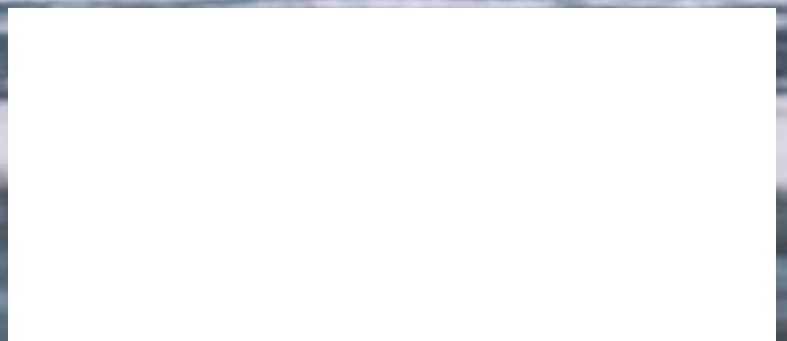




HIGHGEAR

COMMEMORATING PORSCHE FELLOWSHIP IN THE ROCKY MOUNTAIN REGION | RMR.PCA.ORG | February 2023

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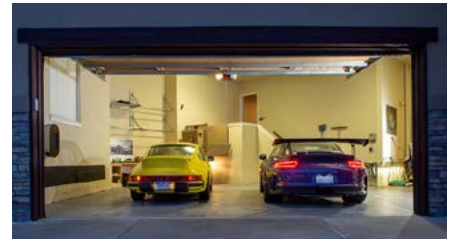
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COVER PHOTO

RMR Photographer Scott Pedram snapped this photo at RMR's annual Eiskhana on Georgetown Lake, CO. Article on page 16.

Editor and Creative Director: **Bill Simon**
Copy Editor: **Frank Barrett**

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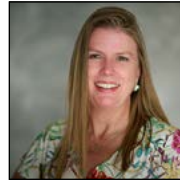


PCA-RMR BOARD OF DIRECTORS

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. You may contact the entire RMR Board at board@rmporscheclub.com.



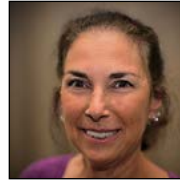
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Bill Simon

Editor and Creative Director

Porsches on Ice

ICE ICE BABY: Early January blessed Georgetown with low temperatures, just what we needed so the lake would freeze. Bright and early Sunday morning, January 15th, I drove eastward over Vail Pass and through the Eisenhower Tunnel to Georgetown for a unique winter-driving event. Eiskhana is RMR's ice-driving school, on frozen Georgetown Lake. After a drivers meeting, entrants put their cars through exercises on various snow and ice conditions, allowing them to practice extreme winter/ice conditions in a controlled environment. A huge thank you to photographers Vicki Cox-Jones, Dan Greco, Mike Pappas, Scott Pedram, Shaun Seela, and Lisa Walsh. They were on-site early and bore the cold throughout the day; they also brought some serious cameras and lenses to document the event. You can peruse all 934 of their Eiskhana photos at RMR's SmugMug account: rmpca.smugmug.com/Eiskhana. Also, read Scott Pedram's article on page 16. (Note: "Ice Ice Baby" references rapper Rob Van Win-

kle's (a.k.a. Vanilla Ice) 1990s *Billboard* chart-topping hip-hop song. ☺)

WEST COAST STYLIN': In November I attended PCA's second annual ÜnStock, an event celebrating modified Porsches. Below are a few of the many personalized license plates seen there.

FEBRUARY PHOTO SUBMISSIONS: This month's Rocky Mountain Road Trips (p. 34) photo is by PCA Junior Jimmy Sherwin; the Creative License (p. 45) plate was submitted by Rob Watt. Thank you, Jimmy and Rob.

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) 🚗



Photos: Bill Simon

Some of the many creative license plates seen at PCA's second annual ÜnStock in November, Burbank, California.



PRESIDENTIAL IMPRESSIONS

Russ Rydberg
Region President

“It’s not just the cars, it’s the people.”

Soon All Will Be Hustle And Bustle

We are in the lean season for Rocky Mountain Region events. Although it is nice to have a break after the busy holidays, it feels a little empty not having a slew of events to attend and see fellow Porsche enthusiasts and friends. But fear not! Soon all will be hustle and bustle as the year takes shape.

Last month brought only a couple of opportunities to get together: the Eiskhana at Georgetown Lake; our first Pancake Social at Adam’s Polishes in Thornton; and Cars & Coffee in Lafayette. This month, 3R Performance (formerly 3R Racing) will host our annual awards ceremony on February 9. This great occasion recognizes certain members for their outstanding contributions to the region, thanking them for their hard work and effort throughout the years. Not only has 3R Performance changed their name, they have also moved, to 6404 E. 39th Avenue in Denver. Our March Social will be at a new venue, SimplyEuro Automotive Repair in Castle Pines.

If you want to experience the thrill of driving your Porsche on a track or speed through an autocross course and learn what your baby can really do, mark your calendar for Saturday, March 25, and join our annual High-Performance Drivers Education / Autocross 101 Class. You’ll learn how to register for events; how to prepare your car; how to pass pre-tech; what to do at the track; what our instructors will teach you; what an autocross is; and more. Don’t miss this class!

I hope you enjoy all that the region has to offer, and I look forward to seeing you at the next event!

Tschüss!



Chief Driving Instructor Scott Henderson explains DE car preparation at the 2022 HPDE / Autocross 101 Class



Eiskhana 2023 — RMR’s ice driving school was held on the frozen surface of Georgetown Lake. A short presentation covered safety and winter driving techniques. The participants then put their cars through exercises on varied snow and ice conditions, which allowed participants to practice extreme winter/ice conditions. Article and photos on page 16.



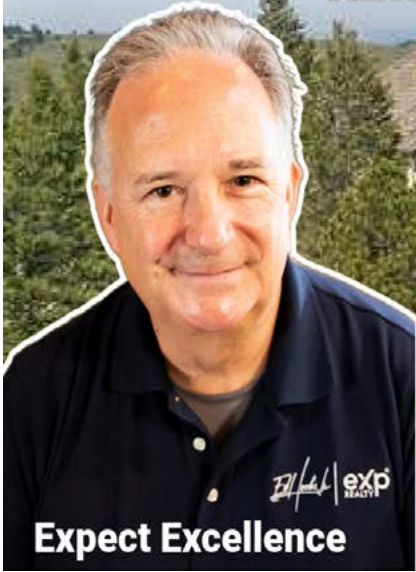
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MEMBERS' CORRAL

Lisa Walsh
Membership Chair

Gearing Up For 2023

Welcome to all new members and those who recently transferred into our region! We wrapped up 2022 with our holiday party, and our 2023 calendar is filling up fast. Regardless of your interests, we have an activity for you, from socials to track events (driver's education and autocrosses) to tours. And don't forget about the PCA National events such as the Porsche Parade and Treffen.

Our new-member social is scheduled for April 8. Come and learn about the club and everything it has to offer. Stop by and say hello; I'd love to meet you. We are working on new locations for socials, such as Berg Performance and Simply-Euro. Other locations will be announced.

We will have two off-road tours this year, one a multi-day drive. The Grand Loop tour will be in October, with Utah as our destination. For our club racers, this year's event will be in July.

The weather now may be cold and snowy, but we still have socials, breakfast club, and cars and coffee to enjoy every month throughout the winter. Even if your Porsche is tucked away until spring, we would still love to see your smiling face. Our driving season starts in April, and the winter months allow drivers time to prepare their cars for the high-performance driver's education and autocross events. For tours and socials, the only preparation is the desire to come out and have fun: eat, drink, meet the new members and reconnect with old friends.

Kicking off the driving season will be a DE101 Information session to learn about the track and autocross programs, what they are and how they work. Another classroom session, Autocross U, will be followed by an autocross the next day. Our first HPDE is the weekend of April 29-30. At lunchtime during track events we offer a "parade lap," giving newcomers the opportunity to experience the track at reduced speeds. The event

for women drivers only, Ladies Day, will be held on August 5. I participated in my first Ladies Day last year, and it was a blast!

For those interested in slower-paced, more social drives, we have driving tours. Some are one day with lunch; others involve an overnight or two and visits to interesting destinations. Driving

tours require a bit more planning, and the full schedule will be available soon.

Event information and dates are on the RMR Event Calendar (rmr.pca.org/calendar). Please be patient; we do our best to keep the calendar up-to-date, but sometimes things change due to circumstances beyond our control. Event information appears in *HighGear* (rmr.pca.org/highgear), and you'll also receive emails (from enews@enews.pca.org) with event and registration details.

One last item. New members are entitled to a name badge within their first year of joining or transferring into the region. Wearing it to events helps you remember the awesome people that you meet and helps people remember you. Get one for yourself and another for your spouse or affiliate. The new address for ordering badges is NameBadges@rmporscheclub.com. Please include your name, the name you want on the badge, mailing address, and your choice of pin or magnetic back. If you misplace yours and need a replacement or need badges for other family members, we ask that you pay a nominal fee of \$10.

Please reach out (membership@rmporscheclub.com) if you have questions or suggestions; they are always welcome. Hope to see you all soon!

Bis zum nächsten Mal . . . until next time... ☘



Membership Chair Lisa Walsh driving her 2009 Cayenne at RMR's Ladies Day August 6, 2022 Colorado State Patrol Track Golden, CO

Photo: Mike Pappas

MEMBERSHIP UPDATES



2,269

Primary RMR Members

3,428

Total RMR Membership

157

RMR PCA Juniors

PCA ANNIVERSARIES – Congratulations!

45 YEARS

David & Katie Pitzl

30 YEARS

Thomas & Ann Fries
Justin Reed

25 YEARS

Christopher &
Christina Ruggles
Jake Finch

20 YEARS

David & Maggie Eickholt
Brent Henry & Jody Edrich
Alfred & Patricia Deutschman
Briston & Suzanne Peterson

NEW RMR MEMBERS – Welcome!

David Doutre
Brighton
2017 911 Carrera

Terry & Pamela Dowd
Parker
2022 718 Cayman GTS 4.0

David Durant
Parker
2002 Boxster S

Erik Heater
Highlands Ranch
1987 911 Carrera Targa

Gary Hoffman
Lakewood
2011 911 Carrera S Cabriolet

Rich Jost
Littleton
2015 911 Carrera GTS Cabrio

Nate Moretz
Englewood
2003 911 Carrera 4S

Michael Novak
Denver
2012 Carrera Black Edition

Eric & Stephanie Poole
Denver
2021 911 Targa 4S

Troy & Crystal Porras
Parker
2009 911 Turbo Cabriolet

Daniel W. Schwenn
Loveland
2000 Boxster S

Jason A. & Tara Shofnos
Denver
2022 911 Carrera 4 GTS

Craig Simmonds
Longmont
2023 718 Spyder

Jake Sloan
Denver
2023 718 Cayman GT4

Charles & Janet Stroud
Thornton
2022 Macan GTS

Stephen Tam
Denver
2017 Macan Turbo

Glenn Westmoreland
Dacono
1973 914

Mitchell J. Wogoman
Thornton
2017 Macan S

Ben Woolf
Denver
1996 911 Carrera 4

Edward & Elaine Godlewski
Thornton
2010 911 Carrera and
2016 Cayenne
*(Transfer from Orange Coast
Region)*

Brent Gwaltney
Severance
2018 Macan S
*(Transfer from Lone Star
Region)*

Justin B. Maxhimer
Boulder
2023 Taycan 4S and
2003 Boxster S
*(Transfer from Chesapeake
Region)*

Thomas Randel & Wei Han
Broomfield
2008 Cayman S
*(Transfer from Orange Coast
Region)*

Justin Reed
1968 911L
*(Transfer from Peachstate
Region)*

NEW TEST DRIVE MEMBERS – Welcome!

Anthony Ries
Morrison

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UPCOMING EVENTS CALENDAR



For up-to-date RMR events information, see: RMR.PCA.org/calendar

RMR EVENTS

Register for events at: www.MotorsportReg.com/orgs/pca/rocky-mountain

February 9	February Social at 3R Performance 6404 E 39th Avenue, Denver, CO 80207	6 PM to 9 PM
March 2	March Social at SimplyEuro Automotive Repair 7520 Village Square Dr, Castle Pines, CO 80108	6 PM to 9 PM
March 25	High Performance Drivers Education/Autocross 101 Class 3R Performance, 6404 E 39th Avenue, Denver, CO 80207	9 AM to 1 PM
April 8	New Member Social at Denver Auto Shield 4211 S Natches Court, Unit D, Englewood, CO 80110	10 AM to 2 PM
April 22	Autocross University (<i>details to come</i>)	8:30 AM to 4 PM
April 23	April Autocross Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137	8:30 AM to 4 PM
April 29	Taste of the Track Driving Tour (<i>details to come</i>) High Plains Raceway, US-36, Deer Trail, CO 80105	All Day
April 29 – 30	High Performance Driver Education High Plains Raceway, US-36, Deer Trail, CO 80105	All Day
May 4	May Social at Mike Ward Automotive 1850 Lucent Court, Highlands Ranch, CO 80129	6 PM to 9 PM
May 20	May Autocross Colorado Air and Space Port, 5200 Front Range Pkwy, Watkins, CO 80137	8 AM to 4 PM

RMR BREAKFAST CLUB - NORTH

8 AM to 10 AM – *First Watch, 2809 South College Avenue, Fort Collins, CO*

February 4 | March 4 | April 1 | May 6 | June 3 | July 1

RMR BREAKFAST CLUB - SOUTH

8 AM to 10 AM – *The Perfect Landing Restaurant, Centennial Airport*

February 11 | March 11 | April 8 | May 13 | June 10 | July 8

LAFAYETTE CARS & COFFEE

7 AM to 10 AM – *Flatirons Church, 355 W South Boulder Road, Lafayette, CO*

February 4 | March 4 | April 1 | May 6 | June 3 | July 1



BOARD MEETING SCHEDULE

Board meetings are the second Tuesday of the month from 6:30 to 8:30 PM. RMR members are welcome to attend. If you would like to be part of a Zoom call, please contact president@rmrporscheclub.com for instructions.

February 15 | March 14 | April 11 | May 9 | June 13 | July 11

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PORSCHE

WHAT: RMR's March Social
WHEN: March 2nd – 6 to 9 PM
WHERE: SimplyEuro Automotive Repair
 7520 Village Square Drive, Castle Pines, CO



SAVE THE DATE – MARCH SOCIAL

– RMR's 2023 Autocross and Track Events –

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>
March 25	DE 101 Information Session.....	3R Performance, Englewood
April 22–23	Autocross University and Autocross...	Colorado Air and Space Port, Watkins
April 29–30	HPDE	High Plains Raceway, Deer Trail
May 20	Autocross.....	Colorado Air and Space Port, Watkins
June 10–11	HPDE.....	High Plains Raceway, Deer Trail
June 24	Autocross.....	Colorado Air and Space Port, Watkins
July 22–23	Club Race & Solo HPDE	High Plains Raceway, Deer Trail
August 5	Ladies Day	Colorado State Patrol Track, Golden
August 6	DE 101	Colorado State Patrol Track, Golden
August 19	Autocross.....	Colorado Air and Space Port, Watkins
September 16–17 ..	HPDE.....	High Plains Raceway, Deer Trail
September 30.....	Autocross.....	Colorado Air and Space Port, Watkins
October 7–8.....	HPDE.....	High Plains Raceway, Deer Trail



TRACK TALK

Dan H. Carlson

Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

2023 Track and Autocross Schedule

This year's RMR Track and Autocross schedule is incredible, with something for everyone!

Member Social: Region and Driving Awards

Thursday, February 9 (6–9 PM), 3R Performance, (new location) 6404 E. 39th Ave., Denver

This is always an important night for the region. Besides the awards presented to deserving volunteers by the RMR board, we also honor the Anita Moyle Memorial Distinguished Driver and the Most Improved Female and Male Drivers. Recipients were nominated by our instructors and driver development team.

Intro to High-Performance Driving and Autocross 101

Saturday, March 25 (9 AM–1 PM), 3R Performance (new location) 6404 E. 39th Ave., Denver

This informative classroom session is for those considering entering autocrosses or high-performance driver education events. The “brainchild” of Chief Driving Instructor Brian Leary, it helps take the mystery out of track driving: what to expect, tire wear, safety, and more. Note: While incredibly helpful, this isn't a requirement to participate in a future event.

New Member Social

Saturday, April 8 (10 AM–2 PM), Denver Auto Shield, 4211 S. Natches Court, Suite D, Englewood

Our member value proposition is on display, explaining what PCA has to offer and answering questions on car care, volunteering, safety, etc.

Rocky Mountain Thunder PCA Club Race and Advanced Solo Driving

Saturday and Sunday, July 22nd and 23rd, High Plains Raceway, Deer Trail

The date of RMR's Rocky Mountain Thunder PCA Club Race & Advanced Solo Driver HPDE has changed from the usual Sep-

tember to July 22–23. This should spark attendance from around the country and won't conflict with Porsche Rennsport Reunion at WeatherTech Raceway Laguna Seca in Monterey, California, on September 28 through October 1.



October's HPDE “Track or Treat” at High Plains Raceway. Photo: Mike Pappas

High Performance Driver Education

April 29–30, June 10–11, September 16–17, and October 7–8, all at High Plains Raceway

August 5, Ladies Day, Colorado State Patrol Track in Golden

August 6, Driver Ed 101, for men and women

Women, drive on the track where your Colorado State Patrol trains. We roll out the red carpet for Ladies Day, the perfect day for novices to learn. Saturday's DE 101 participants receive a discount to hone their driving skills on Sunday.

Autocrosses

April 22, Autocross University, Colorado Air & Space Port (Watkins)

Participants will perform drills to learn autocross skills, experience your vehicle's capabilities, and more.

Autocrosses: April 23, May 20, June 24, August 19, and September 30, all at Colorado Air & Space Port

So much to share, so little space to write, but you get the idea!

Are there topics that you'd like to see in a future Track Talk column? Email me at CDI@rmrporscheclub.com. ☘



Rocky Mountain Region's Chief Driving Instructor Team Presents:
High Performance Drivers Ed/Autocross 101 Class
March 25th at 3R Performance

You've just purchased your dream car, a Porsche. Or maybe you've owned that beauty for years and have heard how great these cars perform on a race track or at an autocross. Now you're curious. Could you actually drive on a track or speed through an autocross course in your pride and joy? Of course you can!

Mark your calendars and join us at our seventh annual HPDE/Autocross 101 class on Saturday, March 25th, from 9 AM to 1 PM at 3R Performance. Note that 3R has moved from Englewood to 6404 E. 39th Avenue in Denver. This place is amazing, and during your training you will be surrounded by cool race cars. In this class you will learn all about registering for events, preparing your car for the track, pre-tech inspection, what to do when you arrive at the track, what our instructors will teach you, possible wear and tear on the car, what an autocross is, and more. Various speakers can answer questions you might have before your first track experience.

To register (and potentially change your life forever!) go to the link on the RMR/PCA website at <https://rmr.pca.org>. Click on the "March 25th 2023 High-Performance Drivers Education/ Autocross 101 Class" link on the main page. Registration opened on February 6 through MotorsportReg.com. We are restricting this event to 60 members, so register early to guarantee your spot! Of course any PCA member is welcome, but we're trying to reach those who've considered driving in an autocross or track event but for some reason have never done so.

Questions: Brian Leary at beleary36@yahoo.com

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EIS-EISKHANA 2023



After a presentation on safety and winter-driving techniques, entrants put their Porsches through exercises on various snow and ice conditions, allowing them to practice extreme winter-driving conditions – and have fun.

ARTICLE BY: **SCOTT PEDRAM**

PHOTOS BY: **VICKI COX-JONES, DAN GRECO, MIKE PAPPAS, SCOTT PEDRAM, SHAUN SEELA, AND LISA WALSH**



Porsches, cones, and a frozen lake: three things that go together like Calvin & Hobbes, right? Perhaps not, as Rocky Mountain Region is the only region in PCA to hold an ice-driving event! Not only that, but we've been doing it since 1966.

After canceling last year's event due to thin ice, I was excited to see the ice had developed nicely by the end of December, and by January 15 it far exceeded the minimum thickness to safely proceed. Since we canceled last year, demand for this year's event was extremely strong. To maintain safe distances between cars and avoid too much weight on the ice, the event was limited to 24 cars. Entry sold out within two hours of opening registration, with a lengthy waitlist. Working through that list, we accommodated all RMR members.

You may ask what an Eiskhana is, anyway? A gymkhana is an event designed to test driving skills, and *eis* is German for "ice." Put those together with a play on words, and you get a gymkhana on ice: Eiskhana.

Our two courses had different elements for people to learn how to handle their vehicles in a low-traction environment: slaloms, long sweepers, and sharp J-turns. Drivers split into two groups and took turns driving the course, got back in line, then went again. With just 24 cars, there was a lot of seat time. Instructors were available to provide tips and guidance. The key, though, was practice, practice, practice. With enough practice, the process starts becoming second nature, making for better, safer driving on public roads.

Invariably, a lot of bystanders from the general public stop and ask what's going on. After all, how often do you see beautiful Porsches driving on a frozen lake? And being so visible, right beside I-70, means a lot of people see it. Given enough volunteers, we typically have someone focused on explaining what we're doing to bystanders, promote the club, and direct them to safe spectating areas.

As with all of our events, this one would be impossible without volunteers. They evaluate and test the ice and get the cones and equipment all the way from far-east Denver (near Colorado Air & Space Port) to Georgetown and back again. Instructors come early to set up the course then instruct drivers; starters ensure the cars are far enough apart. The previously-mentioned "public relations" folks educate the public and keep them safe, and our club photographers shoot everyone. Volunteering is a great way to give back to the club and meet a ton of other members.

We started driving at 10 AM and ran until 1 PM. Three hours may not sound like much, but with very little waiting between runs, it's a lot of drive time. Some drivers even pulled off early because they needed a break. There were *lots* of smiles around, and people had a blast trying to navigate the courses. The weather held; temperatures were reasonable (mid to upper-30s), and the sky was mostly cloudy. Importantly, winds were calm, very rare for Georgetown, which is usually extremely windy!

Afterward we had an optional group lunch at nearby Cooper's on the Creek. They've been a fantastic location for us: very accommodating, with great food and local beers. We enjoyed their enclosed and heated patio overlooking Clear Creek, a great way to recap a fantastic event before heading home. ❄️







January 15

Eiskhana 2023

Georgetown Lake, CO





Don't Just Attend Porsche Parade...

...Be a Part of It!



An autocross is a closed-course driving event, and they are held in a large open area - such as a parking lot - where the objective is to safely complete the course in the shortest amount of time. New to Autocrossing? Parade is a great time to give it a try!



June 18-24, 2023
The LaQuinta Resort and Club
Palm Springs, California
www.porscheparade.org

Mr. Holland's Odyssey

ARTICLE BY· ROBERT WATT
PHOTOS BY· FRITZ 'ODYSSEUS' HOLLAND SR AND FRITZ HOLLAND JR



The scenic winding road from Munich to Salzburg looks as if it was made for the Porsche driving experience.

A Long-Dreamed-of Pilgrimage to the Continent Where Your Dreams Are Made

Throughout history, many great quests and pilgrimages have been made. Think of the Hadj to Mecca, the Crusades to the Holy Land, or Jason's quest for the Golden Fleece. Today there are others, like the ones that pilgrims make to Fatima or those that make their way along the routes of Santiago de Compostela. You may even consider a trip to your favorite ICE (internal-combustion engine) temple as epic. Still, literary consensus picks Homer's *Odyssey* as the greatest journey. Until now.

Unlike *Odysseus*' (or *Ulysses* in Latin) 10-year trip home, enduring tests, gods, and monsters, RMR's Fritz 'Odysseus' Holland and his son completed a long-dreamed-of pilgrimage to the Continent Where Your Dreams Are Made in September and October 2022. We were impressed by this modern take on the epic poem as recounted to the author.

September 27: The odyssey began in the City of Light. The first challenge was to ascend the famous Tower despite crowds, rain, and elevator issues. Undaunted, our heroes succeeded. To celebrate, a miraculous Iron Horse whisked them away to the storied land of Le Mans. This hallowed ground hosts the oldest active endurance race, this year celebrating its centennial. Our duo acknowledged the spirits of 812 past Porsche race cars spanning 63 years, achieving the most outright wins by any marque, 19, and a class win in its first start, in 1951. Although the track was closed, the museum, Fritz said, was worthy of its own pilgrimage. Le Mans also hosts a Porsche Experience Center, setting the tone for the rest of the Perfect Porsche Pilgrimage.

September 29: Another Iron Horse carried our heroes to Cologne to pick up their own Pegasus, a rented 911 Coupe. Although their steed was anxious to fly, a visit to Motorworld Koln was a must. Its 50,000 sq ft houses rare ICE sculptures of all (racing) stripes and includes the somewhat cheesy V8 Hotel. Motorworld also features glass garages for storing or displaying your own offering to the ICE gods.

If you read our May 2022 article on Fritz, you know of his Olympian-level collection of all things Porsche, not just cars. Like American competitive eater Joey Chestnut, Fritz's motto is, "There's always room for more." So he had arranged to meet his long-time Porsche memorabilia source, Oliver Balve, to negotiate for more rare Porsche jewels to enhance his world-class collection. Fritz was thrilled to not only finally meet Oliver but to close some deals in person.

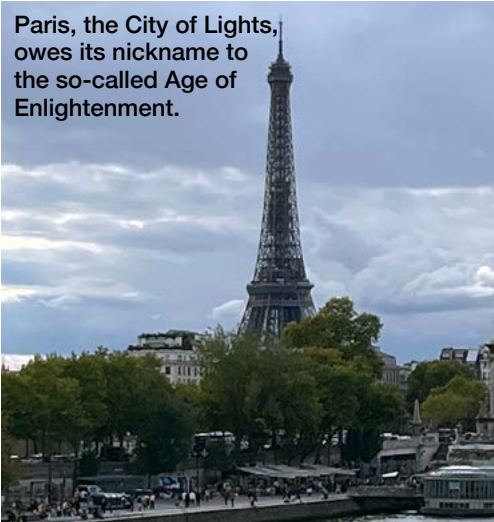
Onward in their Porsche Pegasus, enjoying the autobahn, wind in their olive-branch crowns, they took an off-ramp to a track in operation since 1927, where the first German Grand Prix was held. The track's fastest laps have been turned by Dr. Ferdinand's Hermes-like offspring: a Porsche 956 and a 919 Hybrid Evo. Motor racing history lives here in the Eifel Forest.

Our heroes had pre-arranged to ride a GT3 stallion twice around the Nürburgring yet were upgraded to a GT3 RS! Before he left home, Fritz had read the book *360 Nürburgring*, co-authored by Roy Hastings. Who do you think works there and the gods chose as Fritz's pilot? Yet even with Roy as guardian angel in the passenger seat, Fritz said the track was 'open' to too many high-revving *Icarus*' to make any attempt at track glory. Although disappointed at not setting a new track record, Fritz and son retired for the evening to a trackside stable, the Dorint Hotel.

September 30 to October 3: Having survived the twists and turns of the famous track, our travelers spent the next few days galloping along bucolic country roads of der Fatherland in their winged steed. Although the siren (or oom-pah) song of Oktoberfest in Munich diverted them, Fritz was lashed to the steering wheel, so the salty pretzels and sweet Hofbräu beers were only a memory when they headed for Salzburg along spectacular Alpine roads.

October 4: With their Pegasus seemingly on auto-gallop, our duo drove to Porsche's Deutsch Delphi, must-see Zell am See.

Paris, the City of Lights, owes its nickname to the so-called Age of Enlightenment.





Display at the LeMans museum.



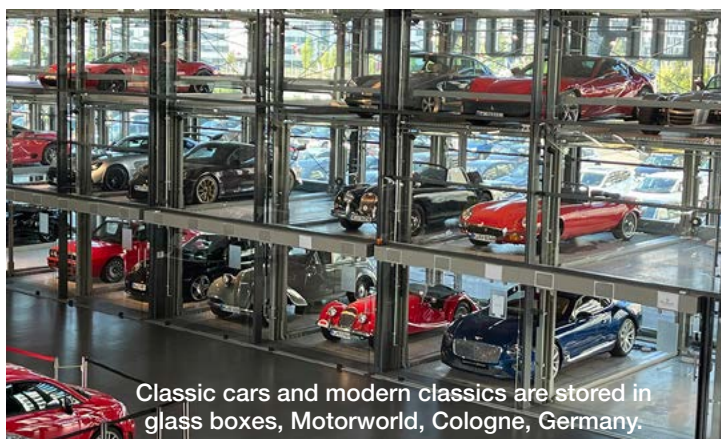
Deal or no deal? Negotiating another memorabilia purchase with Oliver Balve.



Porsche Automuseum Helmut Pfeiffhofer Museum in Gmünd, Carinthia, Austria



The Grossglockner High Alpine Road is the highest surfaced mountain pass road in Austria.



Classic cars and modern classics are stored in glass boxes, Motorworld, Cologne, Germany.



RUF Automobile headquarters Pfaffenhausen, Germany



The sun sets behind the TÜV Rheinland Tower and Media Center at race track Nürburgring

Although not invited to stay with a certain famous local Oracle-like family (that would've been too much to believe), this was a worthy stop, including the Porsche Design Studio.

From this hallowed ground, our heroes cinched up their lederhosen and headed for the Grossglockner, Austria's highest mountain pass road. It's heavenly, as if you're traversing Mount Olympus itself. You're simply focused, enjoying the moment and the spectacular scenery and road. As on any road or track, you drive smoothly, with vision and patience.

Snapping out of The Grossglockner's enchantment, our warriors continued north to our marque's Dome of the Rock: Gmünd, Austria. There, Porsche's first humble home is enshrined by Helmut Pfeifhofer. Since 1982, his small, private Porsche Car Museum has preserved important touchstones and relics of our marque, including Austria's only 911 police car. Fritz could sense The Force, aka The Ferdinand. It was a special moment.

October 5: The team headed to Shangri-La, The Source, aka Stuttgart-Zuffenhausen, but along the way an unplanned opportunity presented itself. They stopped in Pfaffenhausen, home to RUF, as in Alois Ruf Sr. and Jr. Alois founded RUF Automotive in 1939 as a humble service garage, but Jr.'s passion for Porsche elevated this "garage" to legendary status. RUF now produces hand-made super cars that happen to look just like Porsches. In 1987, Ruf Jr. made the CTR "Yellowbird" Porsche that reached 211 mph, making it the fastest production car at the time. Fritz couldn't believe his good fortune, as he had a private tour of the famous facility and scored great swag for his 'little collection' back home.

October 6: After that, everything was downhill, Fritz said, as if they had descended Mount Olympus, arriving in Stuttgart for a visit to the Porsche Museum and a factory tour. Afterward they visited another museum, where they survived a bout of the 'Benz.

October 7: From the autobahn back to Cologne to return their winged steed, they made a last stop, at the Hockenheimring and another Porsche Experience Center. They witnessed thoroughbred GT3 Rs practicing for the season's last German Touring Car Masters (DTM) race, a fitting finale to our fable.

Homer's odyssey was easy; he had divine help. Thanks, Fritz, for not just dreaming about but going on your epic odyssey. And FYI, Fritz kept detailed documentation, maps, and notes that one could borrow to create your own itinerary for a similar epic odyssey.

All hail to our returning hero and his epic Porsche Odyssey! ❄️



"Inspiration 911" on the Porscheplatz, Stuttgart-Zuffenhausen.



Getting upgraded to a GT3 RS thoroughbred for two laps around the Nürburgring? Yes, please!

NEIGHBOR & COLORADO RACING LEGEND HARRY STONE

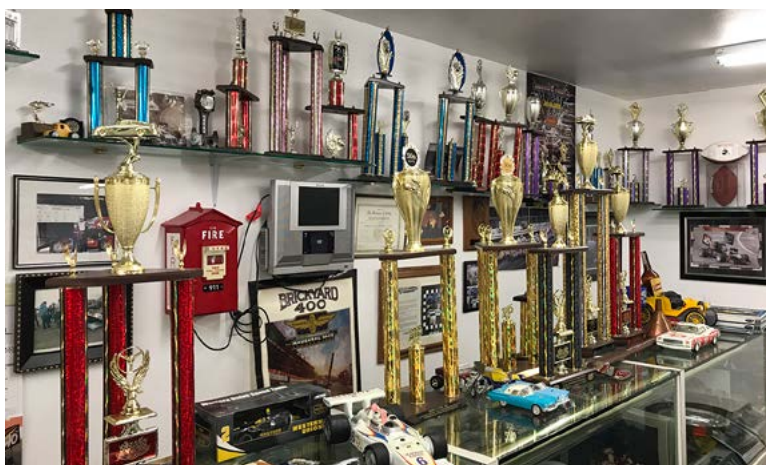
ARTICLE AND PHOTOS BY: HOLLY JACKSON



Harry (right) with his crew and the Kendall GT-1 Mini Stock Pinto.



In '71, the same day his first daughter was born, Harry headed to the track and won his first trophy in his #40 Modified car.



A community neighbor, Harry Stone, has raced his entire adult life until a bad wreck about four years ago, which is keeping him in the pits and mentoring younger racers.

Harry has a long history with and is a notable figure in the Colorado Automobile Racing Club's (CARC) Supermodified Racing League (SRL) and Colorado Vintage Oval Racers (COVR). Introduced to racing as a kid, in 1949 he sat in his father's friend's race car atop Pikes Peak. While in high school, he started watching CARC races then began helping Blue Plemmons in the pits. When he graduated from college he bought a race car with a friend. He has raced in Super Mods, Vintage, Sprint, and Silver Crown classes.

He raced with CARC legends including Don & Fritz Wilson, Jack Graham, Rick Carelli, Rick & Ronnie Lee, Jack Backman Jr., "Little" Joe Leeman, Mark Martin, and Pat Petrie.

In 1971, the same day his first daughter was born, he headed to the track and won his first trophy in his number 40 Modified car. He chose that number to honor his racing mentor and idol, Blu Plemmons. Six years later, when his second daughter was born, this happened again.

Harry was and still is supportive of women racers. He loaned his car to Sherry Graham, who drove in the Powder Puff division. In it, she won many races and had very quick times. When Sherry and her husband sold their own car, she could no longer race. A friend gave her Harry's name and suggested contacting him to see if he would let a "gal" drive his car. This was the first time Harry had a car in that division and a woman driving the car, which he raced on the same nights himself. As far as they know, Harry was the only one doing this. Without knowing Sherry, he took a chance and loaned her his car, and it paid off. She said it was an honor to drive for him as well have a great car. He is a great friend to her family.

Harry raced throughout the 1970s, and with seven or eight races a week just in Colorado, he stayed very busy. Working on his race car all night long, he had many noise complaints. Luckily he made friends with the cops and never got into trouble or had to pay a fine. Being a Denver firefighter probably helped.

In 1980 he volunteered as the CARC secretary and treasurer. During this time, he was instrumental in bringing the club back from failing. In 1981 Harry started building street rods and hot rods, which he continued throughout the 1980s.

Later he pitted for another driver. He briefly drove a Super Modified in the mid to late-1990s and in 1999 was given the



Harry standing among his many trophies... and antique fire call box.



chance to race again in someone else's car, which he later bought and continued to race for many years. As you would expect, fixing and maintaining the car became expensive.

While running "Supers", he raced with Scott(y) Blackman, Davey Hamilton (owner of SRL), and the Carelli brothers in the SRL circuit in the 2000s. In the 2010s Harry was involved with quarter-midget racing with his grandkids. Unfortunately his own kids had grown up while Harry was building other cars.

Harry survived six bad accidents until January 19, 2019, when he had a really bad one while racing at Havasu, Arizona, and had to be air-lifted to Las Vegas for treatment. Since then he has not raced, but that doesn't keep him from attending races, helping other racers, and building cars and engines for them.

He raced at Lakeside Speedway, Second Creek Raceway, Colorado National Speedway when it was dirt, and many other tracks, sometimes running two cars. He was at the opening race at Pikes Peak International Raceway, Dodge City, and Irwindale.

During his career, he drove a Pinto and a Vega in the Mini-Stock class. His best car, the Vega, gave him his most success. He never did win a championship but often came in among the top six. Harry won many main events, mostly in the later years. He finished with points in the SRL series, which is hard to do as it involves lots of travel throughout the country. Harry did win a championship in 1972 as a car owner.

Harry is now building a vintage sprint car. He stays involved with CVOR, helping fellow retired drivers; he even gets groceries for them when they are ill or unable to shop themselves. Although retired as a firefighter, he continues to be involved with racing and is on a water-district board. He doesn't plan to stop anytime soon! You will find him at nearly every CVOR race in Colorado and potentially outside the state. He still sports a great head of hair, too! 🍀



Some interesting vehicles seen in Harry's garage, include: a '80 Nance Championship Sprint Car driven by Sammy Swindell, a '57 Ford Thunderbird, and a '27 Hudson Essex.

PAINLESS AND PAINTLESS DENT REPAIR

ARTICLE AND PHOTOS BY: DENNIS M. CASEY



When not repairing door dings, Court also repairs auto hail damage.



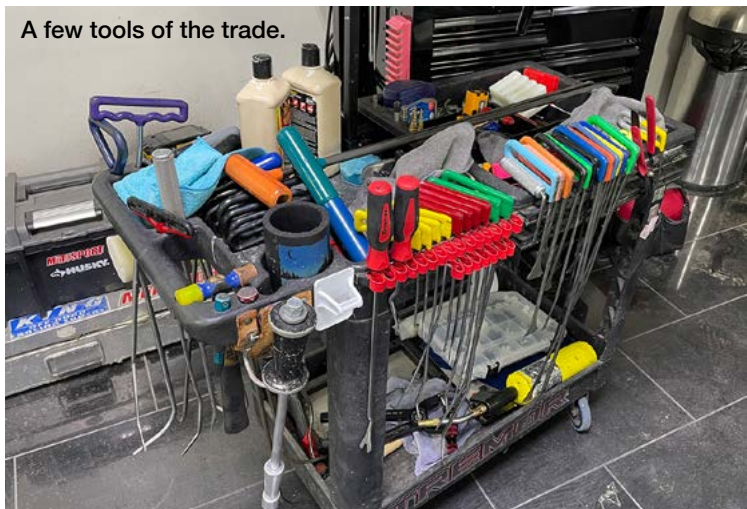
Court's attention to detail is contributed to his 22 years of experience.

When I bought my 2014 Cayman S a couple of years ago, it came accessorized with some barely noticeable dents on the tops of the front fenders. They weren't bad — in fact I hadn't even noticed them when I first inspected the car — but I eventually could not help lamenting over them every time I walked past the car with the overhead garage light illuminating a prior owner's minor abuse. The shallow dents may have resulted from a photo opportunity with the subject sitting on top of the fender. Don't be that guy!

After a good friend (Leo) had a minor dent corrected via painless dent repair on his GT3, and seeing how well it turned out, I decided it was time to right the wrong perpetrated on my Cayman. A call to Court Legare of Auto Rehab Dent Repair (1-844-303-DENT), and I had an appointment. Court's shop is located next to the Mike Ward dealership compound (Infiniti, Lamborghini, Maserati, McLaren), so when I dropped off my Cayman, I took the opportunity to check out some serious eye candy.

In the afternoon, Court called to say my car was ready. When I picked it up, I couldn't help but say "Wow!". I was very impressed with the work, and Court's pricing seemed very fair to me. Court is very professional and even corrected a couple of additional very minor issues that I didn't see until he pointed them out. All in all, I was very pleased with my Auto Rehab experience, and wouldn't hesitate to have Court work on my car again, if the need arises. I'm not affiliated with Auto Rehab or Court Legare in any way, I'm just passing on what I think is a valuable resource for painless dent repair in the Denver area. 🚗

A few tools of the trade.





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Can the 911 Dakar Stand Up to a Rally Legend?

Two-time world rally champion Walter Röhrl has been under contract with Porsche since 1993, initially as a test and development driver and now as a brand ambassador. The 75-year-old talks about the ‘Rallye’ driving mode, the advantages of all-wheel drive and his wife’s thoughts on the new 911 Dakar.

In 2023, you will have been with Porsche for exactly 30 years. Is a raised 911 with off-road capabilities the craziest thing the developers have ever come up with?

Walter Röhrl: *Yes, alongside the Cayenne (he laughs). Back then I thought, they’ve gone mad! But now you can see what an intelligent decision that was. It’ll be the same for the 911 Dakar. I’m just surprised it hasn’t come out sooner.*

Why’s that?

Röhrl: *Because I drove the first prototype on the off-road track in Weissach at least eight years ago. I was excited as a rally driver because it was a Porsche sports car that also drives really well on a loose surface.*

That must’ve been the 911 Vision Safari from 2012, a study.

Röhrl: *Exactly. With all-wheel drive and a naturally aspirated engine, the car was based on the 911 Carrera 4S.*

And your first encounter with the 911 Dakar?

Röhrl: *That was during the winter test in Sweden in 2022.*



Did you also try out the new ‘Rallye’ driving mode? And can it stand up to a two-time world champion?

Röhrl: *In principle, yes. First of all because the all-wheel drive is tail-heavier in the ‘Rallye’ mode, which prevents understeering and allows me to keep the car in a light drift. And second, releasing the accelerator leads to relatively strong engine braking at the rear axle. The car can therefore turn slightly into the bend, which can be quite helpful for an inexperienced driver if they want to drift. This system makes it very easy and lots of fun. Especially on loose surfaces.*

You like to joke that you’d rather drive forwards than sideways. Still, drifting on bends is a standard practice for any rally driver. Why?

Röhrl: *If you expect the tyres to develop lateral force on loose*





By the time I get in the car, all the mistakes have already been corrected.

surfaces so you can round the bend faster, you're mistaken. That's why I begin drifting slightly as I enter the bend when competing in rallies on gravel, snow or sand. So that the front is facing the direction I want to go in. Then I can take advantage of the full power after the crest and turn the centrifugal force, which would usually cause the car to slide off to the side, into forward motion.

This is like a physics class. Do the engineers also learn from you?

Röhrli: *I gave up regular testing two years ago, so I'm no longer there for every car. Porsche has enough good young people who can do that. Alongside the 911 Dakar project, I'm only involved with the GT cars at this point and drove the new GT3 RS three or four months ago. But to be honest, the cars are virtually in perfect condition, so all I can do is confirm that they've done a good job. And by the time I get in the car in the construction phase, all the mistakes have already been corrected.*

There are videos that show you test-driving in Sweden. Despite the high speeds, your steering is calm, even restrained. Why do you do it like that?

Röhrli: *Try pushing a car and then turning the steering wheel just ten centimetres in one direction. The car will come to an immediate stop. Driving resistance increases as you steer and intensifies tire wear and fuel consumption. In fact, you should minimize steering for fuel-economy reasons. And excessive steering doesn't make you go any faster, as anyone knows who has ever been skiing. A ski that slides sideways – forget about it. The ski needs to go straight, to glide.*

And it's the same for cars?

Röhrli: *I've always had to fight against energy loss at the sides, as the car needs to move straight ahead. If there were just one secret to driving, it would be to steer as little as possible. It's about lines, and you need to understand when to begin steering – early is better than late. I have a feeling for how to get by with less steering, which has been a large part of my success. ❄️*





FEATURED RMR MEMBER

Susan Eastman
RMR Columnist

“From the 356 to a 911, the curves are perfect...and beautiful.”

The Symbol of Success: Brian Manning

Coming back from the brink of a personal disaster, whether life-threatening or financial, priorities often shift into crystal-clear focus. Brian Manning experienced such a challenge then leveraged it into the life of his dreams. He earned success — again — through persistence and hard work, and he knew exactly how to reward himself for it, with a Porsche.

A mortgage lender, Brian went through bankruptcy and foreclosure in the real-estate crash in 2008 in south Florida. Despite the loss, Brian and his wife, Amber, gained an opportunity to restart their lives. So she could earn a Ph.D. in accounting at the University of Colorado, they chose Boulder. It was a great move. After a few years, Amber was driving a 2017 Macan, and Brian had a 2019 911 Carrera 4S.

“The car intimidated me at first. I wasn’t sure if I liked it, but that was because I didn’t know how to drive it,” Brian admitted. “Now I am addicted!”

The game-changer was taking lessons at the track. “I was going 120 mph on the back straight at High Plains Raceway. My brain was telling me to slow down, to brake, but you have to fight your mind’s safety impulse. And you have to trust the car.”

Pursuing this lifelong dream began in childhood. “My first Porsche was a remote-controlled car from Radio Shack when I was in the fifth grade,” he says, laughing. A year later he fell in love with the real deal.

“My parents had a friend, this cool dude with an earring, which they kind of made fun of. One day we saw him at the grocery store, and he was in a silver 944. I was like “Whoa, what’s that?” He told me all about it, and since then I knew that I had to be a Porsche owner someday.”

Now on weekends Brian drives with a group of like-minded enthusiasts whose only objective is to enjoy their machines. Porsches, Ferraris, McLarens — they meet in Golden and head for the hills for three to five hours of engine-revving bliss.

Despite that gorgeous and illustrious company, Brian only has eyes for Porsches. “There is something about the Porsche body that I have always loved. From the 356 to a 911, the curves are perfect and beautiful,” he enthused. “Also, the handling — it’s so predictable and precise. Whether in the mountains or on the track, I always know what to expect, and that it’s going to scare the hell out of me!”

Susan Eastman drives an ‘04 Guards Red Boxster named Butzi.



RMRer Brian Manning with his 2019 Porsche 911 Carrera 4S

– SPEC SHEET –

Occupation: Mortgage Lender, Crosscountry Mortgage

Residence: Boulder, Colorado

What is it About Porsche: Reliability. I can’t stand when stuff breaks and don’t have time to be at the repair shop constantly. My friends with other sports cars such as Ferrari or McLaren are forever fixing them.

How Did You Get into Porsches: I fell in love during sixth grade when a friend of my parents had a silver 944.

What Porsche Was Your First Love: In fifth grade I mowed yards to save money to buy a remote-controlled Porsche from Radio Shack. All day at school I would day-dream about getting home and running that car until the battery died (which was like five minutes!).

Current Cars: 2015 Toyota 4Runner rigged for camping; 2017 Toyota Tacoma rigged for overland travel; 2010 Subaru Impreza; 2017 Macan; 2019 911 Carrera 4S.

Modifications: DSC sport controller, Sharkwerks exhaust, Tune from Sam at ByDesign, Escort Max Ci 360.

Scariest Moment Behind the Wheel: First time on the straightaway at High Plains Raceway with Chris Sarian. He was teaching me braking, how to resist your brain telling you to slow down and instead wait to hit the brakes until the last second.

Dream Car: I’m lusting over a 3.2 or 964.

Favorite Drive: The twisty canyon roads west of Boulder.

What People Don’t Know About You: In 2008 I lost everything in the real-estate market crash in Florida. I was also a concert promoter and a percussionist in a jam band.

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Photo: Jimmy Sherwin

Snow Driving a Carrera 4

PCA Junior Jimmy Sherwin snapped this photo of his father, Michael Sherwin, driving through the neighborhood in their 2014 911 Carrera 4. They needed to “test” the handling of the 4’s all-wheel drive in Colorado’s foul-weather driving conditions.

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@rmrporscheclub.com



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Bruce Herrington
Orange Coast Region PCA

Route 66 Barn Find Road Trip Lost Collector Cars Along the Mother Road

by Tom Cotter, published 2016 by Motorbooks (Minneapolis, MN)

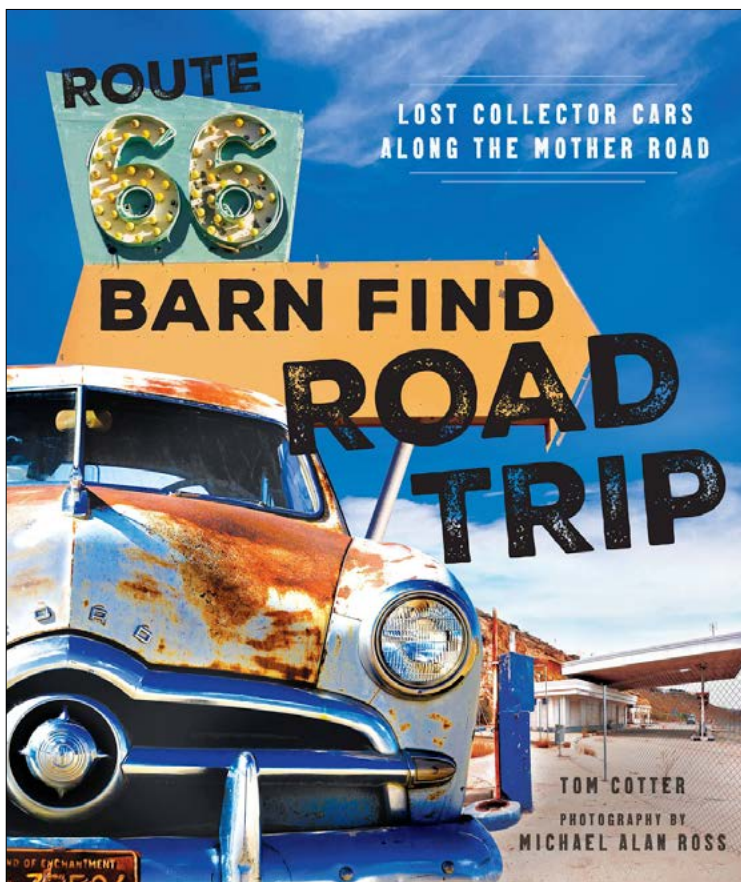
It is easy to think of Route 66 as a California highway because of the great open stretches that still exist there, but it actually was a national highway, running 2,278 miles from Chicago to Malibu. This book is a travel diary appropriately dealing with the food along the way, the road itself, and, of course, barn-find cars. Tom's lead car and conversation starter for the trip was his 1939 Ford woody.

Be advised that the title – *Route 66 Barn Find Road Trip* – is a bit misleading in that most of the old cars described were found in driveways, carports, back yards, and open fields or were otherwise exposed. Some were projects-in-work, but few, if any, were the hidden-away, long-abandoned vehicle which comes to mind as a barn find. Indeed, many of the barns in which the finds were found were actually salvage yards.

Author Tom Cotter is well known for his series of “barn-find” books and his Barn Find Hunter television show. He scours the country for subject cars, motorcycles, and trucks. On both paper and screen, he's a talented storyteller. There is no Porsche content in *Route 66 Barn Find Road Trip*, but the trip does begin from the home of a 1963 356 Coupe owner in Highland Park, Illinois, and the book does adhere to the PCA mantra, “It's not the cars; it's the people,” which makes this book such a great read. Almost half of the text is about the owners of the cars spotted from the Route 66 pavement.

Route 66 Barn Find Road Trip is divided into eight sections, one for each state through which The Mother Road passed (though only 13 miles were in Kansas). Fast-paced and engrossing, the sections have a separately named chapter for each col-

lection (collections as distinct from museums or even displays). For example, in Moriarty, New Mexico the author found 700 cars out in a field, some with trees growing through them, but none for sale!



Chapter headings and other parts have interesting Route 66-oriented artwork, like the old-time graphics of the book's cover. Within each collection/chapter, one or more cars and their restoration needs are described in detail. Some had been extensively hot-rodded but not driven in decades.

The emphasis is clearly on Detroit iron, reflecting the focus of the collectors rather than that of the author, but Datsuns, MGs, and Saabs are not ignored. While most collectors were not interested in selling cars from their collections, a few did sort of run businesses in old parts but without showrooms, advertising, or websites. Their marketing techniques are as old as their cars!

Route 66 Barn Find Road Trip is hardbound, with 192 heavyweight, glossy 9-1/4 x

10-3/4-inch pages. The text and 402 color photos are sharp and clear, accompanied by a comprehensive, two-page, three-column index and a one-page list of the best of food, places, people, and cars encountered on the trip.

By the time you read this it should be available for \$35 from your favorite bookseller (ask for it), or from www.QuartoKnows.com. ❁

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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.

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- West Texas Region** wtxpca.org
Midland, Lubbock and the surrounding area



I GET AROUND

Danielle Badler
RMR-PCA Columnist

The Sunoco 917 so overwhelmed the competition that it killed the Can-Am series as it had been.

All The Best

“All the best.” We use that expression all the time, don’t we? It’s especially handy as a sign-off in correspondence, where we often condense it to simply “Best.” Which is nice and neat but begs a question. What do we mean? Have the best day ever? Be the best that we can be? Just what do we mean?

I thought about this while procrastinating online, a favorite time-killer of mine. I was skimming YouTube videos and ran into a clip of Secretariat winning the Belmont Stakes in 1973, earning the Triple Crown by obliterating the field.

The race call by Chick Anderson is worthy in and of itself. “Secretariat is widening now. He’s moving like a tremendous machine!” The horse goes on to win by 31 lengths! At the finish, the second-place horse is hardly in the frame of the camera. “Secretariat is all alone!” This is widely considered the greatest horse race of all time. And Big Red is generally acknowledged as the greatest horse of all time.

The Belmont video is spine-tingling, like Tiger Woods’ putt at The Masters. The one that went curling up, almost perfectly diagonal to the cup, then began turning, slowly, toward the hole. It rolled, rolled, rolled, until ... it ... went ... in. And the call, remember? “Better than most, better than most, better than most....”

Then I ran across another YouTube video, a speech by a retired SR-71 Blackbird pilot. “Know what kind of radar we had? We didn’t have any radar. Know what kind of computers we had? We didn’t have computers. Know what kind of flaps, spoilers, speed brakes? We didn’t have flaps, spoilers, speed brakes. The airplane was your basic ‘60s street rod, go-fast, burn-gas airplane, and I loved it,” says Air Force Major (ret.) Brian Shul.

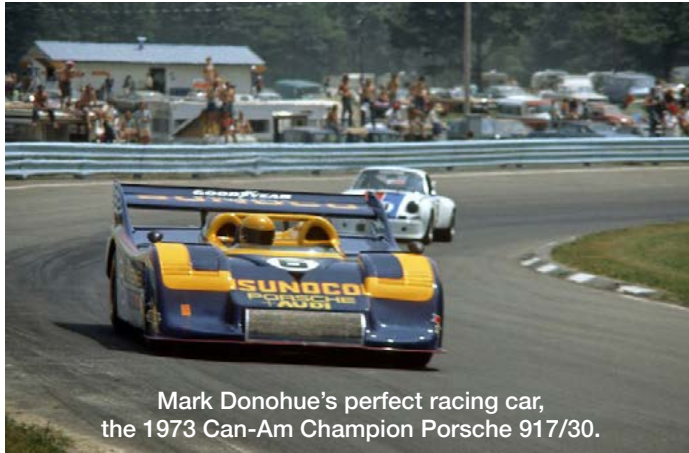
He goes on, “Only 93 men in history flew this jet ... we’re doing a mile every two seconds ... over 4,500 missiles were fired at this jet in 25 years. Not one was ever hit.”

Then you have the stories about Stirling Moss and Denis Jenkinson in the 300 SLR, number 722, winner of the 1955 Mille Miglia. This was before intercoms, remember, and the SLR was a roadster, so conversation was impossible. Jenkinson mapped the entire route, 1,000 miles, on a paper roller. He’d scroll forward as they progressed and give Moss hand-signals for what

was ahead.

The quote I like most from Moss, and I’m paraphrasing, is that the straights are the boring parts between the corners.

My Formula 1 idol, growing up, was Jim Clark. Jackie Stewart was quoted as saying, and again I’m paraphrasing, that a group of drivers in that era were fast. But they all knew that Clark was the fastest. Asked how he does it, Clark shrugged and said he just brakes a little later.



Mark Donohue’s perfect racing car, the 1973 Can-Am Champion Porsche 917/30.

When it comes to Porsches, my favorite stories revolve around the 917/30. The Sunoco 917, run by Penske and driven by Mark Donohue, which so overwhelmed the competition that it killed the Can-Am series as it had been. It was the death knell for “run what you brung,” never to be seen again, at least in high-level motor sports.

“You can never have too much horsepower,” Donohue said about the car. And, with upwards of 1,500 hp in qualifying trim, he wasn’t kidding. To prove it, he’d leave the pits with a few quick twitches of the wheel, sending the car into a controlled left, right, left, right slide. Just because.

The stories go on and on: Ruth, Aaron, Jordan, Pele, Messi, Brady, Orr, Gretzky, Woods, Nicklaus, Hogan, Fangio, Schumacher, Rossi. Williams, King, Vonn, Schiffrin. No, this is not an all-inclusive list. But it is a list of some of the most extraordinary. The very best that ever lived. As chronicled by their achievements.

Achievements we idolize. The best. Do we really believe that, by wishing the best to someone, that the gesture will actually enable them to become the best at whatever they want to be the best at? Hardly. But it’s the thought, the encouragement, that counts. Because otherwise it will never happen. Otherwise they may never even take that first step. There’s a Yiddish word for a person who makes this gesture. It’s *mensh*, which loosely translates as a good person, about as fine a compliment as one can bestow on someone.

Yes, that’s what “all the best” should mean. And, in that spirit, we should all keep using it. ✪



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PORSCHE

1970 911T Coupe **\$70,000**

Numbers-matching, 4-owner history, last for 26 years. Albert Blue (1818); 2.2 engine, 5-speed. Interior black leatherette, rear quarter pop-out windows, excellent headliner, no smoking. Recently spent \$20K in drivetrain, brake, other inspection, repair. True survivor; very original. No sunroof; needs proper re-spray to be six-figure investment you can drive on weekends, PCA tours, C&C, or extended road trips and enjoy. Will show on request; title, receipts, pictures available.

Todd McKee (303) 810-1578
todd.mckee@ecoproducts.com

1991 944 S2 Coupe **\$10,500**

107,164 mi, Owned, enjoyed 23 years on trips and PCA track events. Well maintained mechanically but needs some cosmetic exterior and interior love. Started on visuals, but too many Porsche projects prompt sale. Call for details.

Greg Johnson (303) 619-3205
gnj356@gmail.com

1999 996 Cabriolet **\$20,000 OBO**

2WD, 75,000 mi. Many improvements: IMS, clutch, rear main seal replaced at 55,000 mi; transmission rebuilt 2-3 years ago; new top 3-4 years ago. Welded roll bar w/3 and 5-point restraints; Bilsteins, set up for track yet very usable on street. Fire extinguisher, onboard intercom. Cons: Cosmetic damage to part of dash (thanks, Gorilla tape); non-adjustable Sparco race seats; I'm 5'11" and fit fine; no rear seats. Never abused. Serviced by Black Canyon.

Ernie Nitka (303) 478 2026
enitka1@comcast.net

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

78,200 mi, 6-spd manual, Arctic Silver Metallic, PASM, Sport 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 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

2013 991S **\$68,000 OBO**

Near showroom cond. Basalt black on black. \$122k new; 26k miles. Loaded, all available options except PCCB and Burmeister. Amazing build. Sunroof delete. My 14th 911, avid enthusiast, RMR member 32+ yrs. Serviced at Prestige. Tires 80%; just had 30k-service early. Clean CO title (green, not orange salvaged) but has flood notation from previous owner. PPI when I purchased it 4 years ago showed car was never in water; was estate insurance claim. Price discounted accordingly. PPI's welcomed. Selling to buy 2014/2015 GT3.

Darin Squires (303) 520-6099
darinsquires@msn.com

2021 718 Cayman GT4 **\$145,000**

4,330 mi, Gentian Blue Metallic with PDK.

Lisa Bryan (303) 778-9530
LisaBryan617@gmail.com

MISCELLANEOUS

Studded Snow Tires On Alloy Whels **\$800**

Four studded Nokian Hakkapelittas on 18x8" TDY Sport-Edition Cup black alloy wheels (bolt pattern 5x130). Front tires 235/40, 3/8" tread; rears 245/45, 3/16" tread. Wheels straight, balanced; one front has cosmetic curbing; with 433Mhz TPMS transmitters. Tires have 12,000 mi on Cayman S.

Michael Rosenblatt
mrosenblatt@mac.com

Winter Tires and Wheels **\$1,700 OBO**

Winter tire and wheel set off a 2015 Cayenne Turbo - used for one season. Excellent condition. Tire depth measures approx 10/32". 19x9 O.Z. Cortina GLS Black wheels (including 433MHZ Tire Pressure Sensors and black metal TPMS valve stems) with mounted 265/50R-19 Yokohama Iceguard G075 XL tires.

Brian Sompayrac (303) 513-5942
Rovertrex@me.com

Winter Tires for Macan **\$1,250**

Fronts 235/60/R18, rears 255/55/R18. Rears have 2 seasons; fronts only a month last season (vehicle sold). New ~\$2,500. In southern Colorado Springs; prefer local pickup (shipping at buyer's expense).

Fernando Gil Franco (281) 254-3299
auric.phallus@gmail.com

Pirelli Scorpion Winter Tires **\$750**

Four, 265/40R21 (2), 295/35/R21 (2), used 2,000 miles, all 6mm tread.

Stan Braun (239) 595-9147

New Pirelli Tires **\$750**

Pair, 295/30ZR18, excellent, rears for 996 (Turbo, C4S, Carrera); paid \$1K. In Boulder; can arrange Denver delivery.

Todd McKee (303) 810-1578
todd.mckee@ecoproducts.com

928 Wheels and Tires **\$750**

Set of four 16" 928 phone dials w/ Toyo Praxxas 225/50 16. About 20 laps at HPR. No lock ups and no off track.

Sean Meade (303) 912-6079
meadeteam@gmail.com

OEM Sport Design 20" Wheels **\$1,991**

Factory-original on a 991.1 Carrera S I recently sold. Factory staggered setup; may fit other Porsches. Perfect, as new; Caps, TPMS, and stems included. Happy to send pics, answer questions.

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

Wheels, Tires **Call for Price**

New set for 996 Turbo, should fit wide-body 996, 993, 964, C4S, Turbo; please check for fit. Rohana RFX2 Rotary forged wheels: front 19x8.5 ET 43; rear 19x11 ET 45. Mounted w/Hankook Ventus V12s: front 245/35ZR19, rear 295/30ZRE19.

Wes Anthony (303) 898-2235
anthwp@gmail.com

Hollow Spoke Wheels **\$3,000**

Four like-new BBS 18x8" and 18x11"; 8" offset is 50mm, 11" is 45mm. From 2004 Turbo; fit 2002-05 911 C4S, 2001-05 Turbos. Wheels are true; with Turbo

center caps. Have same wheels in solid-spoke (versus hollow), excellent cond., just weigh more. Fit models above. Hollow-spoke wheels (4) \$3,000; solid-spokes (4) \$1,800.

Todd McKee (303) 810-1578
todd.mckee@ecoproducts.com

Wheels, Tires \$3,000

Four Sport Techno Wheels w/ Winter Michelin Pilot Alpin PA4 tires. Fronts 20 x 9 et 51 with 245/35R 20 tire. Rears 20 x 11.5 et 48 with 295/30R 20 tire. Center caps/TPMS/lugs included. Tires have approximately 1,500 miles since new. Wheels in good shape straight/true and professionally ceramic coated.

Carl Wintermyer (615) 796-7587
cwinfly@gmail.com

6-Disc CD Changer, Becker \$150

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Pat O'Brien (928) 988-3993
frontrange645@gmail.com

Centerlock Wheel Breaker Bar \$375

and torque wrench. Precision instruments 600 ft-lb ratcheting torque wrench w/case plus telescoping breaker bar. Includes tool

needed to reset wheel locks. Set in perfect cond. If you have centerlocks, you need these. In Eagle, can deliver to Denver.

Tom Shoup (704) 904-9360
tom@shoup.com

Bell Sport Mag Helmet \$200

White, size 60-61 (Large) No HANS, SA2020. Bought 5/21 for \$300. Used six times for AX or HPDEs, always with balaclava. Includes bag, box, manual.

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Dear Tire Guy

ON-SITE TIRES

It's that time of year! Resolutions. Do you have any? I've personally resolved to go to the gym more. Given that I went exactly zero times last year, it's nearly impossible to fail! I've set the bar low. One could argue that since I never went to the gym, I never actually touched the bar at all. Do yourself a favor; do better than me. Be more productive! Be more proactive! This, of course, is a fire-centric article, so I hope you're enjoying this awkward segue as I will now vaguely relate what I just said to tires in some way.

The tire industry is still facing high demand, supply chain challenges, and manpower shortages. What does this mean for you? Be proactive! (Mission accomplished. Can I go home now?) Yes, be proactive in tire ordering and maintenance in any circumstance. Why?

So your tires are currently available? Fantastic! Probably not for long. In the ultra-high performance (UHP), winter, and off-road sectors, local retailers and wholesale distributor warehouses are receiving far smaller orders than in previous years. Orders are getting made faster, tires disappear faster, and once that happens we are all at the mercy of the manufacturer until new batches are made again and shipped. Sometimes this can take months. If your tires are already in poor shape, that would obviously



suck. If you have a race coming up, you may be scraping the bottom of the barrel for whatever is around. If you are going somewhere with snow on the ground, you may find yourself doing super cool drifts on tires that are not designed to drive in those conditions. You get the point.

Plan ahead! Consider the condition of your tires sooner rather than later, and order proactively. Supplies are short and batches often come few and far between. Don't get left on May-Pops; my least endorsed tire brand. Call or email the Tire Guys at On-Site Tires today!

Until next month, drive on!

- The Tire Guy

The good news is there's no room for all the kids.



Introducing the new Porsche America Roadster. A 911 Carrera 2 Cabriolet with the massive wheels, powerful brakes, tuned chassis, and flared fenders of the 911 Turbo. A minivan it is not.

PORSCHE

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Other Availability:

So... All your favorite tires are gone and you hate me. (lots of self-deprecation this month, huh?) Don't give up hope! There is plenty of availability on two tires I've highly recommended here in the past:

The Michelin Pilot Sport 4 S: We reviewed this tire and said "The Pilot Sport 4 S has been developed to suit the needs of the true automotive enthusiast. - Whether it's a track day or a day trip, the Pilot Sport 4 S has been crafted with stylish elegance, atop a foundation of unyielding competitive spirit, embodying the true essence of performance."

The Michelin Pilot Sport A/S 4: Our review said "The new Michelin Pilot Sport All Season 4 stands out from the crowd to deliver superior all-season performance in a super-car-certified package. Elevate your all-season potential! Get a responsive, yet buttery-smooth ride!

Ask the Tire Guys about availability today! **855-667-4835**



Photo: Rob Watt

“HRDMNEY” = HARD MONEY

This Creative License plate is on Matt McClintock's 2012 Panamera Turbo.
Matt's Panamera has an IPD plenum by Innovative Pro Design and
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Photographed at the Annual Colorado Concours d'Elegance & Exotic Sports Cars Show, June 2022
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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: newsletter@rmrporscheclub.com



IN THE REARVIEW MIRROR

Amy Legg-Rogers

Rocky Mountain Region Historian

RMR History - RMR's 25th Anniversary

Rocky Mountain Region's 25th anniversary came in 1983, so the newsletter revisited events and people from the region's early years. Two of those were Doc and Bea Morgan. Doc was our president in 1960. He and Bea enjoyed time-speed-distance rallying; their 1957 356A Super Coupe carried them through 63 rallies, including 6 nationals. Doc did most of the maintenance on the car, including rebuilding its engine. Besides rallying and hitting the track with his son, he also maintained his osteopathic practice. ✖



Photo: Stuart Mace

Doc and Bea Morgan with their dusty Speedster, two kids, and Stuart Mace's sled dogs from Toklat (Aspen, Colorado).

Rocky Mountain Region hosted the 1960 Porsche Parade at Snowmass.

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