

HIGHGEAR

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

VOLUME 64 | EDITION 7



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- Amenities include clubhouse, tennis, pool and more



HIGHGEAR

Volume 64, Edition 7
July 2022

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



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COVER PHOTO

Photographer Mike Pappas snapped this photo of Holly Jackson's Targa in Colorado Springs. See the "Edelweiss Spring Driving Tour" article on page 18.

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

HIGHGEAR WINS NEWSLETTER AWARD

PORSCHE PARADE — In mid-June I found myself in the Poconos attending my 29th Porsche Parade. For me, Parade is about reuniting with my PCA family from all over the country, meeting some new Porsche friends, and of course, seeing some very special and unique automobiles.

For those RMRers who have never attended, Porsche Parade is a week filled with competitive events (Concours d'Elegance, TSD Rally, Autocross, Technical & Historical Quiz, Art Show, Gimmick Rally, Golf Tournament, 5K Run/Walk, Radio Controlled cars) and non-competitive events (Sim Racing, Parade of Porsches, Tech Tactics, Destination Drives, and Driving Tours). Some events start at sunrise...and many of the banquets and award dinners go well into the evening. If it sounds like a lot...it is. Try to "do it all" and you will come home exhausted. Happy, but exhausted.

With all of the RMR events happening this Spring we've got a lot of articles and photos for *HighGear*. I will try and post some of the photos from the 2022 Porsche Parade in an upcoming *HighGear*, space permitting.

SOME PORSCHE PARADE RESULTS:

Concours d'Elegance – June 13

- Al Torres and Erin Kettmenn, 1983 911SC, 11th in class
- TSD Rally – June 14**
- Class RO3 : John & Florence Mackin, 4th of 7 entries
- Class RO4 : Bill Simon and Liz Reid (Delaware Region), 12th of 47 entries

Gimmick Rally – June 16

- Vicki Cox-Jones and John Dunne (Metropolitan New York Region), entrants
- Mark and Margie Whipple, entrants

AWARD-WINNING NEWSLETTER — I am pleased to announce that Rocky Mountain Region's *HighGear* won Second Place (Class VI) in Porsche Club of America's 2022 National Newsletter Contest. Class VI is for PCA's largest Regions; those Regions with 1,700+ members; "The Big Boys." PCA's National Newsletter Awards were presented on June 16 at the 2022 Porsche Parade at the Kalahari Resort in Pocono Manor, Pennsylvania.

JULY 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 Charles Brunette's 2016 Pure White GT3 RS driving around town and Lara Carpenter's 2017 Miami Blue 718 Cayman S up on Squaw Pass. In Creative License (page 45), we have two license plate submissions — Mike Shea's 1959 Ruby Red 356A 1600 Super Convertible D and the Cedergren's 2007 Cobalt Blue Metallic Carrera S. Thank you for submitting your photos Scott N, Lara C, Mike S, and Peter C.

CHEERS & JEERS —

Questions or comments regarding *HighGear*, feel free to contact me.

Bis später, Porsche Freunde ("Til later, Porsche friends).

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

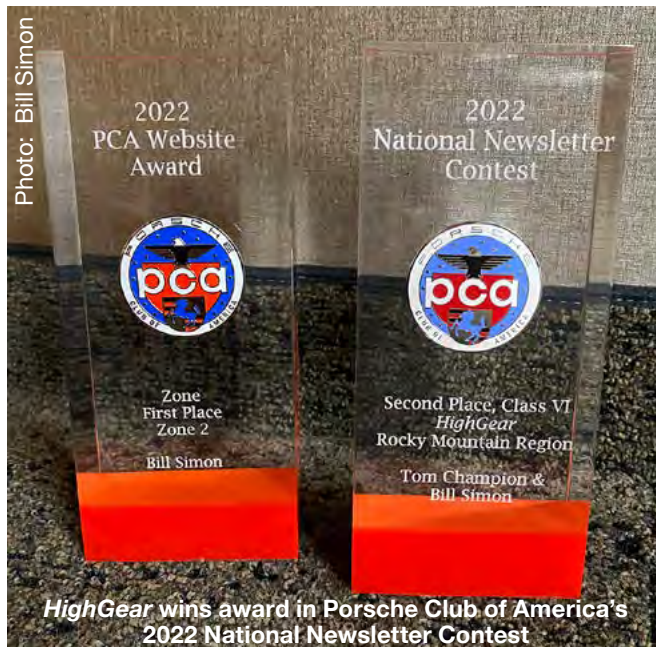


Photo: Bill Simon

HighGear wins award in Porsche Club of America's 2022 National Newsletter Contest

Deadline for the August *HighGear* is July 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*!

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. Thank you!



Vicki Cox-Jones
President

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

2022 PORSCHE PARADE = FUN FOR KIDS OF ALL AGES

PRESIDENTIAL IMPRESSIONS

I am, in many ways, just a big kid. This applies to many things, not just driving on the track or at an autocross, and there are many others out there like me. The 2022 Porsche Parade just concluded, and it was a lot of fun. There are so many things going on at Porsche Parade that it is difficult to be bored, unless you just try really hard.

If you aren't familiar with Porsche Parade, it is PCA's weeklong national event, held at a different resort around the country every year. There are plenty of driving and non-driving events, like we have in summer months. This year's Parade was held June 12–18 in Pennsylvania's Pocono Mountains, drew 1,000 Porsches and 3,000 participants.

The very impressive concours covers the first day, Monday. You can walk around looking at the eye candy and talking with owners. You can watch as expert judges give each car a thorough inspection. Kids, as PCA Junior judges, award their own ribbons. No way will any of my cars ever be entered in this event. There aren't enough Q-tips in the world to get them spotless.

At Parade, the Autocross is a two-day event. This year it took place at the famous Pocono Raceway. I planned to drive in this event but couldn't get my cracked windshield replaced in time. (If you need a Cayenne windshield with HUD (heads-up display), be prepared to wait for a replacement to come from Porsche in Germany.

To make up for the fun I missed at the autocross, I navigated on the Gimmick Rally for a driver I met at the postings board. John Dunne, Metropolitan New York Region, posted that he needed a navigator. "Hey, I'll do it". We exchanged information and I was set. To top off this adventure, his car is an original, numbers-matching red 1965 356C. We had to cross the famous Dingman's Ferry Toll Bridge, twice. That doesn't sound impressive, but we were "lucky" enough to be there during the annual bridge inspection. All the Porsches crossing the bridge got no-

ted, but we were in the only 356, so we got a lot of looks and comments. As with most such rallies, there were fun things to do along the way. The craziest was blindfolding the driver and having them drive through a short slalom course with directions given by the navigator. It was actually fairly intense.

There are tours, too. We led a group to the Yuengling Brewery. I was unaware that Yuengling is the oldest American brewery. It is trying to increase its market share by building new breweries in other states but all east of the Mississippi. The tour's highlight was seeing the "caves" where the filled barrels were stored. Carved out of the rock by coal miners, the caves are no longer used, but Yuengling still brews and cans beer in their old brewery.

The most fun I had was watching the PCA Juniors compete in the Remote Control car racing. Our own Jim Osgood is in charge of this event. One day of racing covered an indoor "road course"; the other was an "off-road course," held outside. The indoor competition was mass chaos and a lot of fun to watch while enjoying an ice-cream social. I went to shoot a few pictures of the event and ended up helping to retrieve cars that went off course or flipped and send them on their way. Did I mention something about being a big kid? PCA Executive Director Vu Nguyen and National President Tom Gorsuch had fun racing each other, so I'm not the only big kid around.

Porsche Parade 2023 will be June 18-25 at the La Quinta Resort and Club in Palm Springs, California; the 2024 event will be in Birmingham, Alabama, June 9-15, 2024.

Vicki Cox-Jones
RMR President
president@rmrporscheclub.com



PCA Juniors onstage during the awards banquet, with emcee Mark Shevitz (right)



Off-road RC car racing is for kids of all ages; PCA Executive Director Vu Nguyen (center) and President Tom Gorsuch (right)

Photos: Vicki Cox-Jones



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Holly Jackson
Membership Chair

Ed Hooks Jr. is now RMR's Goodie Store Chair and has many exciting ideas for the months ahead

CONCOURS D'ELEGANCE, ANYONE?

MEMBERS' CORRAL

The 39th Annual Colorado Concours d'Elegance & Exotic Sports Car Show at Arapahoe Community College on June 5 saw another great turnout. This wasn't just another show, it is a wonderful place to see vehicles from every marque. It was also a great place for a tent promoting PCA and Rocky Mountain Region. My first time as a concours judge was exciting but a little nerve-wracking. Luckily, Marv Ross and I were mentored by the legendary Kathy Fricke. Since we had a dozen cars to critique, judging took all morning. During my absence from the RMR tent, great volunteers took over. Thank you, Vicki Cox-Jones and Ed Hooks, Jr.! (Ed, our new Goodie Store Chair, has exciting ideas for the store.) I spent the afternoon promoting PCA, and about a dozen people signed up. Many members and "soon to be members" brought cars to the show for all to feast their eyes on, and everyone enjoyed the Porsches on display.



Since we are in full summer mode, I hope you take advantage of the events we are organizing for members and of the National PCA events such as Treffen (Spring and Fall) and Porsche Parade. As a PCA member, you can go to any region and join their activities. Contact the event organizer or the region's president to ask if you can just show up or you need to sign up for tours, autocrosses, and track events. You never know when a member who moved from RMR to another region will come back and say "Hi" to you at an event.

For almost the first six months of this year, our region ranked third nationally for actual growth. We can all help climb the ladder by encouraging other Porsche owners to join PCA. It amazes me when I hear someone say they didn't know there was a Porsche club! Spread the word about RMR/PCA. Remember, you can have one other person on your own membership, and not just family. If

you are a member and would like to add an "affiliate" member, please contact the PCA National office; call (410) 381-0911 or email customer service at admin@pca.org.

Finally, some housekeeping. If you need change your address or email and can't remember your PCA login at www.pca.org, email membership@rmrporscheclub.com, and we can help. If you are a new member and would like a name badge, email that same address. You get a free name badge during your first year after joining or transferring into RMR. Both you and your affiliate can get name badges during that year. After that, or if you lose your name badge, we ask you to pay \$10 per badge; you can pay by check or credit card. Please email Membership for details.

Cheers!

Holly Jackson
RMR Membership Chair
membership@rmrporscheclub.com

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at membership@rmrporscheclub.com



Photo: Bill Allen



PCA ANNIVERSARIES – Congratulations!

40 YEARS

Ted & Richard Chwiedor
Daniel & Desirae Rose

30 YEARS

Christopher Bittman &
Kenda Noble
John Haley & Loelle Poneleit

2,203

Primary RMR Members

3,341

Total RMR Membership

163

RMR PCA Juniors

20 YEARS

Kurt & Angie Linn
Gregory Luce
Steve Marxer
Bill & Sarah Siple

MEMBERSHIP UPDATES

NEW RMR MEMBERS – Welcome!

Ron Albracht
Fort Collins
2008 Cayman

Susie Austin
Denver
2012 911 Carrera GTS

Katherine Baker
Littleton
2008 911 Targa 4S

Richard Balcerzak
Castle Rock
2019 911 Carrera

**Michael Briggance &
Alexander Koehler Jr**
Longmont
2008 Cayenne Turbo

Jeb Burchenal
Golden
2020 Macan Turbo

**Steve Burtis & Lauren
Tidwell (daughter)**
Centennial
2014 Panamera

Kody Calkins
Lafayette
2006 Cayenne S

Dawn Christofferson
Arvada
2010 Boxster S

Frederick Copeland
Boulder
2007 Cayman S

Louis Corretjer
Lakewood
2007 Cayman S

Hang Cui
Timnath
2022 Taycan 4S

Chris Elliott
Greenwood Village
1959 356 Cabriolet D

Zachary Gurley
Fort Collins
1979 911 SC

Nate Hall
Edwards
2000 Carrera 4 Cabriolet

Alex Johnson
Denver
1999 911 Carrera 4

John Jurasic
Fort Collins
2017 911 Carrera 4S

Eric Kuhns
Littleton
2000 Boxster S

David Ladek
Denver
2022 718 Cayman

Molly Maskrey
Denver
2018 718 Cayman GTS

Scott Mendelsohn
Parker
2010 Carrera 4S Cabriolet

Jeremy Oster
Denver
2015 911 Carrera GTS

Ross Palmer
Denver
2018 Carrera

Becky Rotello
Thornton
2017 Macan S

Timothy Scalo
Denver
2019 718 Cayman

Stefan Schroeder
Fort Collins
2021 Macan

John Thompson
Fort Collins
2019 911 Carrera 4S

Thomas Weston
Windsor
2018 911 GT3

Chad Wilcox
Arvada
2017 Macan GTS

Mohammed Khan
Aurora
2015 911 Carrera
*(Transfer in from Pacific
Northwest Region)*

Phil Rader
Santa Fe, NM
no car listed
*(Transfer in from
Roadrunner Region)*

Brian Smith
Steamboat Springs
1968 Race Car
*(Transfer in from Diablo
Region)*

Trevin Thurman
Fort Collins
2018 GT3, 2011 Boxster
*(Transfer in from Los
Angeles Region)*

Alexander Virostek
Lakewood
2010 911 Carrera 4S
*(Transfer in from Allegheny
Region)*

NEW TEST DRIVE MEMBERS – Welcome!

David Jennings
Mesa

Nina Kazazian
Vail



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SOCIAL EVENTS

- 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 80110
- August 4** **August Member Social** 6:00 pm – 9:00 pm
Ferrari of Denver, 1480 E County Line Road, Highlands Ranch, CO 80126
- August 6** **Cars & Coffee, Lafayette** 7:00 am – 10:00 am
355 W South Boulder Road, Lafayette, CO 80026
- August 6** **RMR Breakfast Club – North** 8:00 am – 10:00 am
First Watch, 2809 South College Avenue, Fort Collins, CO 80525
- August 9** **RMR Board Meeting** 6:30 pm – 8:30 pm
Location TBA; Contact president@rmrporscheclub.com for Zoom invite
- August 13** **RMR Breakfast Club – South** 8:00 am – 10:00 am
The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112
- September 3** **Cars & Coffee, Lafayette** 7:00 am – 10:00 am
355 W South Boulder Road, Lafayette, CO 80026
- September 3** **RMR Breakfast Club – North** 8:00 am – 10:00 am
First Watch, 2809 South College Avenue, Fort Collins, CO 80525

DRIVING TOURS

- July 16** **Triple Quadruple Bypass Driving Tour** All Day
\$35 per participant. msreg.com/RMR-Quadruple-Bypass-Tour-2022
- July 27 – 30** **Durango Grand Loop Driving Tour** Multi-Day
Registration is \$450 per person
- August 26 – 28** **Steamboat Springs Driving Tour** Multi-Day
Details to come

DRIVING EVENTS

- July 23 – 24** **“Porsches on the Plains” Drivers Education** (see page 13) All Day
High Plains Raceway, US-36, Deer Trail, CO 80105
- August 6** **“Ladies’ Day” Drivers Education** (see page 32) All Day
Colorado State Patrol Track, 2054 Quaker Street, Golden, CO 80304
- August 7** **“Novice” Drivers Education** (see page 29) All Day
Colorado State Patrol Track, 2054 Quaker Street, Golden, CO 80304
- August 20** **August Autocross** (see page 13) All Day
Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137

SPECIAL EVENTS

- 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

“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
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.

Photo: Mike Pappas

“NO CONES OF SHAME” AUTOCROSS

WHEN: Saturday, August 20, 2022
WHERE: Colorado Air and Space Port
5200 Front Range Pkwy, Watkins, CO 80137
COST: \$55 per Driver
REGISTRATION: www.MotorsportReg.com
EVENT CHAIRS: Scott Farrell (scott.farrell@icloud.com)
Scott Pedram (scott@ssmail.us)
EVENT CHARITY: Front Range German Shepherd Rescue
(<https://FRGSR.RescueGroups.org>)

Photo: Shaun Seela



Dan H. Carlson
 Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

PRACTICE MAKES PERFECT, PART 1

by Stacy Benjatka-Robins

TRACK TALK

Since Chief Driving Instructor Dan Carlson is traveling a lot this summer, I offered to help by writing his *HighGear* column; I will be attempting to fill some very large shoes. Watching a Ross Bentley “Speed Secrets Webinar” after my weekly tennis clinic inspired this column, covering my experience and advice on high-performance driving and how to practice. I assume everyone wants to be a better driver--and lower their lap times!

Most sports break down the activities within and structure practices on those specific activities. In tennis, the serve, forehand, backhand, volleys, footwork, and positioning are covered separately, in *minute* detail, drilled in ways to improve those details. Then we put them together in match play. Then we do it again with a different activity. We try different hand grips, work on top spin, slice, and don’t get me started with serving. Then we play matches. Repeat over and over again.

Do we do that for high-performance driving? Yes, but it takes more effort to prepare and get to a track event. We have limited time to assemble that perfect lap. At Driver Education (DE) events and open-lapping days we might get only 20 minutes on track, so we run our first lap like a bat out of hell then repeat. Most drivers are reluctant to use the first lap to warm up themselves, their tires, and brakes; someone might think they are slow.

The first time I drove in PCA and did warm-up laps behind instructor Joe Banks, I was shocked to run two laps at lower-than-highway speeds. What a great way to



warm up! No matter which run group you are in, warm up the engine, gearbox, brakes, tires, and yourself slowly, so everything is then ready to perform at a higher level.

Most sports require detailed and deliberate practice, specific technique breakdown, and even a little “getting worse” before getting better. Changing a specific technique can change your overall driving and decrease lap times. You don’t lose everything you have learned. You are fine-tuning the fundamentals to make them work better for you, therefore making you faster, the real goal. For every driving session, plan to work on one technique or one corner. Your willingness to endure slower lap times for a while will ultimately make you a better, quicker driver.

In high-performance driving, we can practice many activities, a lot of them daily on the road. One tech-

“Smooth is Fast” Driver Education at High Plains Raceway — Deer Trail, CO (June 2022)





One technique to pay close attention to is the pressure you apply to the throttle and brake pedal during daily driving. How smooth can you make your inputs?

One technique is to pay close attention to the pressure you apply to the throttle and brake pedal during daily driving. How smooth can you make your inputs? Can you feel when you are at 25 or 50-percent levels? Can you accelerate, shift gears, and brake smoothly?

Ross Bentley says of pro drivers, “Advanced techniques are just doing the fundamentals really well.” We need to drill our fundamentals then fine-tune them, which will make us better and faster drivers.

In next month's *HighGear* we will look at other techniques to practice throughout the driving season.

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



Photos: Mike Pappas



Robert "Newshound" Watt
RMR Columnist

This is the largest gathering of exotic sports and classic automobiles in the mountain states.

SUNDAE SCHOOL

Sweet-wheeled dreams are made of this, the 39th Concours d'Elegance & Exotic Sports Car Show on *Sundae*, June 5. Mother Nature failed to spoil the show by saying, "Oh hail, no," as she has in the past. Good thing, as Porsche's Black Forrest Gump box of sweets again dominated the dessert buffet, representing 20 percent (52 of 267 judged cars) at the show across 25 marques, from Acura to Triumph. The next closest marque represented (10%) was Triumph, featured on the Spitfire's 60th anniversary. European marques dominated (66%), followed by American (28%) with the rest from Asia. A harbinger was the new Electric class, with nine entries, all American but one. How will the 50th show look?

This is the largest gathering of exotic sports and classic automobiles in the mountain states. Many incredible cars showed up to help at-risk children through Ability Connection Colorado's Creative Options for Early Childhood Education Program.

Everyone has their favorite dessert, and all flavors and colors of Porsche's *Skittle*-like rainbow were on display.

Only a few Porsches had never tasted a track's dark chocolate asphalt, savored a tart tour, or even sampled a sweet social. Still, most cars were not just eye candy, including the nine wonderful 356s and the thirty-four others making up the recipe. Another nine Porsches appeared in the Elite class, the most of any marque, reinforcing last year's results, where three of the top seven winners were Porsches.

The Ferrari club, even with only 17 cars displayed, put on a catered lunch with tables in the shade and music. Meanwhile, RMR's tented outpost offered free shade but a bucket of Red Vine Licorice and supermarket cookies, testifying (edited for today only) to our motto, "It's **not** just about the cars..."

Consider this Whitman's Sampler of 10 Bavarian-baked delights:

- Bill Huspeni's Silver 1957 356A 1600S Coupe, owned since bought new in Paris
- [2506]'s Light Ivory 1967 911 Coupe, family-owned since picked up in Frankfurt
- William Allen's Irish Green 1968 912 Coupe that slept in a Highlands garage for 31 years



The author's 2015 Carmine Red Cayman GTS



2021 Miami Blue 992



2007 Speed Yellow 997 Turbo



80s Guards Red 930 Turbo

Photos: Robert Watt

IT'S THE PEOPLE...



356 1600 Super Cabriolet



V8-powered 918 Spyder



2010 Nissan 370Z convertible

JUNE 5, 2022 COLORADO CONCOURS D'ELEGANCE LITTLETON, CO

- Carnig Izmiria's Grand Prix White 1978 911SC owned for 39 years
- Chris Lennon's one-off Polar Silver 1992 968
- Allan Gordon's purple 1993 968, just because
- [1534]'s yellow 1999 Boxster with a show-winning pedigree
- John Burch's Violet Chromaflair 2000 Millennium Edition C4 911
- Brian Love's Nordic Metallic Gold 2007 Cayman with a winning history
- Jack Hill's Miami Blue 2021 911 that won its class (*nicely done, Jack*)

This was not just a Porsche show. The remarkably wide range of cars took in an original 1937 Buick in Coronary Green (really), a surprising Saab 850GT, a stunning dark blue 1934

Packard phaeton plus Lotuses, Corvairs, Corvettes, Jaguars, a trio of stunning Lincoln convertibles, and more. A Nissan 370Z wrapped in psychedelic colors with a rear-mounted guitar marked the eccentric owner's love of Jimi Hendrix.

Displays included Jack Farland's all-electric 912, historic cars from the Shelby American Collection, half a dozen food trucks, and music by MoDaZz. Thanks to our venerable Tom Scott for continuing to run this show, which generated about \$53,150 for Ability Connection Colorado. Tom's dedication – combined with that of entrants, workers, sponsors, and judges – keeps this show at the top (Total spectators: 2,900 est. Total Porsches: 69).

The blue (ribbon) cherry-on-top (for me) was my Novice class second-place ribbon. Who ever heard of a blue cherry on top of a perfect Sundae?



1988 944 Turbo GTS



911 Turbo S



RMR has made two tours per year to this great restaurant for the past 16 years. That's how special this event is.

EDELWEISS SPRING DRIVING TOUR

by Trish Willett

What an outstanding job our Socials & Driving Tours Chairman Erik Behrendsen and his great team do putting together our wonderful driving tours to awesome restaurants over Colorado's scenic roadways. The Edelweiss Tour on Saturday, May 28, was exactly that!

On that perfect morning, 72 awesome Porsches of various models plus 130 RMRers whipped into The Perfect Landing parking lot to drive to Colorado Springs for lunch at the Edelweiss German Restaurant, a perfect destination. Before departing, we got an overview of the tour, safety guidelines, and detailed maps so we could not get lost. The many first-time members on this trip were great to see and meet. Welcome!

The drive south followed one of our most enjoyable routes, CO 105, over the back roads around Sedalia, testing our powerful, precise-handling cars through open-range lands with the foothills framing the views. Our Porsches were goggled at and enjoyed by other drivers

and roadside spectators. Once we maneuvered through these winding, curvy roads, our four group leaders took us onto I-25 South for a faster-paced drive. This let us see the majestic front range, snow-capped Pikes Peak, and the U.S. Air Force Academy's football stadium. Spectacular roads, incredible views...this is Colorado!

On arrival we were cheerfully greeted by our hostess at the Edelweiss and chose our tables in their outdoor Bavarian Biergarten. Members could choose from their outstanding authentic German food and, of course, their premium German beers ... *Perfekt!* RMR has made two tours per year to this great restaurant for the past 16 years. That's how special this event is--and why turn-out was great. I cannot stress enough the need to register the minute this or any other tour pops up on your computer!

As we lift our glasses and say "*Prosit!*" here's to another successful PCA-RMR Driving Tour — and many more! *Danke schön! Zum Wohl!* Porsche!





VIP parking for Holly Jackson's 1980 Light Blue Metallic 911 Targa

MAY 28, 2022 EDELWEISS GERMAN RESTAURANT COLORADO SPRINGS



Photos: Mike Pappas



PAST EVENT (CONTINUED)



EDELWEISS DRIVING TOUR
MAY 28, 2022
COLORADO SPRINGS, CO



Photos: Mike Pappas



Photos: Mike Pappas



Susan Eastman
RMR Columnist

One of Trish's favorite memories was meeting Nigel Stepney, a Formula One chief mechanic for Ferrari

TRISH WILLETT : "I'M A CAR GIRL"

FEATURED RMR MEMBER

When you first meet Trish Willett, you immediately discern her New England roots by her Boston accent. But like her Italian ancestry, it's the love of Porsches and other fine cars that runs predominantly through her veins.

She first moved to Colorado in her twenties, seeking adventures and needing a car to pursue them. When she saw an orange 1971 VW Karmann Ghia, it was love at first sight. "To me, it was a distant relative of a Porsche 356 yet something I could afford. I absolutely loved that car, and I wish I still had it!" Willett said.

It – and Trish – caught the eye of her future husband, Rogers Willett, who recognized a kindred spirit, as he was driving an MGB-GT. Since then they have bought and sold more than 70 sports cars of all different makes and models.

"This was before the internet, and we had a lot of fun looking for cars in the classifieds," Trish said. "One time, Rogers found a Ferrari Dino, so we rushed to Colorado Springs to see it. A doctor and his wife were getting divorced. It was her car, and she wanted to sell it, but it turned out the title was in his name, so we didn't get to buy it."

As Willett's career as an oil and gas lease analyst grew and her husband was successful in sales, they had the means to upgrade the quality of their fix-and-flips: Jaguars, Alfa Romeos, Ferraris, Panoz, and of course, Porsches. Trish joined the Porsche Club of America 30 years ago and still has her original membership name tag to prove it.

The Willetts' cars weren't merely for buying and selling for profit; they were enjoyed and driven. "I used to autocross and rally. Now we participate in the RMR's driving tours, probably four a year. I write about them for *HighGear*. My favorite is the Edelweiss – it's so beautiful – but they are all fun. We've had many wonderful experiences and met many great people because of cars," she enthused.

One of her favorite memories was meeting Nigel Stepney, a Formula One chief mechanic for Ferrari, at a friend's house. The Willetts started a friendship with the Brit and even attended his wedding in Modena, Italy, in May 1998.

Willett wishes more women would join their husbands in this Porsche community's activities. "Rogers and I love doing this hobby together; it's so much fun to share it. It's our favorite thing – after eating, drinking, and traveling!"

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



– SPEC SHEET –

Occupation: Having fun (formerly an oil and gas lease analyst)

Residence: Roxborough Park, Littleton, CO

What Is It About Porsches: Style, handling, performance, classy

First Porsche Love: 1998 Porsche Boxster: easy clutch, striking looks (Arctic Silver Metallic with Boxster Red interior), and so much fun to drive

Current Cars: Silver 2003 Porsche 996 Carrera Targa; black 2008 Porsche Cayenne S, affectionately called "Leo" after my dad; red 1967 Jaguar Series I XK-E.

Scariest Moment Behind The Wheel: At Second Creek Raceway, in my red Ferrari 308, a Ferrari Daytona driven by the famous Bob Donner, a Pikes Peak Hill Climb winner, came up behind me. I panicked, hit the right-turn signal, and pulled over. On the racetrack. Pretty crazy – and embarrassing!

Dream Car: So many, so little time!

Favorite Drive: Around our neighborhood in our 996, where we have majestic red rock formations that are more than 300 million-years old, surrounding Arrowhead Golf Course.

What People Don't Know: I love photography, painting watercolors and oils, and clay sculpting. I'm now learning the violin and golf. I am passionate at whatever I do!

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Scott Pedram
RMR Guest Columnist

I figured we might see a few snowflakes, but nothing would stick to the ground

“MAY I HAVE A RE-RUN” AUTOCROSS

Photos: Shaun Seela, Logan VanDenBerg, and Scott Pedram

PAST DRIVING EVENT

Late May in Colorado: sun shining, trees blooming, snow falling. Wait, what? Mother Nature made us do a “Re-Run” on the “May I Have A Re-Run” autocross. It was scheduled for May 21, but earlier that week, colder weather and precipitation were forecast. I figured we might see a few snowflakes, but nothing would stick to the ground, given the 80-degree temperatures beforehand.

By Wednesday, the forecast was worse. A lot worse. Colorado Air and Space Port gave us a make-up date for the next weekend, but that was Memorial Day weekend. A lot of people already had plans, but it’s better than not having a May autocross at all!

On May 29, we ended up with about 50 drivers, down from our typical 75 or so. The weather started out sunny, but afternoon storms were forecast. With fewer drivers than normal, we could squeeze in more runs! Our goal is eight runs per driver: four in the morning, four in the afternoon. The target this time was 10.

The morning was not without problems though. Power was out at the light pole. We discovered this at the April autocross and came with a Plan B (and C, and D). But the display board that shows times had problems. How could I know if I was faster than my archrival, Doug? Equally frustrated, Doug proclaimed that he would fix the board come hell or high water! Good thing neither of us is competitive at all. Meanwhile, our fantastic Timing and Scoring team printed and posted the morning results, eagerly awaited since nobody had the real-time feedback.

After the first group ran, we were on schedule, hoping to squeeze in five runs. Woo-hoo! After the second group, we got another five runs. By lunch, we were only slightly behind schedule. Afterward, the first group started again, but clouds developed, and by the end of the first session, temperatures had cooled and we had raindrops. More concerning was the lightning. By the last session, the lightning got too close for comfort. In the interest of safety, we retreated to our cars to wait it out. Sadly, conditions didn’t improve, so we called it a day. At least everyone got five runs in the morning.

Everyone I spoke with had a great time, including several first-timers who are eager to come back. As always, these events are impossible without volunteers. Big thanks to Tom LaRitz for leading Timing and Scoring; Doug Bartlett for designing an awesome course; and our registrar Cristina Jordan. And to my co-chair, Jeff Williams, who after all his work was unable to make the later date. There are plenty of others who I can’t fit into this article. To all of you, Thank You!

Two more autocrosses are coming up, on August 20 and October 1. Join us for fun, fast cars, and a few good-natured competitive jabs.





MAY 29, 2022

COLORADO AIR AND SPACE PORT

WATKINS, CO

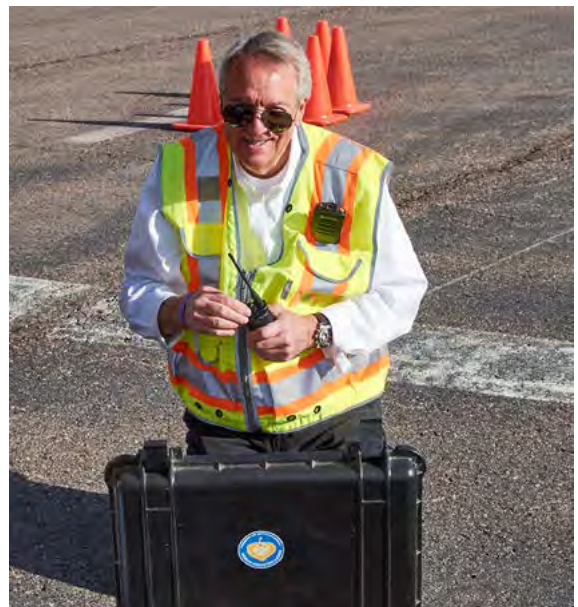




PAST DRIVING EVENT (CONTINUED)



“MAY I HAVE A RE-RUN” AUTOCROSS
MAY 29, 2022
CO AIR AND SPACE PORT
WATKINS, CO







A red flag was waved when an antelope interloper got too close to Turn 11!

“SMOOTH IS FAST” DRIVER’S EDUCATION

by Brian “Hoff” Hoffmeyer

As the “Smooth is Fast” Driver’s Education (DE) wrapped up, I finally cooled down! The two-day event, June 11– 12, took place at High Plains Raceway. It was a hot one, with Saturday temperatures reaching almost 100 degrees! That didn’t stop 125-plus drivers, instructors, volunteers, and antelope interlopers from having a good time and learning to drive their Porsches safely at high speeds.

As usual, a good crowd gathered Friday night to set up the event and their cars. All went well, and the golf cart (somewhat inexplicably, wearing a “My Name is Joe” name badge) even started and stayed running. We shared great stories, food, and drinks around the MoHo (the 1979 Pace Arrow motorhome) and settled in for a good night’s sleep ahead of the next two days’ activities.

Saturday started with a drivers’ meeting to get everyone’s head in the right place. A big group of first-time drivers was eager and nervous to try this addictive hobby for the first time. The morning run groups went off smoothly, returning participants shaking off the rust since their last time on track. As the temperature heated up, it was interesting to see a couple of non-Porsche exotic cars struggle to keep their brakes cool; this showed how rugged our cars are and that changing brake fluid regularly is critically important. At lunch we had a great Q&A session with Csaba Csere, Dale Hartzell, and Gary Ferrera taking questions and sharing stories from their long and successful driving and racing careers. All three have deep experience, so it was an honor to learn from them.

Saturday evening brought Beer:30 and a Mexican dinner catered by a local restaurant. The beer was (thankfully) cold and the burritos tasty. We adjourned for a Track Walk focused on turns 4, 5, and 6. This was my first opportunity to walk the track, and it was good to see subtle features – such as the groove between the asphalt and the apex gator at turn 5 – that are impossible to see at speed. Instructors provided insight on using these features to get around these critical corners. When the wind picked up, the walk ended abruptly, but we had a car trailer out there to zip us back to the paddock.

Sunday was slightly cooler, which drivers and cars appreciated. The Green Run Group novices were learning a lot from their instructors and starting to navigate the track with more confidence and speed. This year, instructors were available for drop-in rides with the advanced run groups. We love this as there is always something to learn. As a Blue-Solo driver, I find it great to have an advanced driver out there making observations

then debriefing us later. Sunday’s only hitch was a red flag (the first time I’ve seen one) when the aforementioned antelope interloper got too close to turn 11 and had to be chased off by Track Manager Glenn Conser on his ATV.

Many thanks to all the volunteers, organizers, instructors, Chief Driving Instructors, and corner workers who made this event successful. Entrants at all levels were happy to have participated, done some serious sweating in the heat, and learned a lot. The next DE event is coming up, and I can’t wait. Hope to see you there.



Photos: Mike Pappas



SAVE THE DATE

“NOVICE DAY” DRIVER’S EDUCATION

- WHEN:** Sunday, August 7, 2022
WHERE: Colorado State Patrol Track, Golden, CO
COST: \$115 per Driver (includes Lunch)
REGISTRATION: www.MotorsportReg.com
EVENT CHAIRS: Brian Hoffmeyer (hoff@beeline.com)
CDI: Vicki Earnshaw (vicklm@aol.com)
EVENT CHARITY: Colorado State Patrol Family Foundation

The annual Novice Day Driver’s Education is a great way to try out the addictive world of driving your Porsche on the track! It is held at the Colorado State Patrol Track in Golden which is easier to get to and easier to learn on than High Plains Raceway. If you’re new or less experienced, we will provide you with one-on-one instruction by our PCA-trained instructors, who will guide you and help you learn in a safe and controlled way! If you’re more experienced you can still learn a lot and have fun at this event...AND it’s the only DE in the state in August. If you’re attending Ladies’ Day on Saturday we’d love to have you back on Sunday!

REGISTRATION:

www.motorsportreg.com/events/2022-track-101-de-colorado-state-patrol-pca-rocky-mountain-590928

CLOTHES / HELMETS: Cotton or natural fibers should be worn on the track (shorts and short sleeved shirts are fine, synthetic fibers should be avoided). Closed-toe shoes are required when driving. Bring or borrow a helmet (Snell rated 2015 or newer SA or M). A few “loaner” helmets will be available.

TECH INSPECTION: Cars must pass a technical inspection. Information on technical inspection locations will be provided as we get closer to the event. 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.

VOLUNTEERS: We are also looking for volunteers, contact the event chair to learn more.

REGISTER: This event is limited to 60 drivers. Register before the event sells out!





Pure Porsche

“This 2016 Pure White GT3 RS is my fifth Porsche, and I absolutely love the 9k revs; especially with the GRP center-bypass exhaust! Since this car is naturally aspirated, the altitude seems to starve the car of some of its 500hp; still, nothing compares to the cornering abilities of the GT3 RS!”
– Charles Brunette



Photo: Scott Newell



Photo: Lara Carpenter

High Mountain Passing

Lara Carpenter drove her 2017 Miami Blue 718 Cayman S up Clear Creek County’s Mestaa’Ehehe Pass (formerly named Squaw Pass) — elevation 9,790’

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SAVE THE DATE



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!

At Ladies' Day, *safety is first.*

Whether this is your first time on the track, or you have years of experience, we have a run group to match your skills. For our new and less experienced drivers, one-on-one "in-car" instruction will be provided by our PCA-trained instructors.

We'll also accommodate our advanced drivers and every level in-between.

You'll have the same instructor for all track sessions.

The entry fee is only \$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 Taylor (jltaylor@anogenex.com)

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





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Porsche, Model by Model by Lance Cole

The author rightly claims that this book “...talks in plain English and avoids corporate-speak.” Indeed, it is a very captivating book, easy for even the non-Porscheophile to read. The Porsche enthusiast will find a wealth of information about the genesis of their favorite model. All varieties of Porsche are covered in great but readable detail.

Chapter 1, Porsche Precursor, starts with the usual coverage of a precocious Ferdinand working for his tinsmith father. But the introduction has already spent 12 pages on the author’s informal, personal rambling about the Austrian origins of the German car, about English corruption of German words, and an overview of Porsche AG history and the many non-German individuals who played key roles in that story.

This book is organized by model series, not chronology. Chapters 2 (356, Defining Moment) through 10 (Taycan), written in a very readable conversational tone, include a great deal of specific information. There is also an unusually complete mention of individuals involved in the design and development of Porsche cars, especially in the early days of the 356. Besides the narrative, tables show development timelines and sidebars provide details on people or special events. Especially for later models, detailed specifications are presented in tables in the text. One table that is problematic summarizes the year-range of the ‘series letters’, e.g. “G series cars,” which seems to conflict with the usage in the text.

The book provides a humanized, almost insider view of the development of each model. Most of it deals with the 901 through 997 to 992 evolution. Separate chapters cover 356s, 914s, the 4-cylinder water pumpers (924 to

928GTS) and the Boxster/Cayman, etc. Another chapter covers the Carrera GT/918, while the Taycan gets 13 pages of coverage.

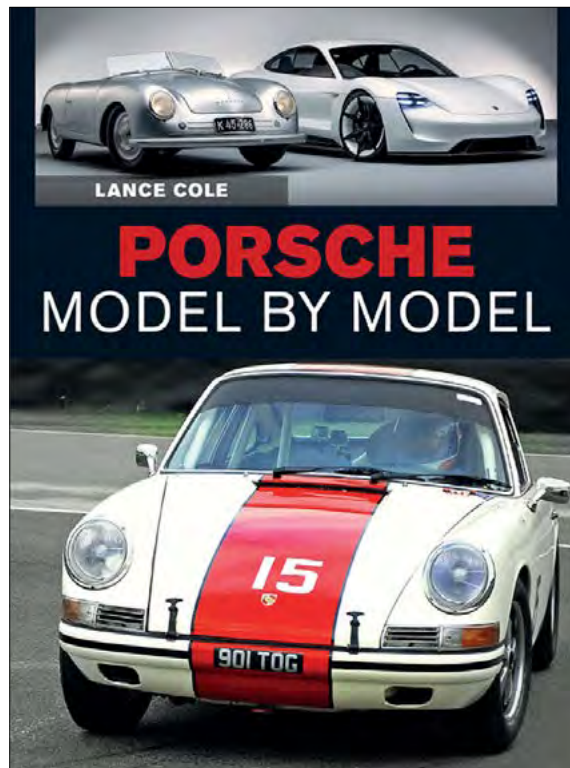
Semi-gloss paper makes the photographs sparkle, the text is crisp and clear, and few pages lack pictures, most of which are new, not old stand-bys that show up in every Porsche book. Despite the acknowledged support of Porsche archives and media kits, even the 356 chapter includes new pictures.

Versions by RUF, Tech Art, Singer, FVD Bombacher, RPM Technik, et al are mentioned but not covered. Interestingly, an Elva-Porsche is discussed, but only the one produced as an exercise by Porsche AG, not those built by Elva Ltd.

There’s a great deal of information about the people involved, as well as the engineering design of individual components, especially engines and suspensions. You may not read from cover to cover, but anyone interested in a particular era or model series will find a wealth of detailed and people-oriented information. Though racing is mentioned, the emphasis is on production, road-legal vehicles. Clearly written by an

enthusiast, this is a captivating read with many personal anecdotes from the author and about other Porsche-involved people.

Published in 2021 by Crowood Press in Britain, *Porsche Model by Model* is hardbound with 240 8½x11-inch pages and 250 photos; it includes two pages of footnotes, an extensive bibliography, and a three-page index. Retail price is \$60.





David Safris
RMR Columnist

CLUB RACE AT MOTORSPORT PARK HASTINGS

Man walks on the moon, Woodstock, the Space Shuttle *Challenger*, Chris Rock's Slap, all indelibly marked into our minds. Now we can add Great Plains Region's Club Race at Hastings Motorsports Park 2022. Yes, it was memorable.

A dedicated group of 10 PCA Club Racers and Driving Event (DE)

enthusiasts tried the new track surface on May 22nd and 23rd at Hastings, Nebraska. The new surface is smooth and grippy, allowing flat-out the most fun you can have in a car. The extra grip showed up in super-confident braking and very predictable track-out acceleration. Racers thought they were getting at least two seconds shorter lap times than in previous years. That, Porsche enthusiast friends, is a big ol' heap of extra speed.

Example: In GTB1 class I have been chasing a seemingly unobtainable record set by GPR member John Marchant nine years ago, 1:34:076. I have been in the 1:34s only a few times in my many visits to MPH, but suddenly 1:34 was an average lap time.

On to the racing. Mark Steingas set the pace most of the weekend in his 996 Cup car, followed closely by Dale Hartzell in a 2003 Cup car and Henry Davis with his fantastic 718 Cayman GT4 Clubsport.

Race 1

Mark Hoffman and I chased record laps during a fantastic scrap. Beforehand we'd agreed that if someone got an inside run, we would let them through. This led to an almost comical back and forth, as neither of us protected throughout the race. I overheated my front tires, so halfway through the race, Mark was crushing me in the carousel turns 2, 9, and 13. I had the pace around the back of the track, though, which led to some fun "hope you see me because I'm coming through again" moments. Don't think we were letting off though! Between the two of us we ran *five* new track records; at least that many laps were within tenths of our best laps ever at MPH. I pushed my way through turn 13 one last time and won the drag race to the finish. Mark cut an incredible six seconds off his previous personal best.

Saturday evening was picture perfect at the Tessman's house on the west edge of town, with great people, an amazing location, and abundant food and drink. This



GTB1 cars in the Motorsport Park Hastings paddock; Mark Hoffman (Gulf) and David Safris (Momo)

dinner ties the whole weekend together.

Race 2

Sunday morning was a bit more controlled in GTB1, and we had our race game tightened up a bit. Every time I thought I had made a gap, Mark would come storming back with a series of great laps. He passed me in turn 9 with only a few

laps to go but then got all kinds of out of shape in turn 12, giving the home team fans a good show as he slid toward turn 13. I re-passed and held on for the remaining laps. A somewhat macabre memory of the race was someone tagging a rabbit in turn 6, and by tagged I mean, well, you get the idea.

Race 3

This race featured beautiful weather and the feel of a great weekend coming to a close. Mark Steingas and Dale Hartzell led out very fast and gapped away in the first few laps. Mark and I ran a tight race in GTB1 until his window net came loose. Thanks to that distraction, I pulled out front to finally have a few laps where I wasn't looking in my mirror going into each corner.

Competitive races in the SP1 class kept tight times throughout. Cool weather and the ultra-fast track led to fantastic new lap records. Race 2 winners are listed here with their new records as researched on rennpoints.com. Apologies if I miss anyone.

Class Winners

- SP1:** Kris Pippin, just a few tenths from class record on multiple laps
- 11Cup:** Bret Bailey, new class record 1:36.480
- D:** Walt Fricke
- GTA1:** Dale Hartzell, new class record 1:28.923
- GTB3:** Stacy Robins, new class record 1:34.103
- GTC3:** Mark Steingas, new class record 1:28.664
- GTD1:** Jeff Robins, new class record 1:46.591
- GTD2:** Henry Davis, new class record 1:30.578
- SPB:** Nick Shucker
- SPC:** Tylar Twite
- GTB1:** David Safris, new class record 1:30.901

We may have witnessed the fastest Club Race in the history of this event. I can't imagine another weekend



Porsche parking on the Tessman's lawn for the Saturday night barbeque

that sees seven new records, but if it does happen, I hope I am there.

Besides the Club Races, the Driver Ed group ran very cleanly all weekend. There may have been minor incidents and some torn-up infield, but the event ran like clockwork. This is a great time to point out that these events do not just happen on their own. Many thanks to Joe Chambers and the entire Great Plains Region volunteer crew for all of your many efforts.

Finally, I encourage you not to miss this event in the future.

The new surface is smooth and grippy... Racers thought they were getting at least two seconds shorter lap times than in previous years. That, Porsche friends, is a big ol' heap of extra speed!



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A close-up, front-facing view of a classic red car, likely a Porsche 356. The car features round headlights, a prominent chrome grille, and a classic hood ornament. The background is a soft-focus outdoor scene.

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Alpine Mountain Region	amrporsche.com
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West Texas Region	wtxpca.org
Midland, Lubbock and the surrounding area	



Danielle Badler
RMR/PCA Columnist

LET THE SUNSHINE IN

We're in summer car-show season now, when all those rolling objects of desire emerge from rabbit holes to meet, at least for a day, the warmth of the sun and our admiring eyeballs.

As I wander the show fields, ogling the moving works of art, my mind asks, when it comes to car collecting, what would I do if I had virtually unlimited funds to play with?

Sure, I could make a list of favorites. I could even compare my choices with fellow wannabe collectors and argue over what should be included and what shouldn't. I could concentrate on race cars, Porsches, or Porsche race cars. Whatever I want. After all, it's my money, and the rest be damned. Right?

I like Jay Leno's line, "I'm doing what you would do if you were me." And, "This is what you do if you have more money than brains."

If only it were that simple. Take Ralph Lauren. He and I have a bit of an affinity. He grew up in The Bronx, a son of immigrants from Eastern Europe, like both my parents.

Ralph's birth name was Ralph Lifshitz. He started by designing and selling men's ties, deliberately wider than the style at the time. They were a hit. And the rest is history.

AutoWeek profiled Ralph a few years ago and recently reran the piece. They talked with him and toured part of his collection, sequestered in a nondescript warehouse somewhere in upper Westchester County, New York, probably not far from his compound in Bedford.

The gist was that Ralph doesn't like to get his hands dirty. He has a team to do that for him. And that squalid barn belies what lies inside, where each moving jewel is perched on a low platform against a stark white background.

Each gem, we learn, is road-registered, just begging to start up for a spin. Ralph is a driver. And he has at his disposal a ... let's do the Porsches first ... an RSK, a 550 Spyder, a Carrera GT and two, that's right, two 918 Spyders. Although I believe there is a 930 Turbo and at least one Ruf.

Jaguars: A D-Type that ran at Le Mans, an XKSS, an XK120. A Blower Bentley that also raced at Le Mans. Two Mercedes-Benz 300SLs: a Gullwing and a Roadster. The "Count Trossi" SSK. McLarens: an F1 LM, another F1, a P1.

According to the article, the cars get shipped around the country as the Lauren family follows the seasons to their various abodes. There's the house in Montauk—a friend tells me that Ralph used to drive something from the collection to dinner at the East Hampton edition of *The Palm* on Sunday nights. Apparently it became a tradition.

Ralph also has a ranch just west of Ridgway, Colorado, atop the Dallas Divide. Once, when the Telluride airport got fogged in, I passed it while riding a bus to the Montrose airport. We rounded a corner, and there it was, the most perfect fence I had ever seen. And it went on, and on, and on, until we got to the timber-arched entrance to the Double RL

Ranch. That's what it said. Then the fence went on and on, again.

According to *AutoWeek*, Ralph really likes to exercise his collection on the roads around the ranch. Okay, let's pause again on that sentence. Ponder the idea of tootling along, rounding a corner in southwest Colorado, and just like that, his 918 rips by and disappears, that fast, with



1959 Porsche 718 RSK

Photo: Revs Institute

Flat-four air-cooled engine, mounted midship, twin overhead camshafts, 150 hp at 7200 rpm

nothing left but the exhaust music.

Ralph's number-one priority, says *AutoWeek*, is that the car must be beautiful. Well, yeah. Second, he says, "It has to have the engineering to back up its looks ... I saw them as moving art. I saw it long before most people did." And racing provenance doesn't hurt. Collectors looking for financial return? "That's a different guy," Ralph says. "That's not the guy that loves cars--that's an investor."

Ralph doesn't like the color red on cars. Except ... yeah, well, you know what's coming. A 250 GTO, a 250 Testa Rossa, a 250 GT Spyder California, a 250 LM, a 275 GTS/4 NART Spyder. There are more red cars in the collection. I'm just running out of space.

And out of breath. What's my favorite? Please. What's the collection worth? Double please. What a collection. What a life. Ralph wins. Wins what, you ask? I don't know. All I know is the summer sun is shining. On him.



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Rear: 19X11 ET 45

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anthwp@gmail.com

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chancedo@msn.com

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apchernushin@me.com

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

OMP Tecnica Evo Race Suit \$700 OBO
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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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Photo: Mike Shea

“59CONVD” = 1959 Convertible D

This Creative License plate is on Mike Shea’s 1959 356A 1600 Super Convertible D, number 85901. Mike purchased this Ruby Red gem in upstate New York in 1974; this jewel has undergone two restorations. This Super has an all-original, naturally aspirated 1.6-liter eight-valve flat-four engine and four-wheel drum brakes.



Photo: Peter Cedergren

“KOBALT” = Cobalt

This Creative License plate is on Peter and Nicole Cedergren’s 2007 Cobalt Blue Metallic Carrera S. The Cedergrens purchased this low-mileage car (only 27,000 miles!) in 2021 for Peter’s 65th birthday. It is a six-speed manual, the only kind of car Nicole and Peter will drive!

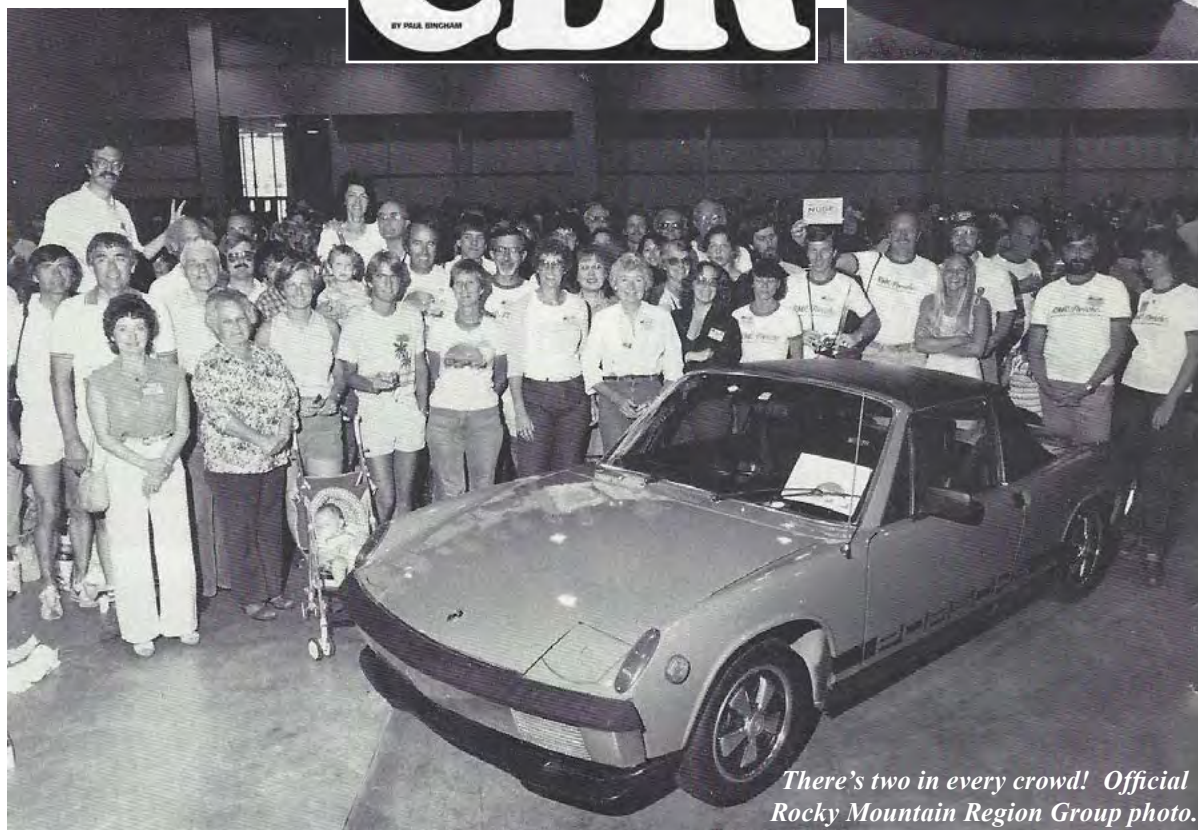
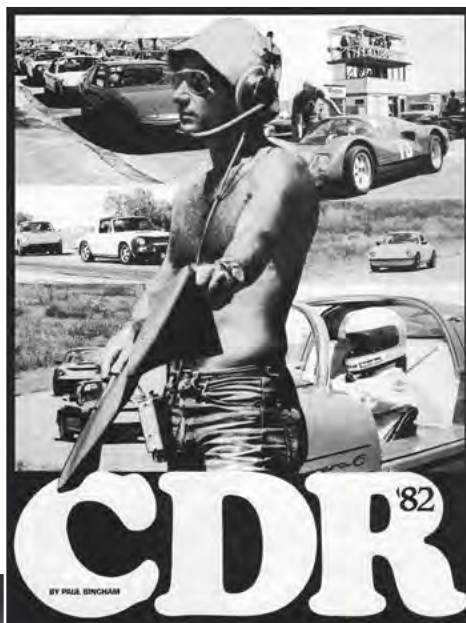
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Amy Legg-Rogers
Rocky Mountain Region Historian

RMR HISTORY – JULY 1982

The CDR Classic was held July 31 and August 1, 1982 at the Continental Divide Raceways. The CDR Classic was the third drivers school in the Alpine Challenge Series and was described as the most demanding of all the challenge events. RMR led the challenge after the CDR Classic with 1st place in eleven of the twenty classes.



There's two in every crowd! Official Rocky Mountain Region Group photo.

Members in the photo include: Ronn Langford, Grady Clay, Chick Misura, Dave Stephens, Bob & Robin Benight, Lynn Bentsen & Bill Jackson, Beth & Trent Ruder (in baby stroller), Anne Barrett, Norm & Phyllis Martin, Ken Provasi, Dale Thero, Joanne & Skip Barnum, Ron Swarsen, Paul Orkild, and Harl Thero.

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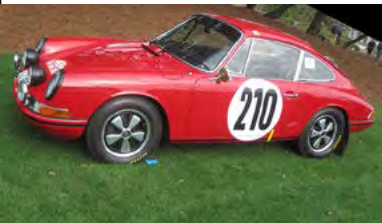
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