually found for him in Louisville, KY, where I lived for a few years in the early '80s. My parents flew out and drove it home. But, alas, I couldn't find a photo of the 250C or the SL-ella.

I couldn't find a photo of the '72 2002 I bought when I graduated from college, either. Nor my first Porsche, the '76 914 I bought in '78. Nor any other cars that I or my parents had owned.

Too bad. I was really hoping to locate a photo of the '67 Buick Wildcat convertible that I took my road test in. My mother took me. I drove that car into Manhattan the night of my Senior Prom. Three couples. It's a wonder my parents let me. It's a wonder we survived.

Nor any photos of the '62 Buick LeSabre that the five of us virtually lived in for five weeks in '62, when we drove cross-country to LA, and back.

But I did see, in that collage, the three boats that my parents owned, during my teen years. On all three boats, the routine was the same. My father was captain. My mother was first mate. But I, I was helmsman. I drove. Of course, I drove.

I also tried to locate a box, filled with car models I had made, out of kits from – was it Revell? I was having serious memory-land issues. I had last seen this shoebox about 20 years earlier. Unbeknownst to me, my mother had saved three or four cars that I had made from kits, holed up in my basement craft area, which was a plywood sheet, balanced on an old, warped pool table. A 427 Cobra. A Corvette Stingray. An early 911. No luck.

But I did take another photo off the wall. This one, with a penciled date on the back, 4/47, was of my parents, and my father's two older brothers, and their wives, and my father's younger sister, and his parents, my grandparents. It looks like they were at an affair, a wedding, maybe. Not for my parents. They wouldn't marry for another year and a half. Today, the only one alive is the wife of my father's middle brother. She's in her mid-90s.

When my sisters and I go, maybe my daughters will be able to recognize everyone in the collage photo, and in the group photo. Maybe not. And then, the memories will be lost to time. As I said, I've had a lot of trouble with Mother's Day this year.



My first sports car, a 1964 Triumph TR-4



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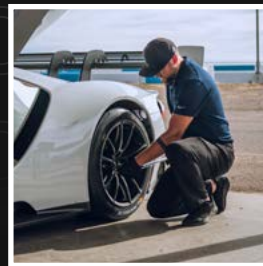
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MISCELLANEOUS

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bjoha714@gmail.com

Floor Jack and Stands \$425

AC Hydraulic DK13HLQ 2800lb Floor Jack with QuickLift Pedal (Pelican Part #: TOL-13HLQ) and 4 x ESCO 10499 Low Profile Jack Stands suitable for 911. All in excellent as new condition.

Robert Cooke (303) 406-8390
robertcooke@icloud.com

996 Fabspeed Maxflo Mufflers \$1,000

Fabspeed Maxflo performance mufflers for 996; Fits years 1999-2004. These mufflers were customized with a stage 3 modification (993) by FD Motorsports (Fister) and ceramic coated in black. Over \$3,500 invested. Like new condition and sound great!

Bruce Banning (720) 467-9176
brucebanning@msn.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. \$340 when new.

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

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

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**\$150**

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

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**1973-1977 OEM Muffler****WANTED**

Looking for an early 911 OEM 73-77 Muffler 2:1 to match up with the SSI headers on my '83 911SC 3.0L. Center-to-center distance is approx. 22.75". I will be selling my current M&K after the swap. The M&K is a great track option. Too loud for street in my opinion.

Rob Bernard das86turbo@comcast.net

Catalytic Converter**WANTED**

Catalytic converters for a 2002 996 C4S. I'm looking for used cat converters, preferably undamaged takeoffs from a lower mileage car.

Bob Dichard (303) 345-8092
bdichard@yahoo.com

1,000 Square Foot Space**WANTED**

Looking for about a 1,000 sq ft space to finish up restoring two vintage Porsches. I will need the space for about two years.

Chris Pomares cspomares@gmail.com



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BOARD MEETING MINUTES

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



Dear Tire Guy



ON-SITE TIRES

Do you remember the Mythbusters? I do. I also remember explicitly the warnings saying "do not try this at home" and thusly trying some of those very things. I fried several nerve endings and lost my eyebrows more than once, but it taught me to check my facts and love life...even with the twitch and facial scars I got out of it. As you may already know, there are many myths about tires. Some of these are even believed and recirculated by ones within the tire community. (Not us. Scouts honor.) Allow me to break a couple of these down for you.

First: All tires that are the same size, are exactly the same size. Nope. They're pretty close though. Production tolerances, mold qualities, and business practices all vary from company to company. If you've changed from one set to another and examined it you will likely notice a profile change, even if it seems slight. Bridgestone's 225/35R19 is going to be just a little different than Michelin's, and Toyo's, and Hoosier's, etc. Even within the same SKU one batch might be a little wider, a little narrower, a little taller, a little shorter. Sometimes this is done to enhance performance. Sometimes it is done to save rubber and enhance profit.

Second: Lower profile tires on larger diameter wheels improve overall handling. Well, not quite. A shorter sidewall will enhance the tires' response to your turning



the wheel making it seem as though you have more grip, however, there's more to handling than the initial turn response. Everything after that, the rubber compounds in the tire, the inflation level, the tread pattern determine really how well you are going to be able to corner. And don't forget that bigger wheels equal more unsprung weight, meaning more tire wear and even more difficulty controlling the vehicle if things get bumpy.

Don't believe the lies! Sorry, "misconceptions". Your tires are one of the biggest safety and performance features on your vehicle, make sure you have the hard facts on them. Stay safe and healthy Porsche fam, and until next month, drive on!

- The Tire Guy

Dudes with Miatas after winning an autocross event



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The Tire Guys at On-Site Tires are officially open for e-commerce! You can visit our same website, on-sitetires.com, enter your vehicle or tire size and buy your tires and schedule an appointment completely online! I always knew that I'd be replaced by a robot...

“SU8TLE” = Subtle

This Creative License plate is on Scott Pedram’s 2022 Racing Yellow 718 Spyder. In addition to the exterior, yellow adorns the interior in abundant supply: deviated stitching, gauges, seatbelts, and painted trim pieces. Needless to say...Scott’s Porsche is definitely not subtle.



Photo: Scott Pedram

“OKBYEEE” = Okay Bye

This Creative License plate is on Lara Carpenter’s Miami Blue 718 Cayman S.



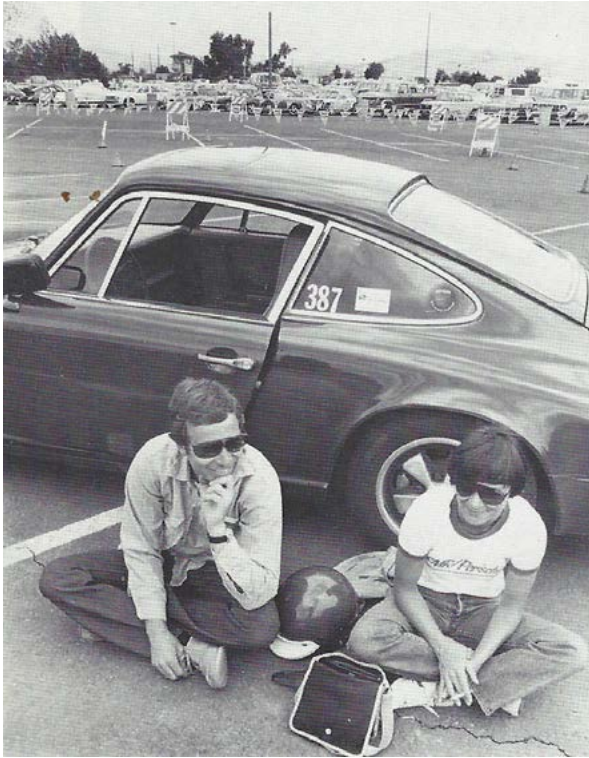
Photo: Mike Pappas

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



Amy Legg-Rogers
Rocky Mountain Region Historian

RMR HISTORY – JUNE 1982



The 1982 Porsche Parade was held at the sprawling MGM Grand in Reno, Nevada. RMR made its presence known. Twenty-two awards were given to RMR members. Awards included:

- 1st Place for the the Newsletter in Class IV
- Dave and Bette Seelan, 3rd Place in the Concours
- Chick and Sandi Misura, 4th Place in the TSD Rally
- Bette Seeland 2nd in Class, 356 in the Autocross
- Ken Provisi 3rd in Class, 914 in the Autocross
- Frank Barrett 1st in 914 Division in the Tech Quiz
- Grady Clay 2nd in Early 911's in the Tech Quiz

Last but not least...RMRer Joan Dyer won the coveted trip to Germany.



"Yes Mrs. Seeland, you are now QUEEN FOR A DAY!" (If anybody remembers that far back...)

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