

HIGHGEAR

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

VOLUME 64 | EDITION 9





Photo credit Ani Yahzid

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"We're beyond thrilled to be working with Susan while we navigate the path to becoming homeowners! It feels so great to know she's not only looking out for us, but for our dearly loved Cayman S as well. Having a secure garage is a necessity, and between Susan's experience, expertise and our shared love for cars, we know she will help us find the perfect home. We couldn't ask for a better agent!"

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



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COVER PHOTO

Competent Motorsports snapped this photo of David Safris driving a 991.1 Cup car at the Yokohama Drivers Cup at Road America. See David's article on page 36.



Editor and Creative Director: **Bill Simon**
Wordsmith Extraordinaire: **Frank Barrett**

The award-winning *HighGear* [2nd Place in Regional Category VI (>1,650 members) in the 2022 PCA National Newsletter Contest] (ISSN1061-1746) is produced as a hardcopy edition and as a digital version for posting on RMR's website (rmr.pca.org) and reaches over 3,150 members. It is the official newsletter of the Rocky Mountain Region Porsche Club of America (RMR/PCA) and is published monthly. The opinions and views appearing in *HighGear* are those of the individual writers and do not necessarily reflect the official opinions of the RMR/PCA, PCA National, or this newsletter as an official RMR/PCA publication. Additionally, none of these organizations or this publication assumes any responsibility for the accuracy of material provided by individual writers and contributors. Submit articles and photos to Newsletter Editor Bill Simon at newsletter@rmporscheclub.com. Submissions may be edited for grammar, length and formatting consistency.

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HighGear is produced at 1635 West 13th Avenue, Denver, CO 80204. Non-RMR subscriptions are \$35.00 per year.



RMR-PCA BOARD OF DIRECTORS

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

OUR SEPTEMBER NEWSLETTER RUNNITH OVER

BURSTING AT THE SEAMS: This issue of *HighGear* is chock full of past RMR events and upcoming event announcements. Trish Willett's article, The Perfect

Trifecta, recaps the August Member Social at Ferrari of Denver (pg 16). In Durango Grand Loop Driving Tour and New Friends, John Warner writes about his experiences during the late-July four-day driving tour (pg 20). Ladies Day DE is an August tradition. This year's Ladies Day chairs were Chérie Talbert and Jennifer Taylor; read their article, Ladies Day:

Pretty. Fast. Women. Having Fun! (pg 28). The June Autocross is summarized in Jon Barr's article, Smokin' Cones & Smokin' BBQ Autocross" (pg 28).

OCTOBER HIGHGEAR: With all the recent events, we've had numerous articles flowing in, too many to pack into this month's "little" 48-page newsletter. Nearly 750 photos were submitted for Ladies Day alone! So apologies to *HighGear* contributors Susan Eastman (Ladies Day: Empowerment, Passion, Porsches), Brian Hoffmeyer (DE 101), and John Mackin (My Porsche Track Experience). We will fit your articles into the October *HighGear*.

FALL COLORS: With this recent fall weather, our Colorado hillsides are sure to turn stunning shades of gold, orange, and red in the next few weeks. So get out there and drive. And be sure to snap a photo or two of your air or water-cooled Porsche and submit them to *HighGear*.

PHOTO SUBMISSIONS: Fall brings many great photo opportunities. Last month, several members submitted photos; thank you! Keep taking those scenic and artsy Porsche photos and submitting them. This month's Rocky Mountain Road Trips (pg 32) has photos of Chuck and Barb Telotte's 2022 Cayman GTS at 11-Mile Marina and John Foster's eBay purchase, a 1974 914. Creative License (pg 45) has two license plates this month: Mike Spratt's Guards Red 1989 Carrera Coupe ("FLAT-SIX") and John and Diane Iacobucci's Sapphire Blue Metallic 2014 911 Carrera 4S ("CIAO BB"). Thank you, Chuck, John, Mike, and John.

SAVE THE DATE: Ah, September; fall is in the air! December is only a few months away. RMR's annual Holiday Party will be on December 3rd at Wings Over the Rockies Air & Space Museum, an amazing venue. See page 13, and mark your calendar.

CHEERS & JEERS: If you have questions or comments regarding RMR's award-winning *HighGear*, please contact me.

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

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

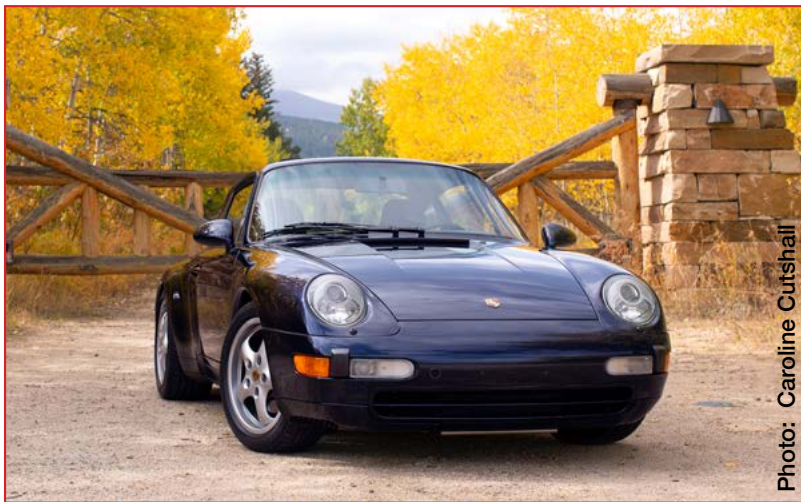


Photo: Caroline Cutshall

This '96 993 in Midnight Blue Metallic is Bob Seib's dream car framed by the fall colors in the Nederland area.

SHIFTS AND GIGGLES

Deadline for the October *HighGear* is September 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 award-winning monthly newsletter/magazine. Thank you!



Vicki Cox-Jones
President

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

FROM PORSCHE TO STEAM LOCOMOTIVES: TAKING A STEP BACK IN TIME

PRESIDENTIAL IMPRESSIONS

As you know, I usually write about past and upcoming events, but for this article I'm shifting gears to cover part of July's Durango Grand Loop Driving Tour.

Long before Dr. Porsche lived, the fastest mode of overland transportation was the steam locomotive. Trains were instrumental in settling the West. They transported ore from mines, people from the coasts, lumber, cattle, and the materials necessary for the country's expansion. Fortunately, Colorado has many preserved examples of such trains, so we can step back in time and journey through history. One of them, the Durango & Silverton Narrow Gauge Railroad, took us on a day excursion during the Grand Loop Driving Tour. While the group boarded, John Mackin and I waited and took pictures. After the train left, we drove north to its stop at Rockwood Station to board for the rest of the journey. We arrived before the train and waited with other passengers. Two, a father and son, had ridden the train often; the father lived nearby and rode it at least annually. They were in the last car, the adults-only Parlor Car. The inside scoop was that the liquor was free, so it was fun to watch people get smashed on the way back to Durango.

Soon we heard the whistle and felt the ground vibrate before the train rounded the bend. As it approached, John and I took pictures quickly, hoping for one shot that would justify standing in the rain. We boarded and joined our group for the rest of the ride to Silverton. Along the way, we stopped to top off the water in the two steam engines. At one point, unbeknownst to most, the lead locomotive (with a woman engineer, no less) uncoupled and ran ahead. We slowly trudged up the canyon then stopped to reattach the

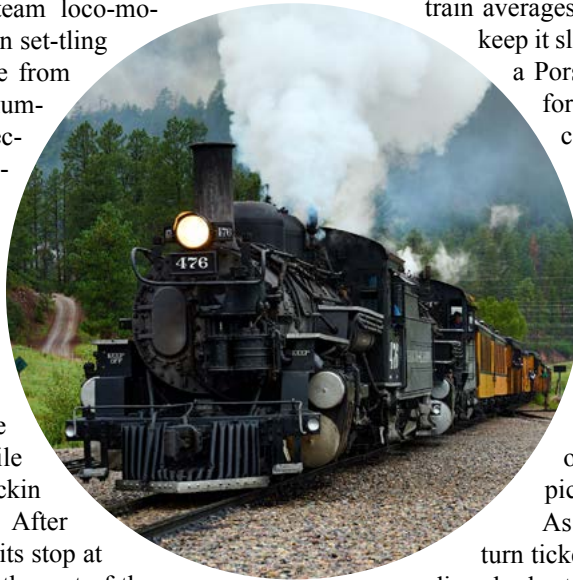
lead locomotive. The conductor and brakeman said that a certain bridge can't carry the weight of both locomotives and the 13 passenger cars. They were fountains of knowledge, and I would have liked to learn more. The train averages 13 mph but could go 20. They keep it slow because of the curves. Unlike a Porsche, its brakes can't slow down for a curve as well. The locomotive can hit 35 mph, but they don't let it run that fast.

In Silverton Harry, my husband, and I had time to walk around and eat lunch before heading back to the train. John joined the rest of the group on the bus trip back. Luckily the sun was out for our return trip, and we were on the canyon side of the train, making it great for pictures.

As the conductor checked our return tickets, I reminded him we needed to disembark at Rockwood. Nearing the jumping-off point, he said he would tell us how to get off a moving train. I said, "Okay." When Harry asked me if he was serious, I told him, "No." Looking serious, the conductor came back and explained how to put your right foot on the step, then jump onto your left foot, and run. I played along. As the train slowed, he motioned us to the platform and explained again. We all laughed. The train stopped and we stepped off. It was a fun trip.

You can view more photographs of the 2022 Durango Grand Loop Driving Tour on RMR's SmugMug photo site (rmrpca.smugmug.com).

Vicki Cox-Jones
RMR President
president@rmrporscheclub.com



Saturday morning was a beautiful 50-mile train ride on the Durango & Silverton Narrow Gauge Railway



Photos: Vicki Cox-Jones



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**I look forward
to seeing you
soon!**



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Seen above in his 1986 944 Turbo



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Holly Jackson
Membership Chair

Don't fret, there are plenty of events going on the rest of the year!

MANY GOOD EVENTS LEFT FOR THE YEAR

If you can't believe it's already September, don't fret; there are plenty of events going on the rest of the year. If you haven't attended an event yet, don't wait; get more than one event under your belt before the year is over. One that will be exciting is the Holiday Party at Wings Over The Rockies. If you haven't been to this huge aviation/space museum, join us for an exclusive viewing and to mingle with your fellow region members. More event details are on page 13.

Many of our events have attracted members from beyond Colorado. Three couples from the Southern Arizona Region joined the Durango Grand Loop Driving Tour. They came to escape the Arizona heat but had so much fun they want to come back for our next driving adventure. Tour creator Mark Taylor joined us from Oregon. It was great to see him again, especially since he designed this year's route. If you haven't joined us on a tour, do so next year. Planning is already under way. For photos of past RMR Driving Tours, see RMR's SmugMug at: <https://rmrpca.smugmug.com/Tours/2022>

These events help you make new friends no matter where they live. Seeing others experience this gives me a warm, fuzzy feeling. We are all Porsche enthusiasts. We may drive a new Taycan, an old 914, maybe even a Porsche tractor. We may prefer the track, autocross cones; a leisurely drive through curvy roads with awesome views,

or just the people at monthly socials, but we all just want a fun time. So many people with different backgrounds bond together at events. I hope you experience the full meaning of "It's not just the cars, it's the people."

Here's a new email address for name badges. To order a new badge, a replacement, or an extra one for your other car, use NameBadges@rmrporscheclub.com. Send your name, the name for the badge, mailing address, and your choice of pin or magnetic back. The form is also on our website, and we take cash, check, or credit card for payment (see: <https://rmr.pca.org/files-and-forms>).

If you are a new member and want a name badge, email membership@rmrporscheclub.com.

You're entitled to a free badge during your first year of joining or transferring into the region. Both you and your "plus one" may get badges during that year. Afterward, or if you lose your badge, it's \$10 each; send a check or use a credit card.

Thanks,

Holly Jackson
RMR Membership Chair
membership@rmrporscheclub.com



For article and photos from July's Durango Grand Loop Driving Tour, see page 20



Photos: Bill Simon



PCA ANNIVERSARIES – Congratulations!

55 YEARS

J. Lee & Nancie Sammons

40 YEARS

Don & Ruth Coatney
Scott & Victoria Trevey

2,207

Primary RMR Members

35 YEARS

Thomas & Valerie Conway
Wm Milius
Sue Swigert

30 YEARS

Daniel & Thomas Semborski
Henry Dubroff

3,345

Total RMR Membership

25 YEARS

Denise & Michael Falls
Joe Silbernagel
Mark & Marjorie Trautman

20 YEARS

David Eisenstein & Monica Ely
Daniel Gordon
Adrian Opitz

158

RMR PCA Juniors

NEW RMR MEMBERS – Welcome!

Greg Boothroyd
Broomfield
2001 911 Turbo

Roger Hall
Boulder
2004 Boxster S

Randy & Erin Matthews
Greeley
1975 911S

Jeffrey Stone
Centennial
2005 911 Carrera Cabriolet

Chase Burke
Parker
2002 911 Carrera 4S

Gregg Huff
Highlands Ranch
1974 911

Peter McCampbell
Evergreen
2018 911 GT3

James & Chelsea Traver
Aurora
2020 Taycan 4S

Ashish Chavda & Molly Lockhart
Denver
1978 911 SC

Derek Johnson
Denver
2002 Boxster S

Dave Orashan
Centennial
2017 911 Turbo S

Noel & Michelle Williams
Aurora
2022 911 Turbo

Dominic Clark
Thornton
1984 944

Christopher Judy
Parker
2010 911 Turbo

Marvin Paule
Fort Collins
2007 911 Targa 4S

Brian Young & Collette Branden
Westminster
2017 Macan Turbo

Cory Deruiter
Highlands Ranch
2016 Boxster Spyder

Daniel Lampe
Arvada
2020 718 Cayman GT4

Jake Pierson
Fort Collins
2018 911 GT3

Paul Donahue
Dillon
2016 Cayenne Turbo S &
2008 Cayenne S
(Transfer from Suncoast Florida Region)

Bharat & Paula Desai
Golden
2019 911 GT3 RS

Brett Landin
Niwot
1986 911 Turbo

Andrew Schreffler
Evergreen
2018 718 Cayman

Martin Downs
Englewood
2014 911 Carrera S
(Transfer from Sequoia Region)

Colt Digiovanni
Westminster
1987 944 Turbo

Kenneth Larsen
Loveland
2017 718 Boxster

Roshan Shroff
Englewood
1995 911 Carrera

Dennis & Tamara Freeman
Colorado Springs
2017 Macan S &
2016 Cayman GT4
(Transfer from Potomac Region)

Brandon Geisler
Littleton
2022 911 GT3

Ryan Lecates
Aurora
2018 718 Cayman GTS

Michael Sparks
Lakewood
2016 Cayman GT4

Christopher Grant
Thornton
1972 914

David Lowry
Castle Rock
2007 Cayman

Steven Spina
Littleton
2022 911 Carrera GTS Cab

Richard Mannion
Boulder
2004 Cayenne Turbo

Charlie Stevenson
Boulder
2017 Cayenne S E-Hybrid

NEW TEST DRIVE MEMBERS – Welcome!

Christopher Weiland
Denver, CO

Ben Woolf
Denver, CO



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PORSCHE



SOCIAL EVENTS

September 10	RMR Breakfast Club – South The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112	8:00 am – 10:00 am
September 10	Shine n’Show Car Show at Adams Polishes Adams Polishes, 8225 N. Valley Hwy, Thornton, CO 80221	9:00 am – 2:30 pm
September 11	RMR Annual Member Picnic Bear Creek Lake Park – Coyote Crossing Picnic Shelter 15600 W. Morrison Road, Lakewood, CO 80228	11:00 am – 2:00 pm
September 13	RMR Board Meeting Location TBA; Contact president@rmrporscheclub.com for Zoom invite	6:30 pm – 8:30 pm
October 1	Cars & Coffee, Lafayette 355 W South Boulder Road, Lafayette, CO 80026	7:00 am – 10:00 am
October 1	RMR Breakfast Club – North First Watch, 2809 South College Avenue, Fort Collins, CO 80525	8:00 am – 10:00 am
October 6	October Member Social Blue Chip Fleet, 3935 S Kalamath Street, Englewood, CO 80110	6:00 pm – 9:00 pm
October 8	RMR Breakfast Club – South The Perfect Landing Restaurant, 7625 S. Peoria Street, Englewood, CO 80112	8:00 am – 10:00 am
October 11	RMR Board Meeting Location TBA; Contact president@rmrporscheclub.com for Zoom invite	6:30 pm – 8:30 pm
October 14	J. C. Agajanian Award / CO Motorsports Hall of Fame Infinity Park Events Center, 4400 East Kentucky Ave., Glendale 80246	5:00 pm – 9:00 pm
November 3	November Member Social Man Cave Detail, 7535 W 92nd Avenue, Unit 800, Westminster, CO 80021	6:00 pm – 9:00 pm
November 5	Cars & Coffee, Lafayette 355 W South Boulder Road, Lafayette, CO 80026	7:00 am – 10:00 am
November 5	RMR Breakfast Club – North First Watch, 2809 South College Avenue, Fort Collins, CO 80525	8:00 am – 10:00 am
December 3	RMR’s Annual Holiday Party (see page 13) Wings Over the Rockies Museum, 7711 E Academy Blvd, Denver, CO 80230	6:00 pm – 9:00 pm

DRIVING TOURS

September 22–23	Saratoga Inn & Snowy Range Driving Tour	Multi-Day
October 2	Off-Road Driving Tour – Details to come	All Day
October 16	Edelweiss Fall Driving Tour – Details to come	All Day

DRIVING EVENTS

September 16–18	RMR’s Combined Club Race and HPDE High Plains Raceway, US-36, Deer Trail, CO 80105	All Day
October 1	“Happiness is Just Around the ‘Cone’-r” Autocross (see page 13) Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137	All Day
October 8–9	“Track or Treat” : October HPDE (see page 15) High Plains Raceway, US-36, Deer Trail, CO 80105	All Day

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PORSCHE

“HAPPINESS IS JUST AROUND THE ‘CONE’-R” AUTOCROSS

WHEN: Saturday, October 1, 2022
WHERE: Colorado Air and Space Port
5200 Front Range Pkwy, Watkins, CO 80137
COST: \$55 per Driver
REGISTRATION: msreg.com/HappinessAX — Opens September 1st
EVENT CHAIRS: Lara Carpenter (laracarpenter@gmail.com)
Scott Pedram (scott@ssmail.us)

EVENT CHARITY: Denver Dumb Friends League
(www.ddfl.org/adoption)



Photo: Scott Pedram

SAVE THE DATE RMR'S ANNUAL HOLIDAY PARTY

WHEN: Saturday, December 3, 2022
WHERE: Wings Over the Rockies Air & Space Museum
7711 E. Academy Blvd, Denver, CO 80230
WEBSITE: www.WingsMuseum.org
EVENT CHAIRS: Becky Chase (becky_chase@comcast.net)
Holly Jackson (membership@rmrporscheclub.com)
REGISTRATION: More details coming soon

Join us for a fun-filled evening with great food, wine, and your Porsche friends.
Don't miss this amazing venue.





Dan H. Carlson
Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

WE'RE NOT JUST ABOUT DRIVING FAST...

TRACK TALK

We're not just about driving fast... You probably already know the next line, a twist on PCA's motto, "It's not just the cars, it's the people."

I truly believe that, and its significance became more evident at this summer's driver education events. Participants recognize that our region's culture is special and appreciate the effort needed to sustain it. They want to be a part of our continued success by contributing and giving back, in big or small ways.

Singling out only a few of our many contributors, here are examples of people lending a hand, their generosity, and their kindness:

A novice driver's car needed its brake fluid replaced, or he would have to go home. No worries. People heard about it, provided new fluid, and bled his brakes. Good deeds like this happen all the time.

Instructor Bob Egeland brought recycle bins for the Pavilion at High Plains Raceway.

At the June "Smooth is Fast" event, my hands were full, doing double-duty as lead instructor and handling the novice classroom discussions. Linda and Brian Bobich recognized this and offered a reserved covered parking spot when Brian couldn't attend. So did Dan Mayer and friends: they set up and put away the "MoHo" (the HPR motor home — see "The MoHo...My Story" in *HighGear*, April 2021) and prepped my track car.

Team Kennedy (Rex, Grace, and Grant) took it upon themselves to organize the lunchtime charity drives.

Taylor and Marshall Jung took on the equipment responsibilities.

Registrar extraordinaire Tim Berg is "Mr. Customer Service." Need I say more?

After enjoying driving at the June event, Brian and Donna Leary's son Ian volunteered to work grid in July.

A special shout-out to the entire team of leaders and volunteers who coordinated our Ladies' Day and Novice Track 101 events at the Colorado State Patrol track in August.

The same goes for all the instructors who juggled their schedules to instruct at these DEs.

Our event chairpersons are absolutely incredible! Thank You! Thank You! Thank You!

You don't hear the private comments or see the emails that I get about what the club does for members:

"I've made new friends, which is hard for me."

"My ideas matter."

"I'm respected here."

"My confidence continues to grow, which is helping me at work."

"Driving at the track is my reward for surviving multiple surgeries."

"I'm now a better driver than my husband."

This list goes on...

Warren Buffett once said, "Surround yourself with people who push you to do better. No drama or negativity. Just higher goals and higher motivation. Good times and positive energy. No jealousy or hate. Simply bringing out the absolute best in each other."

This describes our award-winning performance driving programs. It's not just the cars (or driving fast), it's the people.

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



Photo: Mike Pappas

“TRACK OR TREAT” : OCTOBER DE

WHEN: October 8–9, 2022
WHERE: High Plains Raceway (US-36, Deer Trail, CO)
REGISTRATION: msreg.com — Opens September 8th
EVENT CHAIRS: Jeff Robins (jlrobins4@comcast.net)
Stacy Benjatka-Robins (slbrobins@icloud.com)



Photo: Porsche AG

J.C. AGAJANIAN AWARD CEREMONY

WHEN: Friday, October 14th, 5:00 pm – 9:00 pm
WHERE: Infinity Park Events Center
4400 East Kentucky Ave., Glendale 80246
COST: \$65/person — includes one drink, dinner,
award ceremony, silent and live auctions
WEBSITE: ColoradoMotorsportsHallOfFame.com/ceremony



This fall the Rocky Mountain Region PCA is being awarded the prestigious J. C. Agajanian award by the Colorado Motorsports Hall of Fame. RMR-PCA is being given this award for our exceptional contributions to Colorado Motorsports by an organization. Previous winners have included such organizations as the Vintage Drag Racing Association, Pikes Peak International Hill Climb, and the NHRA West Central Division. During the ceremony a video will detail RMR's accomplishments and contributions throughout the years, I've been told the voice over is being done by someone very familiar to RMR.

RMR's Board of Directors, and esteemed guests will be attending the ceremony and we would like you to join us. I was told a previous car club had as many as 60 guests to cheer them on. I think we should be able to beat that. So please come and help us celebrate as we accept the J. C. Agajanian award.

I look forward to having you join us as we are honored by the Colorado Motorsports Hall of Fame.

Vicki Cox-Jones, RMR-PCA President



As usual, Ferrari of Denver hosted us in grand Italian style.

PAST EVENT

THE PERFECT TRIFECTA: PORSCHE...FERRARI...PININFARINA

by Trish Willett

August 4 was a historic date for Rocky Mountain Region, our return to Ferrari of Denver for a membership social. If you were there, you saw our exclusive introduction to the 2022 Automobili Pininfarina Battista! This incredible luxury electric sports car made its first Colorado appearance before heading to Monterey Car Week! "It was a *big deal*," per Steven Wiskow, the dealership's Luxury Brand Marketing Manager, who has been waiting for four years!

As usual, Ferrari of Denver hosted us in grand Italian style. Our jovial members were treated to boutique wines from Apres Wines from Savoie, France, via Alpine Wine Company, with owners Matt and Jen Reilly pouring. Other choices were O'Dell's excellent beers, soft drinks, tasty gourmet bits, High Society pizza, and more wine from Premium Select Wine ... *eccellente!* Our Porsches formed a brilliant display under the setting sun, parked around the perimeter of the dealership with help from Summit Valet Parking. Entering the showroom, we were awed by the exotic Ferraris greeting us for inspection and day dreaming. Yes, we love our Porsches, but you can't deny the impulse that maybe one day there might be a Ferrari parked next to it (if you don't already have one).

For the trifecta, we witnessed the one and only 2022 Pininfarina Battista, a full-electric Italian hypercar, the first example in America! We admired it under bright lights on a special showroom display showing off its spectacular Italian design, painted in a mystic shade of greens and blues, sort of like the color of money. Speaking of which, this car sells for around \$2.5 million, and only 150 will be made. Battistas are designed in Italy, built in Germany, and use a battery pack from Croatia. They

feature an E-Heart (replicating a natural motor's vibe) and flying doctors (flown-in mechanics) plus Battista Pininfarina's signature on the door frame. These are an amazing and innovative automotive revolution.

DJ Matau cranked out "electrifying" tunes to rev up this summer party. Did I say this was a fun event? Event Chair Holly Jackson and RMR did it again, providing another spectacular social gathering. Thank you, everyone who made this happen. We also had great door prizes, mostly donated by Ferrari of Denver, including expensive wines, wine glasses, hats, and Larry Perkins' book *Full Circle*, a history of his GTO involvement. Thank you, Steven Wiskow and your partners, for providing a winning combination for us to enjoy!

I hope to see you at our next RMR event ... *Ciao!*



Red Beast — a 2022 Ferrari F8 Spider



Parked around the perimeter of Ferrari of Denver, attendees Porsches formed a brilliant display under the setting sun



Jenn Falconer and son

Steven Wiskow,
Luxury Brand Marketing Manager

AUGUST 4, 2022 **FERRARI OF DENVER** **HIGHLANDS RANCH, CO**



The \$2.5 million Automobili Pininfarina Battista; only 150 will be built.



The Automobili Pininfarina Battista is a full-electric Italian hypercar



Photos: Mike Pappas



**AUGUST SOCIAL AT
FERRARI OF DENVER**

AUGUST 4, 2022

HIGHLANDS RANCH, CO



Photos: Mike Pappas

2022 Ferrari 812 GTS

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At that night's first of two group dinners, we made new friendships that would last the rest of the trip

DURANGO GRAND LOOP DRIVING TOUR AND NEW FRIENDS

by John Warner

PAST EVENT

At 7 AM on Wednesday, July 27, a Fort Collins King Soopers parking lot was alive with 23 Porsches and 45 participants fueled up and eager to begin Rocky Mountain Region's Durango Grand Loop Driving Tour.

After a helpful drivers' meeting run by Holly Jackson and John Donahue, we headed northwest toward Laramie, Wyoming, in red, green and yellow groups, beginning a beautiful 381-mile tour to that night's destination, Palisade, Colorado. Our route included Wyoming 130 through the Snowy Range and Wyoming 70 across the state's scenic southern ranchlands. After a terrific lunch in Encampment we stopped in bucolic Baggs for fuel then continued back into Colorado, to Rifle on Colorado 13. Until then we had driven on only well-maintained two-lane state roads, but from Rifle we made short work of the final 50 miles on I-70 to Palisade's Wine Country Inn.

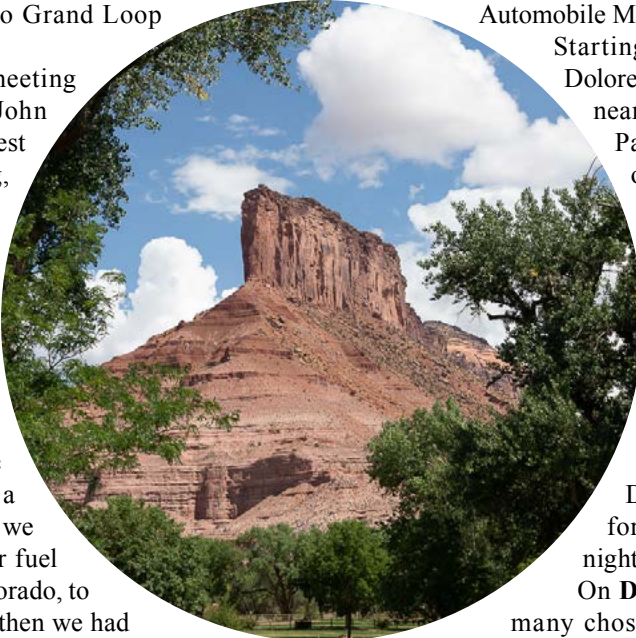
Day Two was a fun day exploring the Grand Valley in comfortable 10-person vans, touring either an alpaca farm or a lavender farm. Both tours visited wineries and breweries, and lunch at Palisade's newest brewery capped them off. At that night's first of two group dinners, we made new friendships that would last the rest of the trip. I personally enjoyed learning about the various generations of Porsches that other folks were driving.

Day Three, Friday, began with much cooler temperatures and took us west to Gateway on Colorado 141. Having traveled these roads many times by bicycle, motorcycle, and Porsche, I knew they would provide an

awesome setting for a fascinating 265-mile drive. After 58 miles we stopped at the Gateway Canyons Resort & Spa for a tour of the all-American Gateway Automobile Museum as well as lunch.

Starting south on Colorado 141 for Dolores, we encountered heavy rain near Telluride, over Lizard Head Pass, and into Dolores. Wet or dry, these are beautiful roads. Everyone drove well, and all cars met the rain's challenge. From Dolores we entered the western La Plata Mountains for a scenic drive to Mancos then turned east on Highway 160, the Navajo Trail, over Hesperus Pass and down into Durango. There we split up for several hotels and had the night on our own.

On **Day Four**, our "off" Saturday, many chose a 9 AM departure on the Durango & Silverton Narrow Gauge Railway. It was a beautiful 50-mile ride with the rushing Animas River by our side, with stunning gorges and park-like wilderness settings. Because the rain kept up until arrival in Silverton, we appreciated the enclosed car. We were on our own for lunch, shopping, and sightseeing in Silverton then had an informative bus ride back to Durango. That night we said farewells at a dinner at the historic Strater Hotel. By this time in the trip my wife Carre and I had made numerous new friends. I had learned a lot about other people's cars, and we both feel that this, our first Rocky Mountain Region Driving Tour, was about the people we met, their lives, and experiences.



Saturday morning was a beautiful 50-mile train ride on the Durango & Silverton Narrow Gauge Railway

Photo: Lisa Walsh



The Durango and Silverton Narrow Gauge Railroad, often abbreviated as the D&SNG, is a 3 ft narrow-gauge heritage railroad that operates on 45.2 miles of track between Durango and Silverton

Photo: Vicki Cox-Jones

JULY 27-30, 2022 **DURANGO GRAND LOOP DRIVING TOUR**



Photo: Vicki Cox-Jones

Carrie Warner and Deedy Buric



Colorado Wine Country in the Grand Valley

Photo: John Mackin



Friday morning's drive took us to the Gateway Canyons Resort & Spa for a buffet lunch

Photo: John Mackin



John Mackin and Vicki Cox-Jones tough it out in the rain...for the perfect photo



Some of the tour group toured an alpaca farm in Palisade, CO

The group stayed at the Wine Country Inn for two nights



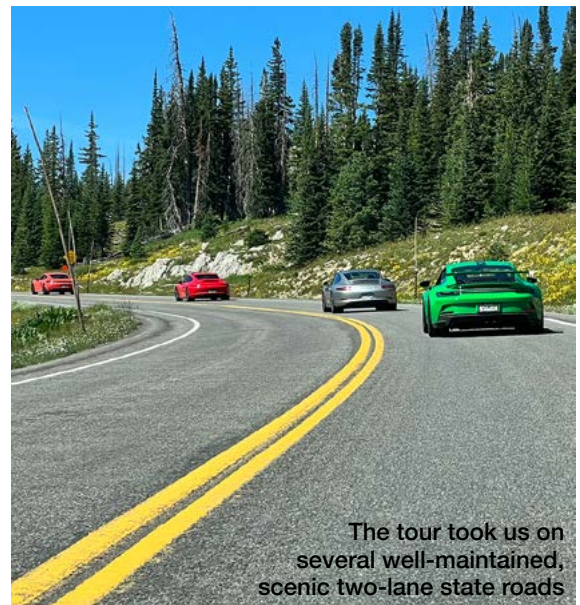
DURANGO GRAND LOOP TOUR

JULY 27-30, 2022

FORT COLLINS
TO LARAMIE, WY
TO PALISADE
TO GATEWAY CANYONS
TO LIZARD HEAD PASS
LA PLATA MOUNTAINS
TO DURANGO
TO SILVERTON



1947 Chrysler Town & Country Two-Door Convertible



The tour took us on several well-maintained, scenic two-lane state roads

Photos on this page: Dan Greco



Photo: John Mackin



On the Durango & Silverton Narrow Gauge Railway



Dale and Carole Thero



Friday morning driver's meeting in Palisade, then driving west to Gateway on Colorado 141

Photo: Dan Greco



The tour stopped at the Gateway Canyons Resort & Spa for a tour of the all-American Gateway Automobile Museum and lunch



Their ear-to-ear smiles from the adrenaline rush got bigger after each run

LADIES DAY: PRETTY. FAST. WOMEN. HAVING FUN!

by Chérie Talbert and Jennifer Taylor

For our first year co-chairing the annual, much-loved Ladies Day at the Colorado State Patrol Track in Golden, Jennifer and I were well prepared by previous chairs, our rock-star registrar, and the dedicated instructors, letting us focus on making this a fun, safe time for drivers and supporters.

So many people made this event a success. Thanks to our extraordinary sponsors: Poudre Sports Car, Denver Auto Shield, Live Realty, and Revalla. We appreciate all they do for Rocky Mountain Region and Ladies Day, and they are also drivers, instructors, volunteers, and writers for *HighGear*.

The awesome swag bags for drivers came thanks to The Colorado State Patrol Family Foundation, Hagerty, Adam’s Polishes, Denver Auto Shield, Blue Chip, Arrow Electronics, and an anonymous donor for the café cups. The bags were a hit! Two professional photographers captured details; their photos bring the day alive again, and a photo is worth a thousand words. Thank you, Mike Pappas and Chris Hansen! Volunteers, instructors, support services...you are all priceless. Thank you, each one, for your commitments. We could elaborate, but we need to tell you about the day and its highlights.

The weather was perfect. Everyone arrived at the track as the sun came up, bringing excitement, nerves, and anticipation. Gate and parking volunteers got cars to the right places; registration went smoothly; and the donuts, coffee, and bananas were welcomed.

As the drivers meeting started at 8 AM, corner workers also met then headed out to corners with flags to spend

the day watching for debris and car issues and keeping drivers safe and informed. Under the tent, CSP Sergeant Bonnie Collins described the charity we were supporting: “The Colorado State Patrol Family Foundation provides support and resources to Patrol members and their families in times of crisis and hardship. Started in 1980, the Foundation supports the families of fallen officers, offers college scholarships to CSP members and their families, provides defensive-driving classes to the public, and supports the mission of the Colorado State Patrol.” Thank you to all who drove in the charity ride and contributed to such an important cause.

Vicki Earnshaw and Scott Henderson talked about passing, flags and their meanings, instructors, track conditions, and more. After Luann Dodge provided safety reminders, it was off to classroom for some and the track for others.

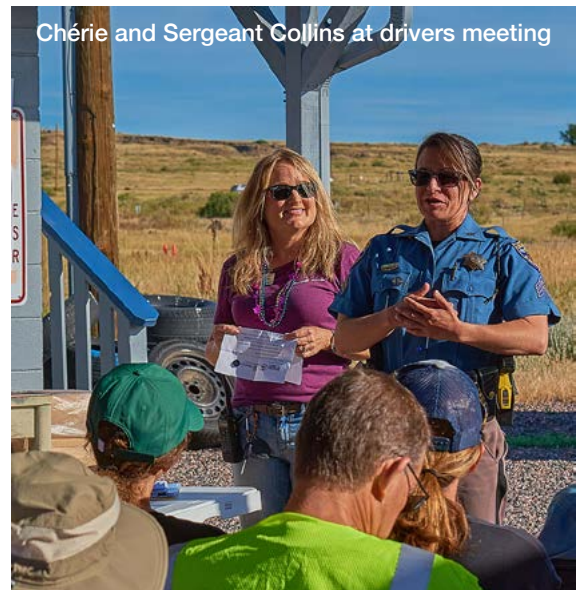
Watching the ladies getting faster and smoother throughout the day was a joy. Their excitement was contagious, and knowing that they were advancing their driving skills and better understanding their cars’ capabilities felt gratifying. Their ear-to-ear smiles from the adrenaline rush got bigger after each run group.

After the track went cold, we met for Beer:30 at Rock Rest Lodge. Some event highlights:

- Family involvement: spouses and partners volunteering and supporting their drivers.
- Moms and daughters both driving.
- Several generations driving or volunteering.
- Ladies driving on Saturday and their spouses and



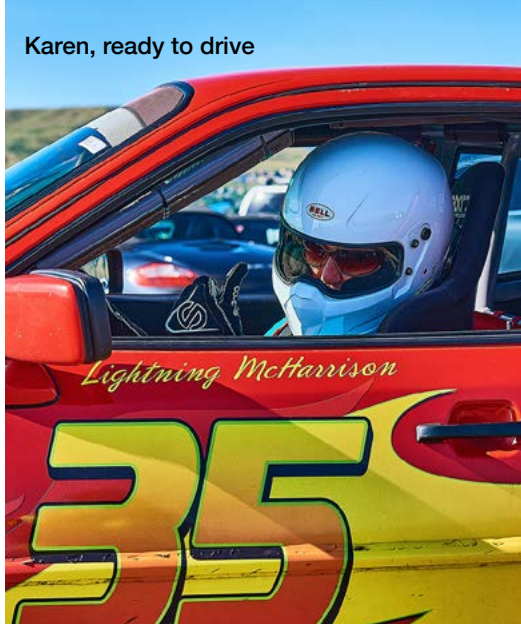
A beautiful Colorado sunrise at the Colorado State Patrol Track



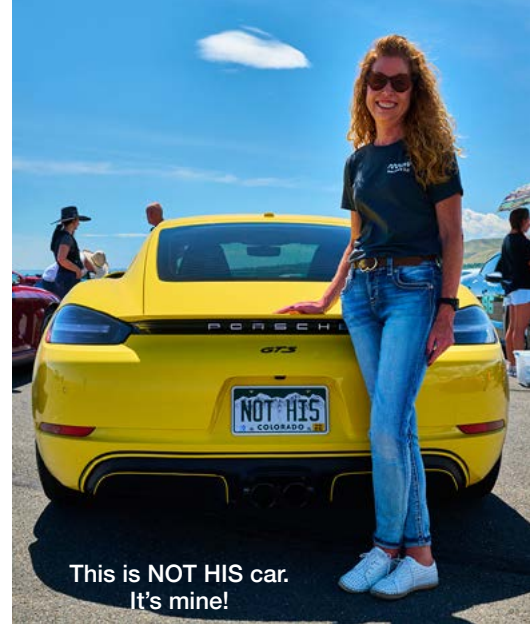
Chérie and Sergeant Collins at drivers meeting



Chérie is ready for an amazing day



Karen, ready to drive



This is NOT HIS car.
It's mine!

AUGUST 6, 2022 LADIES DAY DE COLORADO STATE PATROL TRACK

partners driving at the next day's DE 101 event.

- Women driving both days.
- Smiles. Smiles. Smiles!
- Ladies realizing their car can do more than they think it can!
- Instructors saying how much they enjoy and get excited about this special event.
- Supporting the Family Foundation via the charity drive. How cool it was to see the charity drive drivers "chasing" Sergeant

Collins, who did the lead lap with her lights flashing.

- The overturned car (a CSP prop) at the grid was a reminder to drive safely and heed your instructor.

We look forward to seeing you at Ladies Day 2023. As co-chairs again, we are eager to spend more time with drivers, sponsors, and volunteers. For updates, sign up for the RMR Ladies Day Facebook page. Thank you for helping to make Ladies Day 2022 such a success!



Making new friends at Ladies Day



Women supporting fast driving



Early morning photo shoot with Sergeant Bonnie Collins



Zach (sponsor/instructor) and Luann (volunteer/participant)



Porsche fun comes in many colors

PAST EVENT (CONTINUED)



LADIES DAY DE
AUGUST 6, 2022
COLORADO STATE
PATROL TRACK



Our adventurous lady drivers for RMR's 2022 Ladies Day



Grace wins the corner workers' choice award for her run group



Family fun at the track

Photos: Mike Pappas and Chris Hansen



The paddock at the Colorado State Patrol Track has an amazing view!



Beth was ready to drive fast in her Cayenne



Jennifer and Bruce on the grid



Marie and instructor learning on track



Lynda guiding participants to parking



Photographer Mike Pappas in action



Ladies Day participants are grateful to our corner workers

Photos: Mike Pappas and Chris Hansen



Autocrosses are a great way to learn the limits of your car at very controllable speeds, mostly in second gear.

SMOKIN' CONES & SMOKIN' BBQ AUTOCROSS

by Jonathan Barr, Event Co-Chairman

On Saturday June 25, 65 autocross enthusiasts came out to the Colorado Air & Space Port for a day of fun driving around orange cones and enjoying slow-smoked barbecue. The weather cooperated with a lovely warm day with light winds and only a tease of afternoon thundershowers.

Drivers got four runs in the morning and four more in the afternoon, letting everyone learn the course and improve their times as the day went on. Thanks to Tom L. and his assistants, the timing system worked well and recorded times to the thousandth of a second. The course used all of the tarmac available, and times ranged from about 75 seconds down to 54 seconds for the fastest cars.

Experienced instructors rode with novices to provide guidance and tips for more speed and better car control. Many drivers who took advantage of this perk commented that they liked having someone guide them through the course. Autocrosses are a great way to learn the limits of your car at very controllable speeds, mostly in second gear.

Again this year, lunch was provided by Over The Fence BBQ, including pulled pork, shredded chicken, and beans plus a dessert of cookies and cupcakes. A hearty "Thank You" to Denny and Julie for bringing such good food for our enjoyment.

A great assortment of cars always attends these events, and this one did not disappoint. There was a large

selection of Caymans: S, GTS, GT4, and a rare R model; a 1982 911 SC; several 911 Carreras in GTS, S, and Turbo modes; several Boxsters; and two Taycans. Rounding out the group were two Corvettes and a Camaro SS. It was virtually a car show and an autocross rolled into one.



Event Chairs Jon Barr and Gene Davis

Action on the course was hot and fierce, with top drivers duking it out for fastest time of the day honors. Scott P. in his 718 Boxster Spyder tried to out-drive Doug B. in his Cayman GT4. Scott ended up with the fastest time, beating Doug by just 0.4 second on his final run. Ten other cars rounded out the top twelve with times just a few seconds slower.

Afterward, friendships were made and re-kindled at "Beer:Thirty." Based on the shared smiles and laughter, it didn't matter if you had a fast time, just that you had a blast driving and visiting with other racers.

Thank you to the many volunteers who helped set up and take down cones and to our registrar and co-chair Gene D. Volunteers also ran tech inspection, helped with grid duties and starter roles. It takes a lot of people to put on an event like this, and I am grateful for the generous help that Gene and I received. We couldn't do this without all of you.

Photo: Scott Pedram





L to R: RMR President Vicki Cox-Jones, Mitchal Fejedelem, Gene Davis, Harry Jones, and Brad Konno



Photo: Vicki Cox-Jones

JUNE 25, 2022 SMOKIN' CONES AUTOCROSS COLORADO AIR & SPACE PORT



Photo: Vicki Cox-Jones



Photo: Mike Pappas



Photo: Vicki Cox-Jones



Photo: Mike Pappas



Photo: Mike Pappas



Photo: Vicki Cox-Jones



Susan Eastman
RMR Columnist

All that crawling around keeps me limber for climbing into my 911

SECRET PORSCHE OWNER: MARK POSTHUMUS

FEATURED RMR MEMBER

Considering plumbers and where they work, you might expect them to be on the small side physically, so they can fit into tight spaces such as under sinks and behind furnaces. That's why it's a bit surprising to meet Mark Posthumus, who stands 6 feet, 3 inches.

"Crawl spaces and cabinets are a pain, but I can reach the high stuff. Plus all that crawling around keeps me limber for climbing into a 911," he said, laughing.

Posthumus, who owns Centennial Plumbing & Heating in Boulder, is a self-proclaimed "SoCal boy." When he was 15, his dad took him to a Chevrolet dealership in Pasadena to look at a new Chevy Vega. ("He didn't buy one, thank goodness," said Mark.) There just so happened to be a Porsche dealership next door.

"My dad, seeing my lack of interest in the Chevy models and my big interest in the cars next door, let me wander over to look at the Porsches. In the middle of the showroom was a white 930 Turbo Carrera. I was smitten. The sales associate, seeing my jaw drop, offered me a full-color Porsche catalog, knowing good and well I was not going to buy a Porsche anytime soon," Posthumus reminisced. That sales associate didn't make a sale that day, but he did turn a "snotty-nosed kid" into a lifetime Porsche fan, who has, many years later, bought several.

Posthumus has passed on this love to his son Ben, and they attended the Porsche Track Experience in Birmingham, Alabama, two years ago. This two-day school included classroom sessions and track time focusing on precision driving, autocross, a skid pad, and more. When they arrived at the airport there, a Porsche driver picked them up to take them to the track. "He told us it would wipe us out, it would be intense. And, when the same guy drove us back to the airport two days later, we told him he was right!"

For several years, Posthumus has been on a wait list for a GT3 and now, next in line, hopes his allocation will allow ordering a car in paint-to-sample Riviera Blue. He's also on a list for the GT3 RS but not holding his breath for that one, since it isn't even out yet, and he doubts he could afford it when it is.

But dreaming about The One is what it's all about. Meantime, he'll keep revving his current cars up the curvy canyons west of Boulder. "Because nothing else drives like a Porsche," he said.

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



Mark Posthumus with his Silver Metallic 2017 911 Turbo

– SPEC SHEET –

Occupation: Owner, Centennial Plumbing & Heating

Residence: Boulder, Colorado

What Is It About Porsches: "The lines, the ever-so-large and sexy flared rear fenders, the feel, unlike any other car."

First Porsche Love: 930 Turbo Carrera

Current Cars: 2017 911 Turbo, 2019 Cayenne Turbo

Modifications: "None, they come from the factory pretty close to perfection, at least for an amateur like me."

Car Names: "None, they speak for themselves."

Scariest Moment Behind The Wheel: "I was driving the 911 Turbo up Lefthand Canyon west of Boulder one afternoon. At about the four-mile mark, there's a tight switchback. I was pushing it a bit but certainly not close to 100%, maybe 50%. Right in the middle of the switchback, the car slid sideways into the oncoming traffic lane. It didn't spin, just slid sideways. Luckily, there was no one coming the other way. I was rattled, but I continued my drive up the canyon to Ward. On the way back down, I stopped at the switchback and got out to have a closer look. Sure enough, there was a big diesel fuel slick in the uphill lane. After seeing that, my confidence in the car was restored, but it took a few more days for my nerves to settle."

The One That Got Away: "None, I haven't owned enough Porsches to feel like I wish I had one back."

Dream Car: 918 Spyder

Favorite Drive: Lefthand Canyon, Boulder to Ward

What People Don't Know: "I try not to let my customers know that I have a couple of Porsches in the garage."

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Photo: Chuck Telotte

Sun-Kissed Cayman

Chuck snapped this photo of his 2022 Lava Orange Cayman GTS 4.0 at Eleven-Mile Marina in Lake George, CO. Chuck and Barb Telotte are both first-time Porsche owners and joined RMR in 2000. Chuck has tracked the Cayman at Pueblo Motorsports Park and Barb tracked her Macan at RMR's Ladies Day in 2021 and 2022.

(Raveena) Green with Envy

This 1974 Raveena Green 914 belongs to RMRer John Foster. He purchased this classic in 2004 for \$3,300 on eBay! Exact mileage of this vintage analog "go-kart" is unknown, but John approximates it at 90k. John reports "The car is fairly bone stock with exception of tire size. The paint is original with some repairs and spray-overs."



Photo: John Foster

Have a great photograph of your Porsche? We would love to see your quality photo, along with a brief description, and your Porsche's specs (model, color, trim level). Email us: newsletter@rmporscheclub.com



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Kleinwagen : Small Cars • Petites Voitures

by Hans-Ulrich von Mende and Matthias Dietz
published in 1994 by Taschen Publishers, Koln, Germany

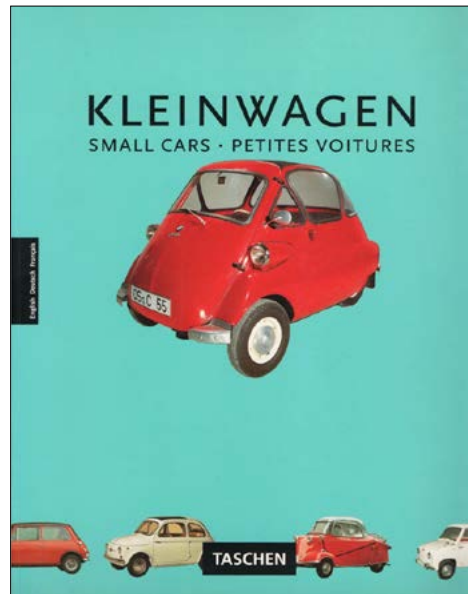
The German word *Kleinwagen* is both singular and plural, like “sheep” in English. So this book is about small cars. Indeed, a multitude of them. Starting with the Austin Seven (a motor-racing fixture before and after World War II), the book discusses all manner of small cars from a variety of countries and as early as the first Benz, in 1885. The cars here are small — the Volkswagen Beetle is specifically excluded because of its large size! Another missing is the SMART car (an acronym, “Swatch Mercedes Art”), which appeared after this book was written.

This is a fascinating history of small cars, from the earliest automotive days to the recovery periods after two world wars. An amazing number of vehicles are documented with text and a picture for each, in no perceptible order, neither chronological nor alphabetical. The mostly one-page articles form five chapters, from Small Cars through Adventurous Beginnings and Curiosities and Innovations to Company Profiles. The Small Cars chapter is something of an anachronism, being 28 years out of date.

The very first cars were small because available engines could not move heavy vehicles. After wars, cars were small because materials to build them were scarce.

Notably, several early automobiles were propelled by aircraft propellers and, due to gyro-stabilized two-wheeled cars built as early as 1913, small cars might leave one, two, three, or even four tracks on a snowy road.

Most manufacturers were also small, often making just a single model of *kleinwagen* using motorcycle engines



Kleinwagen front cover



Kleinwagen back cover

that were tiny by today’s standards. FIAT proudly announced that its four-wheel, four-seater 500 model had a 500cc engine, but BMW and Isetta upped them with their 600, a four-seater with an engine less than half the size of a contemporary Porsche 356. Particularly after WW II, three-wheelers with two in front or two in back became common designs, if not common on the street. This book illustrates many small cars but briefly describes an amazing number more. Stimulated by weak economies and material shortages, some designs were based on plywood and fiberglass for structure, and even artificial leather for bodywork.

Bottom line, this is a comprehensive hodgepodge of information about a century or so of small cars. The information is readable but not organized as a useful reference encyclopedia. It will be an eye opener for anyone who considers the Citroën 2CV, Honda 600, BMW Isetta, or FIAT Topolino to represent the small-car movement. Clearly not a book for everyone, it’s very interesting for enthusiasts of unusual automobiles and their production. For a small-car enthusiast this is an invaluable trove of complete and comprehensive information.

Kleinwagen is softbound and European-sized, 9x12 inches. It has 176 well-illustrated pages but

no index. Though long out of print, copies are usually available for about \$35 via Amazon. The stark but colorful cover will be a conversation starter for your coffee table.



David Safris
RMR Columnist

Driving 155 mph in the rain is stressful, so I was ready to call it a weekend.

YOKOHAMA DRIVERS CUP AT ROAD AMERICA

Road America is always a challenge, and the Yokohama Drivers Cup (YDC) event in mid-August was a great way to end the summer.

A small group of Porsche Cup cars descended on this legendary track for a three-day event. I went with my racing friend Mark Hoffman from Great Plains Region with the 991.1 Cup car. Strangely, we were the only competitor in that class; other competitors were split between 991.2 Cup cars and the new 992 version. Every Porsche generation is incredible, but somehow they always get better. I'll say it this way: if you want to race against a 992 Cup car, bring another 992 Cup car.

I would split driving time with Mark during practice and the 40-minute sprint races on Friday and Saturday, then we planned to co-drive Sunday's enduro.

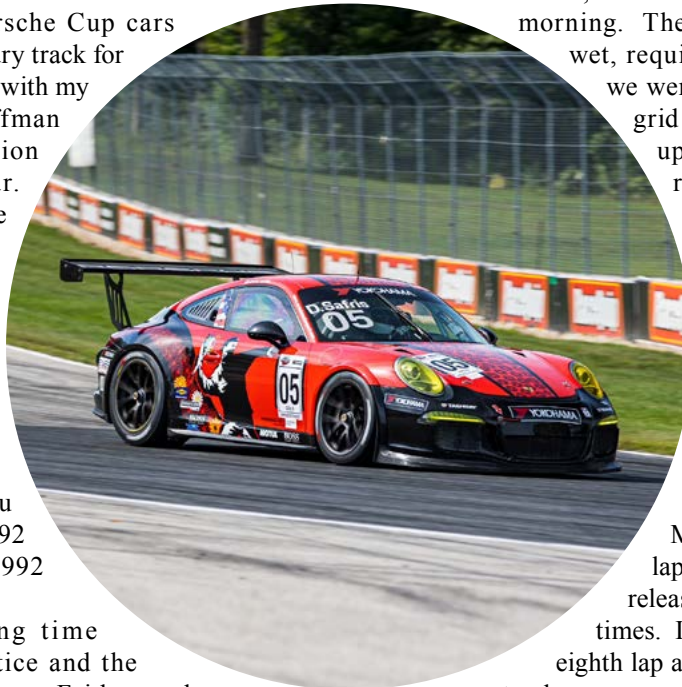
Friday was jam-packed. Mark and I got up to speed in open practice, and lap times dropped all morning. In the cool and overcast weather, the track was fast and predictable. By the sprint race, I was ready and managed good laps right off the start. With solid laps and clean driving, I was able to pass a few cars that lost time with off-track excursions. One car that had spun was charging hard behind me, so over the last few laps Mark read me out the gaps. I was lucky to get to the finish line preserving a six-second gap that wouldn't have held up for even two more laps.

Sadly, late Friday proved to be the best part of the weekend. By Saturday morning, bands of rain were hitting often enough to keep everything wet. That afternoon I guessed wrong on the weather, and when we weren't ready with mandated wet tires, ended up not starting the second sprint race. Bittersweet though, as a number of cars slid off track and in a few cases had significant damage. Nothing focuses your mind like a crumpled Cup car.

After sitting out a day, we were ready to attack on Sunday. The weather had other plans though, and despite a clear radar, mist and periodic rain ruined the morning. The track was again declared wet, requiring rain tires. This time we were ready and made it to the grid for a short morning warm-up and the third race. The race was schedule to be an enduro, but due to the rain it was shortened to a 40-minute pursuit-style race for those willing to chance another wet race.

The pursuit format was a fun way to end the weekend. As the slowest car, we started a few minutes ahead of the others. Mark started and ran great laps as the remaining cars were released based on anticipated lap times. I switched into the car on the eighth lap and immediately realized the track was worse than I had expected.

The pursuit gap worked for us for 10 laps, then we lost out to a 992 Cup driver who stormed by on the straight leading to turn five. We put in a couple of more laps and finished the 13-lap race without incident. Driving 155 mph in the rain is stressful, so I was ready to call it a weekend.



Esses Racing doing some brake work at the track to make sure we are good for another session.



David Safris driving the 991.1 Cup car at the Yokohama Drivers Cup at Road America, Elkhart Lake, WI

Weather aside, it was a great event. The YDC crew was very professional and worked hard to keep everything running smoothly. The series falls into the big gap between professional and amateur racing. They put on a pro-level event, and the cars are limited to factory production models. The events are just far enough from pro racing to keep it fun, focused on the needs of drivers and teams. With a little luck I'll get to the event at Sonoma Raceway in late October to wrap up another

fun season. Check out YDC on social media; on Instagram, YokohamaDriversCupUSA. For photos and video, follow me on Instagram at dsafiris_racing.

A quick shout-out to 3R Racing in Denver (www.3rauto.com) for sorting out several car issues prior to my leaving town. Mark and I were supported at the event by Esses Racing from Austin, Texas, and they did a great job for us through a challenging weekend (www.EssesRacing.com).



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A close-up, front-facing view of a classic red car, likely a Porsche 356. The car has round headlights, a chrome bumper, and a black hood ornament. The word "PORSCHE" is visible on the front of the hood.

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RMR's award-winning newsletter (*HighGear*) is a monthly publication available in both print and digital format posted on RMR's website (rmr.pca.org). It reaches 2,100+ households comprised of 3,300+ members. Please contact RMR's Sponsorship/Advertising Coordinator, Levi Saxen, to explore promotional possibilities for your business or event in RMR's newsletter.

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



Danielle Badler
RMR/PCA Columnist

COMEDIANS IN PORSCHEs

Between mini-series on television, I tune into “Comedians in Cars Getting Coffee.”

I find the show not only fun but enlightening. It’s the nuggets, the deep dives into what’s funny, wrapped into bite-size 15 to 20-minute segments. And the cars in which Jerry Seinfeld picks up his guests, of course.

We all know Jerry’s love of Porsches. The difference

between Seinfeld and you or me is that he’s in a position to back up his impulses with the best of the best. Like the very last 356 made. Jerry explained that Porsche had ended its production

run, but the Dutch police wanted a batch for patrol use, so the factory complied. His 356C was the last of this last group. You can tell it’s a Dutch police car by the blue light on a windshield pedestal.

That’s as close as I’ve heard him come to extolling the virtues of Porsche. I’ve never heard a monologue or even a joke about his love affair with the cars. Until now. I’ve stumbled across a document, somehow, from somewhere, deep in my spam file, showing a little mold around the edges. It looks like material for ... could it be? A Seinfeld monologue on Porsche! I’m sharing it here, word for word, and you’re the audience! Here goes. Supply your own rim shots.

Have you ever noticed how deviated stitching on a Porsche seat doesn’t deviate from its intended role, which is to keep the upholstery in its intended place? What are they afraid of? That the seat will divert the car into oncoming traffic?

And how about a “sport exhaust”? It’s a “loud exhaust,” and if you’re buying a Taycan, the whole discussion becomes “mute.”

What about a front-end lift? You know, the mechanism that raises the front end, so it won’t scrape on speed bumps and driveway entrances. It sounds like the car comes with a refugee from Muscle Beach in Venice, California, who performs dead lifts on your baby.

Why does Porsche charge extra for floor mats? And

PASM? And PASM+? Have you ever met a buyer who ordered their car with no options? Ever? It’s like a putter without a grip. A 10-speed bicycle without a gear changer.

And jump seats. Do they let you jump up? Jump down? Just where do you actually jump? How? Have you ever seen an adult human jump into one? Ever? And fit? I have trouble enticing my dog to hop in, and she’s 40 lbs. My

next jump seats will come in a cabriolet. At least my dog will have a fighting chance to leap in. Jump, Lily, jump! Good girl!

Targa. Don’t get me wrong. A Targa roof is a clever

design, but I have a flash for you. The word “Targa” means “plaque” or “shield” in Italian. It was first used in an automotive context when Count Florio gave a *targa* to the winner of his eponymous race in Sicily. Why doesn’t Porsche just call it a removable hardtop? Or, in later cars, a retractable hardtop? It is what it is, right?

Paint-to-sample. As in whatever color you’re prepared to pay a lot of money for.

Turbo. When most cars were naturally aspirated, that word really meant something, especially in the early years, when the word “lag” came attached to it. Actually, those cars were often called “widow-makers,” but that’s another story.

Today nearly every Porsche internal combustion-engined (ICE) model is turbocharged. I get that, but why do they still plant the word “Turbo” on the highest-performing versions? Why not, instead, call them “Fastest”? Then there’s the Turbo S; anybody know what the “S” is for? Sonic boom fast? Suck your eyeballs out fast? Stand back with envy fast? See if you can catch me fast? Faster than a speeding bullet fast?

Here’s the kicker. The last line of the script reads, “Yada, yada, yada.” No joke. Or is it? That’s up to you.



Dutch police car — a 356C Cabriolet with a blue light on the windshield pedestal



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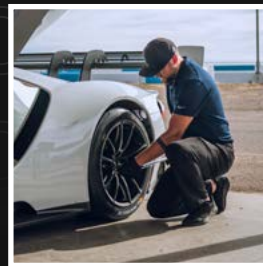
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PORSCHEs

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Bob Waddell (614) 599-0697
rhwaddell90@gmail.com

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Bob Seib (303) 927-9940
r.seib@me.com

2001 996TT Turbo **\$67,500**

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Erwin Stedronsky (858) 442-4417
EStedronsky@gmail.com

2006 911 4CS AWD **\$65,750**

48,000 mi, Wide body. Well maintained. New rebuilt engine, IMS upgrade 25k invest by Master Porsche mechanic; <1,000 mi on new engine; New tires; Updated radio system; Nice classic investment ready to drive.

Daniel Joly chefjoly@yahoo.com

2006 Boxster S **\$24,500**

78,200 miles, 6-speed manual, Arctic 78,200 mi, 6-spd manual, Arctic Silver Metallic, PASM, Sports Chrono Package, spoiler. Aftermarket ECU flashed by EVOMS w/contact info kit, GTE throttle body, plenum, Tuned exhaust and headers. SiriusXM radio, Durametric cable, WeatherTech floor

liners; 3 sets of wheels/tires: new Michelin Pilot Sports on Porsche wheels; winter Continentals on steel wheels; track Toyos on OZ sport wheels.

Bill Emery (720) 352-3004
emery@colorado.edu

2016 Macan S **\$48,500**

Special-order Paladium, matching int. 28,000 mi. Condition 2 using Panorama criteria. Garaged, not driven in winter, rarely in rain, never raced. Near-new Michelin Latitude Tour HP tires. Special-order sunroof, roof racks. Serviced by Prestige (all receipts available). Winter package, 4 heated seats, carpet and rubber floor mats. New Porsche ski bag. Manufacturer trailer hitch w/Thule bike rack.

Jeff Bowen (303) 906-1400
Bowenarbs@comcast.net

2016 Macan Turbo **\$62,000**

27,350 mi, Dark Blue Metallic, clear bra, full ceramic coating; espresso natural leather, air suspension, PASM, Sport Exhaust, Sport Chrono package, 21" 911 Turbo Design wheels, Premium Plus package, surround view, all-weather floor mats, WeatherTech cargo liner. Also available, 20" OZ wheels w/low-mi Michelin Pilot Alpin winter tires.

Bob Breeden (303) 775-7015
bob911@live.com

MISCELLANEOUS

991.1 Carrera S Brakes **\$Various**

Girodisc 350mm rotors, front and rear, brand new in box; \$575 per set. Girodisc 350mm rotors, front and rear, slightly used; \$300 per set. Used brake-disc hats, good cond., \$100 per set. Pagid RSL29 front (4922), rear (4909) pads to fit OEM calipers, brand new; \$400 front, \$300 rear. Pagid RSL29 front, rear pads, slightly used (one DE weekend), front \$200, rear \$150 rear.

Eric Lindberg (720) 364-2768
ericlindbergmd@gmail.com

Winter Wheels, Tires **\$2,500**

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

Turbo Twist Wheels, Tires **\$1,200**

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Jon Barr (719) 640-0540
jonhollyb@comcast.net

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Marlene Bunch mmbunch@comcast.net

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anthwp@gmail.com

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OMP Tecnica Evo Driving Suit \$700 OBO
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RMR Board Meeting Minutes can be found at:
rnr.pca.org/rnr-board-meeting-minutes



Dear Tire Guy



ON-SITE TIRES

Recently my wife surprised me by giving me a pair of shoes that I'd been eyeballing at the mall. They're great! Dark black. Large, aggressive stitching. Bright white soles. Kinda sexy. Cushy. Nonetheless, they're still new shoes. Which means they are temporarily *horribly* uncomfortable because they're not yet broken in. Race tires and new shoes are similar in that they need to be worn-in first to feel comfortable. This is where heat cycling comes in.

What is heat cycling? The easy answer: It's "breaking in" your new tires. Now the long answer: Track and competition tires are made to be very aggressive and need to be broken in first to perform consistently later. Tires flex under load and duress as they roll into and out of contact with the road. As a tire flexes and heats, it breaks some of the weaker bonds between the rubber molecules. After an initial heat cycle, the rubber bonds link again as they cool, this time more uniformly and stronger. A full heat cycle therefore consists of heating and flexing the tire to break the weak rubber bonds then letting it cool for at least 24 hours so the rubber compounds re-link stronger and more track-ready. This can be done one of two ways:

First, by running an easy 10-15 minute lap session on the track. Don't push too hard. Start easily and work your way up, just enough to properly and equally heat all four



tires without spinning or burnout. Second, off the car, with a special machine that applies pressure to the tire as it spins until reaching its ideal temperature. This allows you more time on track, but either method works.

Why does this matter to you? Because if a tire is initially run too hard rather than being properly heat cycled, it will break not only the weaker rubber bonds but the stronger ones as well. This reduces grip. Proper heat cycling also allows more consistent track performance, as well as longer tread life. That's more money back in your pocket per lap. Who doesn't like more money? Until next month, drive on!

Me: "I hit an animal and my car is totalled. Am I covered?"

Insurance agent:

"Yes. What did you hit?"

Me: "A fish."



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Photo: Mike Spratt

“FLATSIX” = FLAT SIX

To Porschehiles this plate needs no explanation. The Porsche flat-six is a line of mechanically similar, naturally-aspirated or turbocharged boxer engines produced for almost 60 years, since 1963. This Creative License plate is on Mike Spratt’s Guards Red 1989 Carrera Coupe, with a champagne leather interior. Mike purchased his 3.2L, 5-speed manual dream car in May 2009 and says, “This car has been good luck all these years.”



Photo: John Iacobucci

“CIAO BB” = Ciao Baby = Bye-Bye Baby!

This plate is on John and Diane Iacobucci’s beautiful Sapphire Blue Metallic 2014 Carrera 4S. This all-wheel drive 991, as Porsche calls it internally, has a 7-speed manual transmission. When John and Diane pass other vehicles, the rear plate is a friendly, “See you later.” John says, “What else would a 100-percent Italian want for his Porsche license plate?”

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



Amy Legg-Rogers
Rocky Mountain Region Historian

RMR HISTORY – SEPTEMBER 1982

“Boys ‘n Toys,” Fahrschule 16.5, was held Labor Day weekend of 1982 at Aspen Raceway (now called Aspen Racing & Sports Car Club). Cost was \$45 per driver and \$10 more for a co-driver. The event was for PCA members only. Alpine Mountain Region’s Richard Porter posted top time of the day, 1:07.734, in Class 11 D-Production, while RMRer Ginna Seth (aka “Lead Toes”) posted the women’s top time, 1:12.563, in a 911 Carrera. RMR members won 16 of the 24 classes.



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