

HIGHGEAR

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

VOLUME 65 | EDITION 03





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For showings and price, please contact Susan



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



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COVER PHOTO

Valkyrie Racing, led by Renée Brinkerhoff driving her '56 356A in the East African Safari Classic. Article on page 22.
Photo: Christina Brinkerhoff

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.



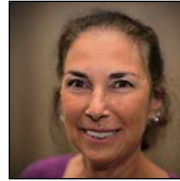
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SHIFTS AND GIGGLES



Bill Simon

Editor and Creative Director

Factory Posters, Tool Kits, and Diecast Cars, Oh My!

THE LIT SHOW: In late February I ventured west to a very, very rainy Los Angeles to attend the 40th annual L.A. Lit & Toy Show (www.lalitandtoyshow.com) at the LAX Hilton. The “Lit Show” — the Literature, Toy, and Memorabilia Show for Porsches and Vintage VWs — was again held in two ballrooms with roughly 320 vendor tables packed with factory posters, owner’s manuals, sales literature, tool kits, and more.

While the show is the main draw, event organizers have grown it into “Lit Week” full of open houses and shop tours showcasing Southern California restoration services and local Porsche culture. This year’s tours included Autokennel, California Porsches, Callas Rennsport, European Collectibles, Klasse 356, L.A. Dismantler, Pelican Parts, Sierra Madre Collection, and Willhoit Auto Restoration. The week ended with the 356 Registry’s Swap Meet at The Boys Republic in Chino Hills.

I’ve been in PCA for 36 years and have attended 30 Parades, so events like this, for me, are like a family reunion. While I met several new Porsche friends, I bumped into multiple long-time PCA friends from Arizona Region, Grand Prix Region (Long Beach, California), Green Mountain Region (Vermont), Orange County Region, and San Diego Region. For me, PCA’s motto rings true: “It not just the cars, it’s the people”.

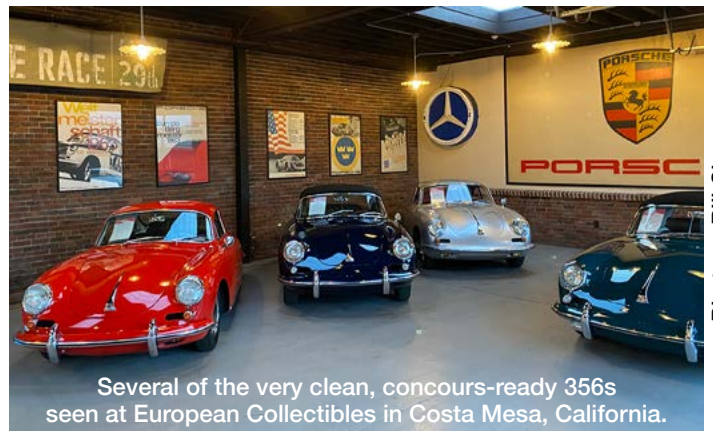
MARCH PHOTO SUBMISSIONS: For this month’s Rocky Mountain Road Trips (p. 34), member Bob Lerche submitted a photo of his cool 1962 356B Super. For Creative License (p. 45), Jack Hell sent a shot of his 2021 Miami Blue 911. Thank you, Bob and Jack.

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) ☘



One of two ballrooms at the 2023 Stoddard “Lit Show”.



Several of the very clean, concours-ready 356s seen at European Collectibles in Costa Mesa, California.

Photos: Bill Simon





Russ Rydberg
Region President

PRESIDENTIAL IMPRESSIONS

"It's not just the cars, it's the people."

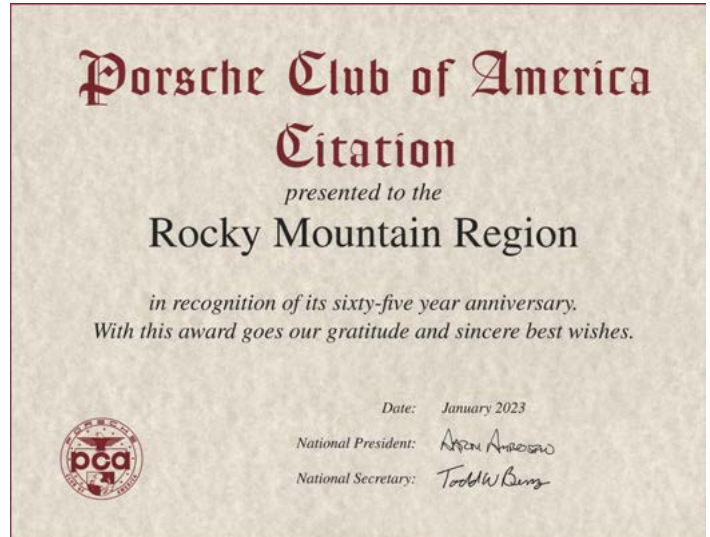
2023 Marks RMR's 65th Anniversary

What an exciting time for Rocky Mountain Region! This year marks our 65th anniversary as a chartered region of the Porsche Club of America, quite an accomplishment. In 1958 a group of visionaries embarked on a journey that continues today. The petition for a charter was initiated by then-Regional Director Fred Blume, and the first officers of the RMR board were:

- Lucille Key, President
- Ronald Sarsfield, Vice President
- James Pickens, Secretary/Treasurer
- Robert Donner, Chairman of Standing Committees

Starting a region covering two and a half states then persevering to make it viable all these years is quite an achievement. And, yes, you read that correctly. Rocky Mountain Region's original area covered Colorado, Utah, and southern Wyoming. Imagine planning a monthly social for that expanse! And driving tours would have been epic! Mark Taylor would certainly have been in his element.

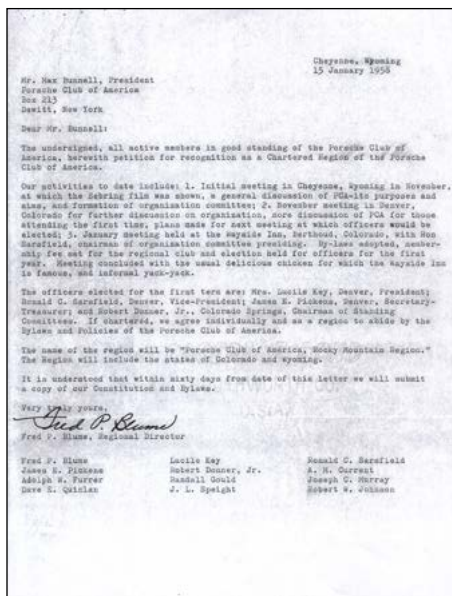
In 1960, Utah and part of southern Wyoming were surrendered to form Intermountain Region, based in Salt Lake City. Then in 1975, southern Colorado was given up, creating Alpine Mountain Region. PCA National recently sent us some fun swag to honor our anniversary: a commemorative plaque, banners, window decals to be distributed to members, and a binder containing copies of very interesting historical documents, including what appears



to be the first news bulletin, published in February 1959. Bill, you may have to up your game. Look for this historical binder at upcoming socials, peruse the old annual reports, and see names from the past who brought us to where we are today!

I hope to see you soon at an event. With the weather warming up, get out and drive!

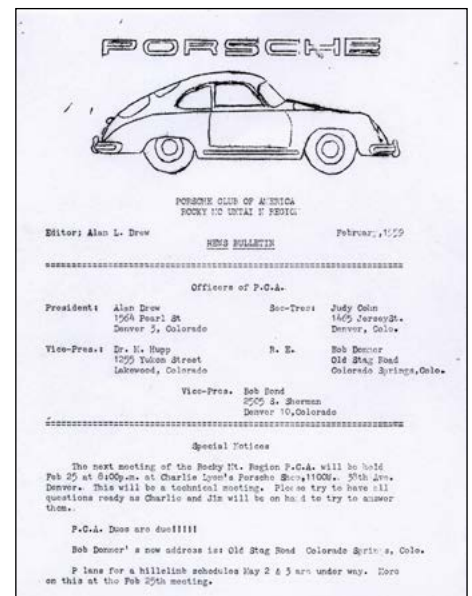
Tschüss! 🚗



Request to become a chartered region



Letter from Max Bunnell, President PCA



RMR's News Bulletin, February 1959

May The Roads Rise...

Andrew Ridley, United Kingdom

May the winds be at Your Back.
Happy Motoring!



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MEMBERS' CORRAL

Lisa Walsh
Membership Chair

*Some RMR events require registration.
You can register at: www.msreg.com*

Common Membership Questions

Howdy RMRers! Although it has been cold and snowy, RMR still had some successful events. We had a great turnout for our Pancake Social at Adam's Polishes as well as our recent breakfast at The Perfect Landing, where I met some new and potential members. During these socials I realized that all members, new and old, have questions. If one person has a question, more of you probably have the same one, so I decided to start "Dear Membership." Each month I will answer questions from those that I receive via email or in person.



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

enjoying food and beverages, you can mingle with other new and current members and share your love for Porsche. Everyone is welcome! Representatives from each facet of our club will be there for you to meet and ask questions. This is a great way to learn about PCA and everything it has to offer, and you can meet board members. If you aren't a PCA member already, you can join there.

The other event I suggest is the HPDE/Autocross 101 Class. Have you thought about driving in an autocross or high-performance event on a track but don't know anything

Dear Membership, I am interested in joining the Porsche Club. How do I sign up?

I'm glad you have decided to join. To start, you need the VIN number(s) of your car(s) and, of course, a credit card. There are several sign-up options:

To join and pay online, go to www.pca.org/join/membership. Enter the required information, including payment, and submit your application. Your region will be selected automatically; based on your address, you will be assigned to Rocky Mountain Region. You have the option of selecting a different region, but you will need to call the national office at 410/381-0911 or email membership@pca.org. You may add a co-member at no additional charge. There are also options to join and pay by mail or join even if your Porsche is still on order.

A little trivia: PCA is arranged into 14 zones with 147 local regions across the U.S. and Canada. Most regions have their own web sites, including ours.

Dear Membership, I recently joined PCA and would like to start attending events. What events do you recommend starting with?

Welcome to RMR! Information and dates for all events are on the RMR Event Calendar at www.rmr.pca.org/calendar.

The first event I recommend is our New Member Social on April 8th at Denver Auto Shield from 10 AM to 2 PM. Besides

about them? Our seventh annual HPDE/Autocross 101 Class will be on March 25th from 9 AM to 1 PM at 3R Performance. This free class will show you how to prepare your car, pre-tech, what to do at the track, what instructors will teach you, possible wear and tear on the car, what an autocross is, and more. Various speakers can answer your questions before your first track experience.

Although the class is free, registration is required, as seating is limited. Register at www.msreg.com/ax-de101-2023.

Our last question for this issue...

Dear Membership, I am a new member interested in attending events. How do I enter?

Socials are free, no registration required. For driving events, autocrosses, tours, and limited-seating events, registration is done online. Go to www.motorsportreg.com and click "Create Free Account" (upper right corner). If you choose, you can create your account before the actual event registration, so you're all set when registration for that event opens. Or you can create your account and register at the same time. The application is typical, and some fields are optional, but you must provide an emergency contact.

As always, reach out (membership@rmrporscheclub.com) if you have questions or suggestions; they are welcome. Stay tuned for next month's questions. See you soon!

MEMBERSHIP UPDATES



2,270

Primary RMR Members

3,434

Total RMR Membership

156

RMR PCA Juniors

PCA ANNIVERSARIES – Congratulations!

30 YEARS

Mike & Charlene Fuchs

25 YEARS

Melvin & Jason Salter Philip & Tara Moenning
Fabrice Boulet Earl & Linda Long
Robert & Lynda Thompson Tom & Diane Stortz

20 YEARS

Andrew & Susan Torgerson
Bruce & Jenny McPherson

NEW RMR MEMBERS – Welcome!

Calvin & Kathryn Bell
Golden
2023 911 Carrera

Stephen M. Bouslog
Denver
1997 911 Cabriolet

Rebecca Cameron
Parker
2007 Boxster

Tim Carlson
Fort Collins
2011 Boxster

Zach Cates
Salida
2007 911 Turbo

Tom Clark
Dillon
2008 911 Targa 4

Bob Ebel
Parker
2018 Macan

Don Gregg
Parker
2004 911 4S Cabriolet

Steve J. Hade
Fort Collins
2005 911 Carrera

Steve R. Hickstein
Evansville, WY
1983 911 SC

Brad Lefevre
Lakewood
2022 718 Cayman GT4

Gerald Lucas
Windsor
2008 911 Turbo

Warren C. Nix
Centennial
1977 911S

Kate & James Palmer
Denver
2017 718 Cayman S

Scott Schmer
Fort Collins
2023 718 Cayman GTS 4.0

Scott & Kathleen Spielman
Boulder
2012 911 Carrera

Joseph R. & Sara Steinman
Boulder, CO
1982 911 SC

**Scott & Gosia Pisowicz
Stewart**
Estes Park
2023 718 Boxster GTS 4.0

Brian White
Centennial
2017 Cayenne

Alyn Q. Woods
Denver
2008 911 Turbo and
2017 Macan GTS

Joseph Assini
Denver
2018 718 Cayman and
2022 Macan GTS
*(Transfer from Upper Canada
Region)*

Alan Rice
Denver
2015 911 Turbo
*(Transfer from Los Angeles
Region)*

NEW TEST DRIVE MEMBERS – Welcome!

John Haag
Englewood

Ted Schleich
Bellvue

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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

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 (see pg 19)	8 AM to 5 PM
April 23	April Autocross (see pg 19) Colorado Air and Space Port, 5200 Front Range Pkwy., Watkins, CO 80137	8 AM to 4 PM
April 29	Taste of the Track Driving Tour (details to come) High Plains Raceway, US-36, Deer Trail, CO 80105	All Day
April 29 – 30	Spring Training : High Performance Driver Education (see pg 13) 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 7	Tire Rack Street Survival School (see pg 20) Douglas County EVO Center, 7200 Waterton Road, Littleton , CO	8 AM to 4 PM
May 20	May Autocross Colorado Air and Space Port, 5200 Front Range Pkwy., Watkins, CO 80137	8 AM to 4 PM
May 21	Edelweiss Spring Driving Tour Edelweiss German Restaurant, 34 E. Ramona Avenue, Colorado Springs, CO	8 AM to 4 PM

RMR BREAKFAST CLUB - NORTH

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

April 1 | May 6 | June 3 | July 1 | August 5 | September 2 | October 7 | November 4

RMR BREAKFAST CLUB - SOUTH

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

April 8 | May 13 | June 10 | July 8 | August 12 | September 9 | October 14 | November 11

LAFAYETTE CARS & COFFEE

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

April 1 | May 6 | June 3 | July 1 | August 5 | September 2 | October 7



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.

April 11 | May 9 | June 13 | July 11 | August 8 | September 12 | October 10 | November 14

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PORSCHE

“Spring Training” High Performance Driver Education

WHEN: Saturday and Sunday, April 29–30, 2023

WHERE: High Plains Raceway Deer Trail, CO

COST: **Either Day:** **\$235 per Driver**
 Both Days: **\$375 per Driver**

REGISTRATION: www.MotorsportReg.com (Opens March 27)

HELMETS: SA or M from 2015 or 2020

EVENT CHAIR: Pete Romenesko (pca422@gmail.com)

REGISTRAR: Tim Berg (tberggt3@gmail.com)

EVENT LEAD CDI: Dave Stribling

EVENT SPONSOR: On-Site Tires (See ad on page 44)

EVENT CHARITY: Lung Cancer Colorado Fund - CU Anschutz

Come to spring training to sharpen your skills and dial-in your tires, braking, and apexes for your Porsche! RMR provides a certified team of instructors and volunteers to train you and your Porsche around the best track Colorado has to offer. Chris Macarak of On-Site Tires will provide his incredible Saturday night Brats ‘n’ Beer dinner featuring wonderful brats. Who knows what type Chris will cook up this year? You’ll love On-Site’s personal and professional services at the track, business or home. Give them a try!

Chief Driving Instructors — Dan Carlson and Hap Henderson can answer any questions about registration confirmation, cars, run group assignments, instructor assignments, etc.

Lunchtime Charity Rides — \$20/car Saturday and Sunday. All can participate in the Lunchtime Charity Rides around this fabulous track. No helmets required, fit as many passengers as you have seatbelts for!

Photo: Mike Pappas

— 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	Spring Training 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}

2022 Performance Driving Award Winners

RMR's prestigious 2022 Driver Awards were presented at the February 9th Member Social hosted by 3R Performance at their new location. This year's winners are:

- Distinguished Driver: Vicki Earnshaw
- Most Improved Female Driver: Grace Kennedy
- Most Improved Male Driver: Sam Naffziger

Nominations were received from instructors, the Driver Development Team, and Chief Driving Instructors. In addition, each candidate's progress was monitored throughout the year via instructor comments, participation records, and discussions after each track event during our debrief conference calls. After thorough review and discussion, candidates were voted on by the CDI team.

Distinguished Driver: Vicki Earnshaw

The Anita Moyle Memorial Distinguished Driver Award goes to the driver who exhibits excellence in on-track high-performance driving and instruction. Vicki's accomplishments go way beyond this definition. In fact, several of her fellow instructors were surprised that she hadn't previously received this award. It is long overdue!

Many of you have witnessed her involvement with RMR's HPDEs and our annual Club Race, but here are just a few facts you probably aren't aware of.

Vicki comes from the Buckeye State, where she was introduced to PCA's High-Performance Driver Education program and raced in PCA and SCCA events. She recalls, "In my first SCCA race, I could not believe how many drivers didn't have the car control that I had learned through PCA Driver's Ed." Vicki also volunteered at the Mid-Ohio track for professional races, meeting and learning from noted accomplished racers.

Her prominent National PCA Club Racing leadership roles started in Ohio. In 1995, Vicki became the first chair of Mid-Ohio Region's Club Race, which she continued to lead for three more years. By 1998, the national Club Race leadership was so impressed with Vicki's skills that they asked her to be a steward at the Sebring Club Race. Later that year she moved to Colorado and immediately became an RMR instructor. From 2010 to 2014, as PCA Club Race Chief Steward, Vicki reviewed race incidents and worked with event chairs.

From 2015 to 2018, Vicki served as the national chair of PCA Club Racing, an incredibly busy four years. Listening to racers, she changed rules and started new programs. She also traveled to Germany to work with Porsche racing engineers to start the Club Sport Program, allowing her to meet and continue to learn from Porsche factory drivers.

Presently, Vicki is one of nine PCA Club Race National Stewards, now in her 25th year. Name a track, and she's probably



Vicki Earnshaw receiving the Anita Moyle Memorial Distinguished Driver Award Photo: Mike Pappas

raced or led an event there. Name a driver, and Vicki either knows them, has instructed or learned from them, and has a good story.

Most Improved Female Driver: Grace Kennedy

Grace's dad, Rex, and brother, Grant, have been active PCA HPDE participants, so she was curious to try this sport. After a lunchtime charity drive during an event at High Plains Raceway in her dad's 911 Carrera 4S, she was hooked.

A competitive equestrian, Grace relates riding to performance driving, with one exception: she has a lot more control of a car than she does a horse! Both sports cater to her yearning for constant self-improvement and progress: in preparation, timing, coordination, feel, finesse, strategy, and the mental stamina they require. Grace was at every 2022 RMR HPDE and was a quick study with remarkable improvement.

Most Improved Male Driver: Sam Naffziger

Sam always loved fast cars of any brand, but it wasn't until driving in the Porsche Track Experience at Barber Motorsports Park in 2018 that he realized how amazing Porsches are. The following year, friends, including RMR's Thomas Borch and Matt Gough, encouraged him to take the leap and join them at an HPDE. Sam bought a 2016 911 Turbo S Cabriolet, and after two events under Brian Bobich's tutelage, he was all in. With the pandemic restrictions of 2020, he didn't get to the track again until 2021. During that period, he formed a trusting relationship with Zach Schroeder while having work done on his car at Zach's shop, Poudre Sports Car. Agreeing to be his instructor, Zach polished Sam's performance-driving skills to new heights, teaching throttle-steering, later and better braking, and understanding the limits of his vehicle.

We are all so proud of you, Vicki, Grace, and Sam. Congratulations to each of you on these well-deserved awards! 🍀

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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PEDRO'S GARAGE

Pedro P. Bonilla
Suncoast Region, PCA

All of our cars come from the factory precisely aligned, but alignment is not permanent.

Alignment or Balance?

"I get a shimmy at speed", or "my car pulls to the left when cruising down the road," are two common complaints regarding steering-wheel feedback. The next question is, "Should I have an alignment done, or do I need balancing?" I will attempt to simplify what otherwise are complex and precise adjustments, very important for your Porsche to perform at its best.

BALANCE

The technical definition of balance is the uniform distribution of mass about an axis of rotation, where the center of gravity is in the same location as the center of rotation. Because of manufacturing imperfections and additional requirements such as a tire's valve stem, tire-pressure monitoring system, etc., when a tire is mounted on its wheel the combined weight distribution is not perfect. This can be corrected by adding small weights strategically attached to the edge or underside of the wheel. Tire balance actually encompasses balancing the tire and the wheel it is on. Tire balancing is necessary because an imbalanced mass causes the wheel to wobble as the tire rotates, generating vertical or lateral vibrations which may increase with speed and can be felt through the steering wheel.

The best way to balance tires and wheels is by dynamic balance, where they are mounted on a rotating axle with sensors which detect small unbalanced forces on the axle. These sensors feed a computer that calculates the forces and, taking into account the diameter and width of the tire, tells the operator how much counterweight to add and exactly where to add it on the wheel to eliminate the imbalance.

Several types of imbalance can occur:

Static Imbalance: Vertical movement resulting from light or heavy wear spots on a tire.

Dynamic Imbalance: Side-to-side movement resulting from unequal weight on the sides of the tire and/or wheel.

Run-Out Imbalance: Excessive movement generally due to improper bead seating of the tire on the wheel.

Vehicle Imbalance: Vibration due to vehicle components other than tire/wheel

assembly, such as brake rotors, wheel hubs, and drivelines.

Static and dynamic imbalance are corrected using a dynamic (spin) balancer. Run-out can be corrected by properly re-mounting the tire, and vehicle imbalance can be corrected by replacing or repairing the imbalanced part.

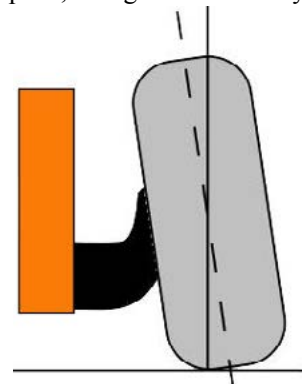
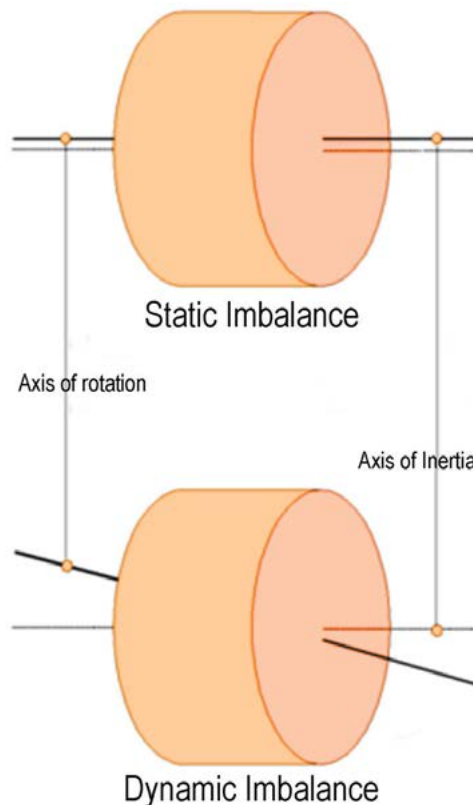
After some miles on new tires, imbalance can occur due to the loss of a counterweight or by wear spots on the tire. If you feel a slight vibration through the steering wheel, have your tires' balance checked.

ALIGNMENT

The angles of the wheels are usually adjusted to the car manufacturer's specifications. Since alignment involves primary and secondary wheel angles, which are obtained by adjusting suspension parts, it is more complex than balancing.

The three basic alignment parameters are **toe, camber, and caster**, but an alignment job goes well beyond these three since secondary angles can be adjusted, such as steering axis inclination, included angle, toe-on-turns, maximum turns, toe curve, track width difference, wheelbase difference, frame angle, ride height, and more.

Toe is the symmetric angle that each wheel makes with the longitudinal angle of the vehicle. When the steering wheel is straight, are the tires pointing inward (toe-in) or outward (toe-out)? In a rear-wheel drive car such as a Porsche, increased front toe-in provides better straight-line stability but hampers turning response and increases tire wear. So for high-speed, straight-line stability on



Camber is the angle between the vertical axis of the wheels and the vertical axis of the car.

When the steering wheel is straight, are the tires pointing in (toe in) or out (toe out)?

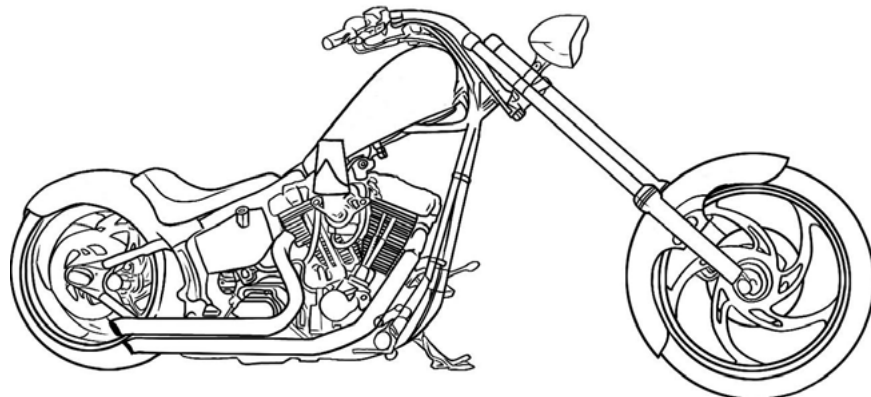
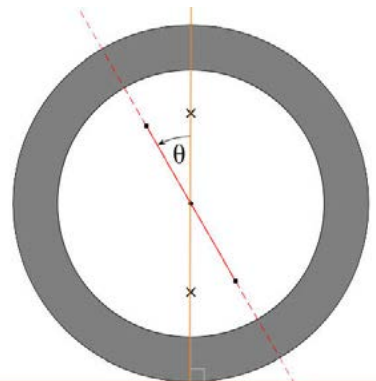


a track, you need a different setting than for an autocross, where turning response is favored over straight-line stability.

Camber is the angle between the vertical axis of the wheels and the vertical axis of the car, viewed from the front or the rear. Porsches usually have negative camber, especially on the rear wheels, which means that the inner top edges of the wheels are closer than the inner bottom edge. Generally, more negative camber improves cornering grip but induces wear on the inner edges of the tires. On the other hand, for maximum straight-line acceleration, the best traction is attained with zero camber angle.

Caster is the angular variation from the vertical axis of the suspension. Think of the rake in a chopper's front suspension. Caster has more to do with the ability of the tires to self-center themselves (straight-line stability).

Most of these adjustments interact with each other. Changing camber affects toe, and changing ride height alters the geometry and requires additional modifications to bring the alignment back to spec. New cars come from the factory precisely aligned, but alignment is not permanent. Bumps, potholes, curbs, and general wear affect alignment settings, which need



Caster is the angular variation from the vertical axis of the suspension. Think of the rake in a chopper's front suspension.

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to be brought back to spec periodically. A proper alignment (as close to the factory specs as possible) can reduce tire wear, give good cornering traction, and maintain high-speed stability in your Porsche.

For more on tire balancing and wheel alignment, visit our website, www.PedrosGarage.com. ☘



CHARITY COMMITTEE

Florence Mackin
Charity Committee

Thanks to all who contributed so generously in 2022; RMR benefitted 13 local charities.

RMR Charity Committee Program Update

As we look forward to hitting the road for the season, here is an update on our Charity Committee programs. In 2022 the RMR board approved a donation match of up to \$5,000 for the Boulder Community Foundation Wildfire Fund to benefit victims of the Marshall Fire. Members met the challenge, and more than \$11,000 was presented to the Foundation in February 2022. This year we revert to previous procedures. You can nominate charities for donations from \$100 to \$500 by submitting an application to the Charity Committee. The guidelines and application form are on the RMR website; click About Us then Charity Committee (rmr.pca.org/charity).

Past event chairs of track events and autocrosses chose charities to benefit from registrant donations and payments for lunch-time rides. This year this program is being expanded to include driving tours.

There is no exercise for the heart better than reaching down and lifting people up.
— John Holmes

Event chairs, let the Committee know your chosen charity before your event. Recipients must be 501(c)(3) organizations. Charities tied to specific religious denominations or organizations supporting specific political views will not be considered. The Committee checks that charities are registered with the Colorado Secretary of State as charitable organizations. We also check Charity Navigator to ensure a history of fiscal responsibility, accountability, and transparency.

If you have questions or are interested in joining the Charity Committee, please contact Florence Mackin at charitycommittee@rmporscheclub.com. ✳



Photo: John Mackin

Tatiana Hernandez of the Boulder Community Foundation gladly accepts a check for \$11,760 from RMR Past President Vicki Cox-Jones and Charity Committee Chair Florence Mackin (February 2022)

**RMR's GIVING FOR 2022:
\$23,142**



Photo: Christian Granger

RMRer David Green makes a donation to the Food Bank of the Rockies at the New Member Social (March 2022)

Chris Sulley
Autocross Chair

Improve your driving technique and enjoy your Porsche in a safe environment

Autocross University and Spring Autocross

Our 2023 autocross schedule offers five events, beginning with our traditional season-opening Autocross University, followed the next day by our Spring Autocross. Both are driving events! If you are new to PCA, to Porsche or another favorite car, want to improve your driving, or want to enjoy your Porsche safely--but especially if you want to learn how to autocross--register for Autocross University.

Autocrossing is performance driving in a safe environment at relatively low speeds (2nd gear). You will not hurt your car or yourself. It's fun, and the adrenaline rush will keep you smiling for days. At the University you will learn car-control, gain confidence in your driving, learn braking limits, practice correct driving positions, and push the limits of tire adhesion.

By the way, autocross is also a social event, a great time to meet new members and visit with friends.

AUTOCROSS UNIVERSITY : SATURDAY

Instructors will work with you with plenty of driving time through three car-control exercises. Learn about car balance through a slalom course, throttle steering around two skid pads, and threshold braking and acceleration in a unique triangle exercise. All of this in the morning followed by an afternoon of learning how to use these skills on a full-scale autocross course.

AUTOCROSS : SUNDAY

On Sunday, we run against the clock! Are you the quickest 911, Boxster, Turbo, or Macan? This is a great chance to try out your newfound skills and compete against the clock.



Photo: Vicki Cox-Jones

Photo from RMR's Smokin' Tires and Smokin' BBQ Autocross (June 2022)

EVENT DETAILS

Registration opens and closes April 18. Click the Event Registration link at www.rmr.pca.org. Both events are open to licensed 16 and 17-year olds. Junior Participation forms and instructions are under the forms tab on the website. Please read them carefully. The Autocross School is limited to 50 participants, so register early to assure your spot. PCA and Audi Club members receive preference if they register by April 15. Later open spots will be filled first-come, first-served based on registration date. Autocross School: \$65; Autocross:

\$55; Both: \$110.

Pre-registration opens and closes April 18 and is required, as it allows us to plan for "beer thirty," as well as organize the event and obtain volunteers. No walk-ups accepted. A Porsche is not required, but only Porsche, Audi, Volkswagen, or BMW SUVs are permitted; no pickups. Convertibles are fine, even with the top down. Restrooms are available, but there are no concessions, nor are any nearby. Bring lunch and non-alcoholic drinks.

You will need a Snell-rated 2015 or newer helmet. Motorcycle helmets with this designation are acceptable. Several loaner helmets will be available. Top tech will precede the school on Saturday and each run group on Sunday; please remove loose items from the car.

If you can volunteer to help set up the course, etc., please contact Chris Sulley at 720/630-6898 or cjsulley@comcast.net. ☘

WHAT:	Autocross University and Spring Autocross
WHEN:	Saturday, April 22 – Autocross University Sunday, April 23 – Spring Autocross
WHERE:	Colorado Air and Space Port, Watkins, CO
COST:	Autocross School \$65 Autocross \$55 Both Events \$110
REGISTER:	www.MotorsportReg.com (Closes April 18)
QUESTIONS:	Chris Sulley cjsulley@comcast.net

STREET SURVIVAL SCHOOL IS BACK

ARTICLE BY: **LYNDA LOVE**

PHOTOS BY: **MIKE PAPPAS**

A 16-year old is 20 percent more likely to be killed in a crash than an adult. According to the Insurance Institute for Highway Safety, the fatal crash rate per mile driven for 16-19 year-olds is nearly 3 times the rate for drivers aged 20 and over. Risk is highest at ages 16-17.

Have a teenager? Know a teenager? Concerned about these statistics? The Rocky Mountain Chapter of the BMW Car Club of America, in collaboration with RMR, is holding a Tire Rack Street Survival School. How is that different from regular driver's ed? We use hands-on, in-car experiences to teach teenagers how to respond to real-world situations. Teenagers learn in their own cars; trained instructors provide in-car instruction. The school will be at the Emergency Vehicle Operation Center in Douglas County, south of Titan Road near Sterling Ranch.

A Tire Rack Street Survival School hasn't been held in Colorado since 2019, so this event will fill quickly! Parents, no car-club membership is required.

"When your teen driver attends a Street Survival school, we teach them to control their car in unpredictable situations based on its handling limits. They master the application of driving physics and learn how to make good driving decisions and react more quickly. They become more aware and learn to begin anticipating the actions of other drivers." 🚗



WHAT:	Tire Rack Street Survival School
WHEN:	Sunday, May 7, 2023
WHERE:	Douglas County EVO Center, Littleton, CO
COST:	\$95 per Student (Capacity: 35 Students)
REGISTER:	www.StreetSurvival.org (Registration is Open)
QUESTIONS:	Doug Bartlett, doug@dbartletts.net Lynda Love, rxiris@comcast.net



Don't Just Attend Porsche Parade... ...Be a Part of It!



Porsche Parade offers driving tours in which PCA members and guests meet up at a defined starting location, drive together along an interesting route, and enjoy a unique place or destination – often including a luncheon with PCA friends. Parade is a great time to join a driving tour!

Phase 2 Registration Opens April 5, 2023



June 18-24, 2023
La Quinta Resort & Club
Palm Springs, California
www.porscheparade.org

Les Femmes Fantastiques

Part Une



Renée Brinkerhoff and her daughter/navigator Juliette at the 2019 East African Safari Classic Rally.

Race a 356 with zero experience? Impossible! Yet Renée quickly learned driving skills, outfitted the car and herself, then entered one of the most famous, and dangerous, rallies. Her entry was supposed to be a one-off.

ARTICLE BY: ROBERT WATT

PHOTOS BY: VALKYRIE RACING/CHRISTINA BRINKERHOFF



The following events and locations are real. No names have been changed to protect anyone, since no one was innocent. Instead, everyone is guilty of living a full, meaningful life adhering to Renée Brinkerhoff's test: "Is the Juice Worth the Squeeze?"

Première Femme Fantastique: RMR member Renée Brinkerhoff was 55 in 2011 when it happened. She had dedicated herself to developing and maximizing the potential of her four children by home-schooling. They thrived under her wide-ranging instruction and subsequently succeeded, all attending college on scholarships. Still, she felt a personal need, an unidentified desire. Did it have anything to do with her first car as a teen, a Volkswagen bug?

Seconde Femme Fantastique: A Porsche 356A trailer queen that Renée had a chance rendezvous with that same year. Of course, it was love at first sight. She bought the car because it 'spoke' to her: "*Nehmen sie mich rennen (take me racing).*"

But race a 356 with zero experience? Impossible! Yet Renée quickly learned driving skills, outfitted the car and herself, then entered one of the most famous — and dangerous — rallies. Her entry was supposed to be a one-off. Need satisfied, done. But soon she founded Valkyrie Racing (www.ValkyrieRacing.com), and based on another random meeting and shocking encounter, launched the Project 356 World Rally Tour to raise awareness of child trafficking and generate funds to fight it. She began working with international groups, including Kenya's HAART Foundation and The Exodus Road in Colorado.

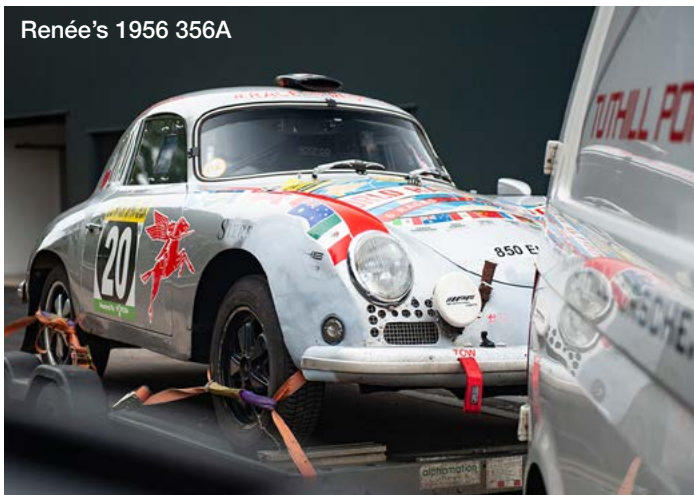
To quickly build her driving skills, Renée signed up for the Porsche Track Experience at Barber Motorsports Park in Alabama. She had a pretty good driving instructor, Le Mans winner Hurley Haywood. "Hurley kept me out there, taking me around and around the track. That was such a confidence booster."

Fast-forward 12 years. Now Renée has conquered 6 rallies on 7 continents and nearly \$1 million raised via the World Rally Tour: La Carrera Panamericana (5 times!); Targa Tasmania; Caminos del Inca; Peking to Paris Motor Challenge; East African Safari Rally; and the Antarctica Ice Challenge.

For details, visit www.ValkyrieRacing.com and consider donating to Valkyrie Gives to combat child trafficking and support women, too. Renée described the positive, inspiring results that 100 percent of the proceeds fund, from Peru to India. It's a very worthy cause.

Via articles in automotive magazines and other national and local news sources, including *Porsche Panorama*, many of you know Renée's incredible and inspiring story. But now consider 'the rest of the story', i.e., the details not often told. Her father, first a U.S. Marine, next worked for B.F. Goodrich then for the U.S. State De-

Renée's 1956 356A





vid memories of Laos during the Viet Nam conflict. Exposed to many cultures and beliefs, she developed an appreciation of life's diversity and fragility plus a love of travel and a profound respect for other cultures and the power of education. Renée finished high school in southern California, acquiring that first VW, eventually followed by a 2007 911 Carrera, a 2021 Cayenne GTS, and

partment, which meant a life of travel. They lived in Southeast Asia, generating viv-

the 1957 356 Coupe. Not a single Buick among them.

Life happened: school, homes, marriage, kids. Finally landing in Sedalia, Colorado, with PCA RMR, she settled in to focus on her family. Then along came that little 356, changing Renée's life. Let's review her desire-fulfillment adventures, in order:

Rally 1, La Carrera Panamericana

To celebrate the completion of Mexico's north-south highway system, the original rally (a dual Porsche-naming source) was established in 1950. The route was 2,000 miles from Tuxtla to Juarez. The event was flat-out, over public roads, like the Mille Miglia. Cancelled after five years due to too many accidents and deaths, it was revived in 1988 as a stage rally on closed roads, making it *safer*. It always attracted and tested the best rally cars and race drivers — if you're a man — as in 1954 when Hans Herrmann came third in class in a Porsche 550 Spyder.

So of course, Renée entered. It was 2013. Renée was 57. In her first rally, in her newly-prepared 356, with a fledgling support team, she won her class. And again in 2017. Take that, guys. "I felt all these things I've never felt and learned who I really am. But I thought I was done. Itch scratched." "*Nicht einmal annahernd* (not even close)," her 356 explained.

Hardest of all your rallies because it was your first?

RB: "Yes, because it was my first and also because it was the most obviously dangerous experience, given the speeds we raced at and the gnarly roads."

Why did you choose this infamous and dangerous event as your first?

"It was the only road rally for classic cars in North America that I heard about when I was looking for my first rally."

Were you aware of its scary history and Porsche's early involvement?

"No, I didn't know about Porsche's history in it, and for sure I didn't know its notorious reputation, not until after."

Biggest "why didn't you tell me?" you wished you had known before you began?

"The attrition/death rate and danger. But really, it was better I didn't know!"

Did your emotional state (nerves, excitement) continue for





One Day I'm Going to...Race a Car.

subsequent rallies, or did you settle into a routine?

“The nerves continued, but the body shaking quit after the first two rallies. My confidence grew as we achieved success.”

Are all your rallies uniquely intimidating?

“Yes. Each presented its own unique challenges never before experienced by me, the team, or the car!”

Do you think you would have continued if you hadn't done so well initially?

“I don't know. I would say yes, but I really don't know.”

Biggest lesson from that first rally?

“Conquer your fears, and find unimaginable strength and power to succeed when you harness it.”

Biggest factor(s) contributing to your success?

“Every team member, not just me, was passionate about what we were doing; they dug deep to give it their all, and each person had a strong desire to succeed.”

Where did your focus and driving skill come from since you'd never raced?

“I don't know, but it all clicked when I was in the car. Focus, (woman's) intuition, a willingness to push the envelope and bite off a big hunk of risk all coupled with a competitive drive. And very importantly, having a navigator who was just as committed as me in all the same ways.”

Any issues or comments on the 356 in your first rally?

“The car performed extremely well. Before the start we hadn't even completed the modifications allowed for our class, e.g., a fifth gear and a better gear ratio would have helped, especially when accelerating uphill. But the car lived up to its reputation of being better than the higher-powered American cars on curvy roads, but we did run out of horses on the straights. That said, beyond 135mph the front tires lost contact, but we weren't allowed to modify the car!”

Rally 2, The Targa Tasmania

Next, Renée entered this most challenging drive across that rugged and remote island. Inspired by the Targa Florio, the rally



HIGHGEAR
Interactive PDF

Project 356 World Rally Tour
Renée's Journey



CLICK ON THIS IMAGE to watch video

youtube.com/watch?v=gDXnT_4Uerk



Renee was the pace-car driver for the Broadmoor Pikes Peak International Hill Climb

covers over 2,000 km with up to 40 competitive stages over six days. Out of the 300 cars and drivers, Renée was the only female driver and claimed a top-20 finish in a highly competitive class. Her intrepid little 356 was the only one. It had become quite the little beast. Finishing is considered a win. “I encountered still-entrenched sexist attitudes but handled them graciously and had the last laugh.”

Any unique challenges, as you arrived relatively close to the starting day?

“Yes, because we had no time to test the car, we had throttle and clutch challenges on the first day, but we fixed them quickly.”

Compared to La Carrera, harder, easier, or just a different kind of crazy?

“Harder for different reasons. I had a new navigator, and we didn’t ‘know’ each other in the car. He also didn’t know the rally rules, so it took him a few days to figure them out! He also had

a lower risk tolerance because he had had a worse race accident than I ever had. These things made it difficult for us to be more competitive.”

Rally 3, The Caminos del Inca

Then came this grueling 3,500-km trial crisscrossing the Peruvian Andes. Half the route was on tarmac, but the other half, if you said it was on ‘gravel’ would be a compliment to little rocks. The course was incredibly narrow and curved, with dizzying drop-offs on ‘roads’ barely etched into the cliff walls. In places you’re above 4,500 meters in altitude. Indiana Jones would’ve thought twice about chasing the Ark on these roads.

Due to its difficulty and outright danger, this race has claimed several lives, but by now Renée had been transformed. At this point she was 62. “My heart and soul are entwined in this car. I wouldn’t run now with any other car.”



Renée Brinkerhoff and the Valkyrie Racing team conquer the 2018 Caminos del Inca rally.



“A broken suspension stranded us on a dirt road only a few miles from the finish. Suddenly an enthusiastic crowd of locals surrounded the car. Bringing clay bricks and rocks to lift the car, they strapped the broken parts together. Ingenuity and perseverance are key for these peoples’ very existence; they can’t give up, or they won’t survive a bitter cold winter nor a growing season without rain. I’ve repeatedly learned this in rallying; whether in Mexico or Mongolia, you just need to find a way. You don’t give up; there’s always a way. The enthusiasm of these local people showed us it was just as important for them as it was for us to get to the finish line; our success became their success.”

How many entrants? Any other women or Porsches?

“One other woman driver shared the driving with her male co-pilot. I drove every mile. Not just here but in all of my rallies. Here we drove the only Porsche...in the history of the event! Plus we were the first non-modern vehicle to participate, of any make. The other cars were modern, purpose-built rally cars.”

You finished in what place?

“We finished. We considered that a win.”

Scariest moments? Hardest race yet?

“We started with no car parts, spare tires, etc. The car was released, but not the tires or spares; they were stuck in Customs for weeks, so we had to make ‘concessions.’ Subsequently, everything was released but only a few hours before the ceremonial start the night before the actual start. We reached the starting arch with only minutes to spare. If we hadn’t arrived, we would’ve been disqualified.

“Our mechanic, Simon Redhead, took our only carburetor jets and hand-opened them to race the first day. We started that morning at sea level but climbed to over 10,000 feet within just a few hours, and his ‘handmade’ jets worked!”

Would you do this one again?

“I would love to run this event again and have a chance for the podium. But finishing was a challenge. We burned through our first engine; two mechanic’s gloves were later found in it! The tarmac and ‘gravel’ combination also made it tough. This was our first real ‘off-road’ experience. The other drivers were exceptionally skilled and capable.”

Renee’s amazing story will continue next month. ☘



– SPECS 1956 356A –

	Original / Modified
Drive	Rear-Wheel Drive
Layout	Rear-Engine
Wheelbase	82.7 inches
Engine	1.3 / 2.0-liter Flat-Four
Transmission	4 / 5-Speed Manual
Horsepower	59 / 152 hp
Torque	65 / 170 lb-ft
Weight	1,874 / 2,292 lb
Pounds/HP	31.8 / 14.7 lbs/hp
0-60 mph	15.5 / 7.0 sec. (est.)
Top Speed	99 / 110 mph (est.)

Other Modifications:

- 11:1 Compression Ratio
- Dual Weber Carburetors
- Limited-Slip Differential
- 911 Rear Suspension
- Custom Shock Absorbers
- Disk Brakes
- Full Roll Cage
- 80-liter Fuel Tank
- Onboard Fire-Extinguishing System
- 12-Volt Electrical System



PCA CLUB RACING

David Safris
RMR Columnist

The three friends were neck and neck with each other, jostling for position.

HighGear Article Using ChatGPT Generated Text

After attempting a few article ideas I thought it would be interesting to give a modern twist to article writing and turn to the new Artificial Intelligence (AI) engine ChatGPT (chat.openai.com).

The challenge was to write a newsletter article using only ChatGPT generated text. As with all things computer based, the input is important to the output. I tried to get the most interesting output using the fewest possible words of input.

With that in mind — I am happy to submit what is likely the first ever club article written by an AI engine. Read on to see what chatGPT has to say about what might happen in the future at the PCA Club Race in Topeka, KS in mid April.

Input Statement:

“Three hundred-word story about friends David, Mark, and Shawn, who race Porsche Cayman cars against 40 competitors in a club race in Topeka, Kansas. It’s a sunny day, and they celebrate after the race. Who will win? Will anyone crash?”

ChatGPT Output:

“David, Mark, and Shawn were three friends who shared a passion for racing. They had invested in Porsche Cayman cars and had entered a club race in Topeka, Kansas, competing against 40 other racers. The sun was shining, and everyone was eager to get started.

The race began, and it was a tense and thrilling experience. The three friends were neck and neck with each other, jostling for position. They weaved through the track, dodging other racers and taking every opportunity to get ahead.

As they approached a sharp turn, David’s car started to skid, and he struggled to regain control. He hit the rail and crashed out of the race, leaving Mark and Shawn to continue on without him.

The race was intense, and the two remaining friends were pushing their cars to the limit. They were determined to win, but they also knew that the competition was tough. As they entered the



final stretch of the race, Mark managed to overtake Shawn and took the lead, crossing the finish line first and winning the race.

After the race, the three friends celebrated their achievements. David was disappointed to have crashed out of the race, but he was happy to see his friends do so well. Mark was elated to have won, and Shawn was a good sport, congratulating him on his win.

They cracked open some cold beers and talked about their experiences on the track. They relived every moment of the race, discussing what they could have done differently, and they all agreed that it had been an incredible experience. They knew that they would continue racing and supporting each other, no matter what the future held.

As the sun began to set, the three friends hugged each other, feeling grateful for their friendship and the shared experience they had just had. They knew that they had a bond that could never be broken, and they looked forward to more adventures on the track in the future.”

Say What!?

So, there it is — the billion dollar Artificial Intelligence engine has me crashing and Mark winning. Now I’m not sure I even want to go! It is a sample of one that predicting the future can alter how we feel about the future. However, I’m thrilled for Mark and Shawn and hope that I can avoid any issues in April IRL (In Real Life). Stay tuned. ✖



Three friends Shawn, Mark, and David who race Porsche Cayman cars



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FEATURED RMR MEMBER

Susan Eastman
RMR Columnist

“Sure enough, Frank Barrett arrived, and he did have skills as a writer, photographer, editor, and knowledge about cars, not just Porsche,”

The Man, The Mind, The Machines : Frank Barrett

If there is such a thing as a walking encyclopedia about automobiles, it would be Frank Barrett. He has owned an eclectic mix of car brands, but it's his history with Porsches that is special because it closely parallels that of Porsche's rise to cult status in the U.S.

As a journalist for decades, Frank has written abundantly about Porsches, and Mercedes-Benz as well. He explains the inner and outer workings of these cars in exquisite detail in magazine articles and books. And his interest in impressive cars is not limited to only the German manufacturers. He owns two Italian cars and has delved into the Shelby and wrote a popular book called *“Shelby Cars in Detail: Cars of the Shelby American Collection.”*

“The Shelby Cars in Detail book was the best thing I ever did,” said Frank recently while enjoying a vanilla latte at a Niwot coffee shop. *“It's no longer in print, but copies can be found on Amazon for up to \$350!”* Thanks to those who helped with that book, it's my most lasting product so far.”

But let's back up and learn how Frank's love affair with cars began.

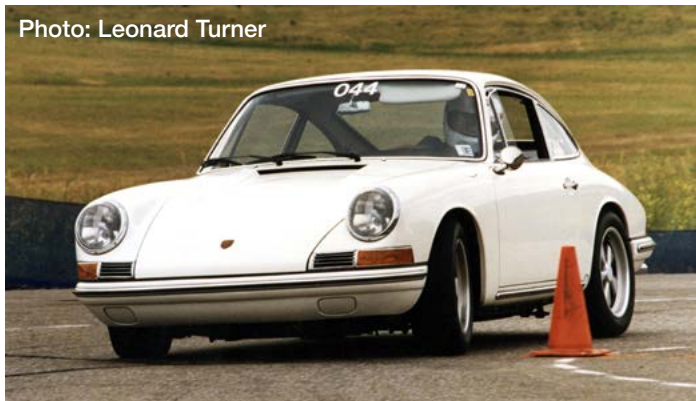
Frank's family moved from England to the U.S. following WWII when he was nine-years old, his parents wanting a fresh start. They landed in Pennsylvania, and Frank eventually graduated from the University of Pennsylvania with a BS in Civil Engineering in 1965. From an early age he liked understanding how things worked. That included cameras so he took up photography and worked on his college yearbook staff, where he met fellow student and then unknown Candice Bergen while developing film in the dark room. *“That didn't go anywhere,”* he sighed.)

“Frank is one of the most knowledgeable car guys around. His library of books is impressive. I affectionally call him my Car Uncle as I have no family other than my daughter.”

— Melanie Pray, Concours judge

In 1968, he bought his first Porsche, a light ivory early 1965 912. His engineer's mind was enamored with its engine and its esthetics. He immediately joined PCA's Central Pennsylvania Region then bought a non-running 1952 1500 Super coupe. He was bitten by the Porsche bug.

Speaking of bugs, Frank wanted out of the East Coast's gloomy, damp climate. In 1970 he tried to convince his girlfriend to run away with him to Colorado. She bailed on the plan, but he went anyway, packing the 912 to the brim with his possessions and headed west. He promptly transferred to RMR upon arrival and



Frank autocrossing the 912 at the '98 Porsche Parade

— SPEC SHEET —

Occupation: Semi-retired automotive editor, bookseller, and gentleman of leisure

Residence: Rural Longmont

What is it About Porsche: In the 1960s I was an engineer. Nuff said.

How Did You Get into Porsches: Paid \$3,995 for the 912 in 1968, car payments were \$127/month; then joined PCA.

What Porsche Was Your First Love: That 912.

Current Cars: '65 912, '06 Mercedes-Benz E55 AMG wagon (500 hp!), '86 Citroën 2CV (30 hp!), '65 Alfa Romeo Guilia Spider, '72 Lancia Fulvia 1600HF

Modifications: The 912 has a 1720cc engine, 911 brakes, big torsion bars, sway bars, 7" alloy wheels, factory sport seats, and a 50-year-old Bursch exhaust.

Scariest Moment Behind the Wheel: Entering Canada Corner at Road America way too fast. All the AMG SL's warning lights lit up, but thanks to German technology, we made it.

The One(s) That Got Away: Two decent running Speedsters, \$1,200 each in 1966; ex-Richie Ginther RS60 with fresh engine and trailer, \$3,500 in 1973. Perfect original 904, \$25,000 in 1976.

Dream Car: '68 911R

Favorite Drive: Million-Dollar Highway from Durango to Ouray; north rim of the Black Canyon of the Gunnison, south of Hotchkiss; Gore Pass.

What People Don't Know About You: I was born in Yorkshire, England. And I bake a delicious, brandied apple cranberry pie.



A rolling restoration since 1992, Frank's Alfa Romeo has completed about 20 Colorado Grands.



A young Frank doing some early mechanical work!

“Frank was en route to my Mercedes-Benz shop in Denver. He was tooling along the Boulder Turnpike, doing his usual 90 mph and enjoying the huge high-speed turn from the Turnpike onto I-25, when suddenly red and blue lights flashed behind him. Frank pulled over. The Colorado State motorcycle patrolman asked for his license and registration. Frank, in his best loquacious manner, asked the officer if he had ever heard of the Colorado Grand. The officer’s eyes lit up, and he said he knew all about the Grand because he had provided motor support for it seven times. When Frank mentioned that he was an organizer, the officer told him to have a nice day and walked away, leaving our Frank ticket-free.”

— Stu Ritter, Mercedes-Benz mechanic

started making friends. One was member Paul Bingham.

“Rumors started in 1970 about someone coming to RMR from back East who had a lot of talent. Sure enough, Frank Barrett arrived, and he did have skills as a writer, photographer, editor, and knowledge about cars, not just Porsche,” Paul said. “Frank fit right in.”

Frank did feel at home. “It was a much smaller group in the 1970s, and everyone knew each other. It was the apex of RMR; it was like a family back then,” he reminisced. “I’m still close with many of these friends.”

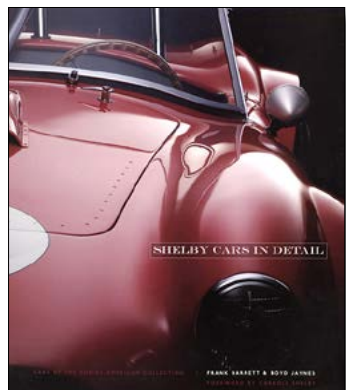
Frank worked as a civil engineer in Denver, designing water and sewer systems for small communities such as Allenspark, and he helped to design decorative water features at Denver Botanic Gardens and Confluence Park, to name a few. Frank also became RMR’s newsletter editor, seeing a need to redesign its format.

The result earned him the Paul Heinmiller Award for Best PCA Regional Newsletter in 1973. That’s also when he started autocrossing and time trialing.

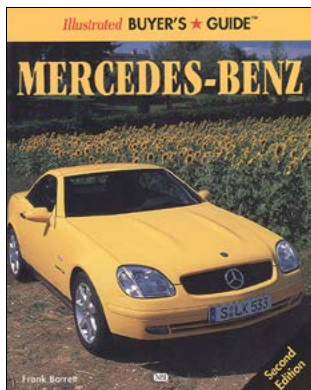
“I liked low-powered, light and nimble cars because you can drive them flat out,” Frank said. “But I took lessons after being here for a couple years. In 1972, Larry Myers taught me to drive on a track, at Aspen.” Frank must have learned something because he eventually became an RMR instructor himself and has been recognized as one of the best. He was RMR member and eventual instructor Kathy Fricke’s first teacher.

“Frank demonstrated just how fast his humble 912 4-cylinder could move in his expert hands,” said Kathy’s husband Walt Fricke. “It was always a thrill to see him perform on the track, as well as on the autocross course.”

Frank drove his 911E in the very first PCA Club Race in 1992 at



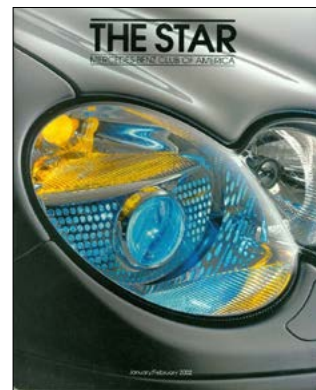
Shelby Cars in Detail: Cars of the Shelby American Collection



Illustrated Buyers Guide, Mercedes-Benz



The Star March/April 1995



The Star January/February 2002



Driving an Abarth Carrera on the 2018 Grand

Second Creek. He has since driven on tracks around the world, including Road America, Indianapolis, Hockenheim and the Nürburgring. “And I survived the Wall of Death at the Mercedes-Benz factory test track,” he added proudly.

Frank’s list of accomplishments is lengthy and impressive. Here are just a few:

- Contributing editor to *Porsche Panorama* magazine
- Co-organizer of the 1978 Porsche Parade in Snowmass
- Founder of Toad Hall Motorbooks
- Editor/publisher of *The Star*, the national magazine of the Mercedes-Benz Club of America for 25 years
- Created route books for the Colorado Grand, has driven in 25 of those tours, helping to raise over \$6M for charities
- Editor of the book, *Porsche Panorama, The First Twenty-five Years*
- Wrote the *Illustrated Buyers Guide, Mercedes-Benz*
- Wrote the book, *Shelby Cars in Detail: Cars of the Shelby American Collection*
- Restored a rare Porsche Type 678/4 aircraft engine and a 1959 Mercedes-Benz

“Frank can write. Frank can engineer. Frank can drive SLOW cars at their puny limits. Frank is a chick magnet.”

— Eddie O’Brien, Colorado Grand, Shelby American Collection

“Frank was on the board of directors of the Colorado Grand for 25 years. He designed the 1,000-mile route that participants drove in their pre-1960 sports cars for a week in Colorado, mainly on the Western Slope. He also produced the route book, which was a prized possession because of the car descriptions and historic stories that Frank wove into it. One of the highlights of my life was joining Frank on the 2008 Grand in his 1965 Alfa Romeo roadster. A week spent with Frank in his great little car touring with about 150 like-minded people through beautiful western Colorado was just the best!”

— Paul Bingham, PCA

“Frank Barrett. How can I adequately describe such a wonderful car friend? Highlights must be the adventures in my Cobra, south to Texas Hill Country and east to Elkhart Lake. In the old days as Motorbooks International, we were wholesalers to Frank’s Toad Hall Motorbooks, and in later years we have become friendly rivals. He has become the foremost Porsche book specialist in the country, but I do have to admit to selling him a Lancia book recently.”

— Thomas Warth, bookseller

Today Frank continues to run Toad Hall Motorbooks (www.ToadHallMotorbooks.com) and copy-edits the occasional book, as well as *HighGear*. His rural Longmont home is a veritable museum of automotive art, including vintage paintings and posters. He has owned, restored and driven examples of the most collectible cars from the 1950s through the 1990s, but he says he’s “too old” for restoration projects now and prefers instant gratification. That includes driving his 30 hp 1986 Citroën 2CV with the top down in the summer.

When asked to summarize his career, Frank said, “As an engineer, I helped people with a basic need, water, during the public-service phase of my life. Later, as an automotive journalist, I got to live a childhood dream, meet my heroes, and enjoy hundreds of memorable motoring experiences. And selling books just feels good.”

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



Photo: Gordon Jolley

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Photo: Bob Lerche

A Cool 356B Super on Ice

RMRer Bob Lerche snapped this photo of his 1962 356B Super on frozen Georgetown Lake. Bob writes: "In 2012, I purchased the basket case of a car on CraigsList. It took me five years to restore, and I have enjoyed driving it for the last five years. In November 2022 I rolled it. So...the car is undergoing yet another restoration. The Rocky Mountain 356 Club (www.RockyMountain356.club) recently had an event, which featured my car on a frame rack getting the front suspension back to where it belongs. I hope to have it back on the road later this year."

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Bruce Herrington
Orange Coast Region PCA

Hot Rod Magazine: 75 Years

by Drew Hardin, published November 2022 by Motorbooks

Somehow it seems inappropriate, to this reviewer, to see *Hot Rod Magazine: 75 Years* with a hard cover. Touted as a history of the eponymous softbound magazine, this book is actually a history of hot-rodding. And plenty of its emphasis crosses over into the world of Porsche enthusiasm.

Chapter One, Where It All Began, provides fascinating insight into the origins of Southern California hot-rodding, the Southern California Timing Association, and the people involved, many of whom had developed their talents as GIs in World War II. It shows that *Hot Rod Magazine (HRM)* and the Petersen Publishing empire both began because in the 1940s, when Robert Einar Petersen joined the U.S. Army Air Force to become a pilot, Uncle Sam made him a photographer instead.

Nine chapters describe the magazine and hot-rodding decade by decade, with a look forward at what the 2020s may bring. More than just another publication, *HRM* is shown as a movement. During the 1960s the magazine morphed from reporting Bonneville top-speed events to organizing and promoting shows and tours as well as creating the National Hot Rod Association (NHRA). That sanctioning body's founding president and vice president were senior *HRM* staffers, and it didn't just coordinate events but more importantly standardized drag-racing rules and safety procedures.

Hot Rod Magazine: 75 Years tells far more than the story of Petersen Publishing and how surprisingly vast it is, or of *HRM*. It documents a major genre of motorsport as it grew from backyards and one-car garages into a major industry.

Much more than a readable text on the magazine's colorful history, this book summarizes the history of a large segment of mostly American motorsport, both amateur and professional. Event descriptions in the chronological review of articles show how the magazine's focus evolved from being a journal for the

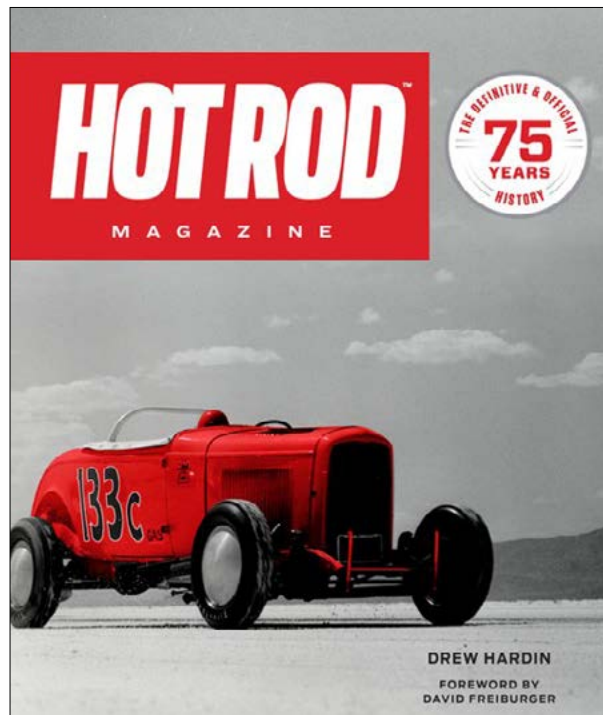
Southern California Timing Association and top-speed record runs to chronicling muscle cars, custom cars, race cars, even vans, as well as engine building and chassis design, with a little rod and custom (a competing cousin publication) thrown in.

Everybody's automotive performance magazine defined a hot rod as an automobile rebuilt in for better performance and appearance. In the 1970s, appearance became noticeably more prominent in its coverage, and *HRM* started sponsoring its Hot Rod Nationals car shows.

Actually, over the years *HRM* created and organized a huge number of shows and even cross-country tours to support the vehicles they wrote about and get its readers involved. This book shows that *HRM* was more than a recorder of hot rod activities; it was also a participant and promoter of the hobby. Along the way the magazine shifted from reporting on professionally-built custom machines to a broader coverage of more amateur home-built and modified cars. Starting in the 1990s, it covered low-buck achievements and more "how-to" instruction, not just what-was-done

reporting. Plenty of interesting anecdotes are well and readably told. The consistent quality of the photography — even in the 1950s — outshines that of most other magazines. Many subscribers hung onto their copies, and rare early issues became difficult and expensive to acquire. Even a near-complete set takes up 10 feet of shelf space!

Hot Rod Magazine: 75 Years is hardbound with a photographic cover and includes 208, 9x11-inch semi-gloss pages, very well illustrated with historic pictures from *HRM* files. A comprehensive three-page index lists mostly people's names. By the time you read this, it should be available for \$50 from your favorite bookseller or www.QuartoKnows.com. 🌟



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Midland, Lubbock and the surrounding area



I GET AROUND

Danielle Badler
RMR-PCA Columnist

The CEO of Citroën was quoted in Auto Express that the growth of the SUV market, worldwide, “will soon be a relic of the past.”

Why a Duck? Why a No Chicken?

You go down to the viaduct.
Why a duck?
Why a no chicken?

Let’s all do one big rim shot for the healing power of comedy. Because humor can overcome just about anything. The Marx Brothers were masters. And they were in their prime during the Great Depression, when people really needed it. But the need is just as great today. So let’s all take a second to look around for the nuggets that smile on us and make us smile back.

I’ve been collecting tidbits, new and old, some funny, some not. But they all do the trick. Follow me, and let’s all lighten up, at least for a few minutes, and enjoy the ride.

Car and Driver magazine used to publish an annual “10 Best” issue that went beyond vehicles to cover things like the best car stories of the year. I remember one in particular.

It’s the story of these guys who were driving around one night, street racing and chewing gum. Each time the driver opened another stick of gum, he’d roll the tinfoil into a neat little cylinder. And, as the evening went on, the foil grew to a nice, ripe size.

Then, after one big burnout, a cop pulled them over. The policeman walked up to the driver’s window, looked in, and asked the driver, “Who do you think you are?”

And the driver, holding the wad of tinfoil, said, “Perhaps this silver bullet will explain me.”

In a similar vein, I just saw an interview with Lewis Hamilton, from the “My Next Guest Needs No Introduction” series hosted by David Letterman. Dave was asking Lewis about his street-driving habits, and Lewis was very self-deprecating. He said he drives very carefully because there are a lot of crazy people out there.

But that’s not the joke. Then Dave asked him if he’d ever been pulled over. And Lewis said yes, once, in London. According to Lewis, the constable looked into the car and asked, “Who do you think you are, Lewi....” And he stopped cold. True story, according to Hamilton.

Oh, and Dave asked him if he got off, and he said yes.

What do we make of the state of Wyoming, where legislators



“Why a Duck?” is a comedy routine featured in the Marx Brothers movie “The Cocoanuts” (1929).

recently put forward a bill to ban electric vehicles by the year 2035? Ban them. Reportedly the rationale is that EVs threaten the state’s oil and gas industries. Is this a joke? I don’t know, but ya gotta laugh.

And how about the CEO of Citroën who, in January, was quoted in *Auto Express* that the growth of the SUV market, worldwide, “will soon be a relic of the past.”

Really? Oh yes, said the CEO. Despite the fact that the SUV craze has now jumped across the Atlantic and is invading Europe.

According to the article, “the segment accounted for 50 percent of all new vehicle registrations on the Continent over the past few years.”

The Citroën leader reportedly explained and “pointed to the newish phenomenon of sedans that are ‘called SUVs just because they’re a bit higher.’” He went on, “On a battery EV, if your aerodynamics are wrong, the penalty in terms of range is massive. You can lose 50 kilometers (of range) between good and bad aero, and between an SUV and a sedan, you’re talking 60/70/80 kilometers, very easy.” And that will shame people to drive smaller vehicles, he said. He has a point, I think.

Then there’s Max Verstappen, the two-time* Formula 1 World Champion. Did you see where he competed in a virtual Le Mans race online and was disconnected mid-race? While he was in the lead? Max then declared “game over” in no uncertain terms. Apparently rejoining would have resulted in his team being a couple laps down. He called the whole episode a “clown show.”

Max, some advice, if I may. Upgrade to high-speed connectivity. Make your way down to the viaduct. And chew some gum along the way. Smile. You’ll feel better. And so will we.

*Or one, if you prefer. Ed. ☘



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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.

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1999 996 Cabriolet \$20,000 OBO

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

2002 Boxster S \$25,000 OBO

Speed Yellow/X4, black partial leather, Sport package, wheel caps w/colored crest, crests in headrests, roll bar. Production completed 2/8/2002. Third owner, always garaged, very clean, well cared-for. I regularly wash, polish, treat leather, keep it running well. Driven only in good weather in Colorado (no snow, no rain). In Arvada; hope it finds a wonderful new home. Previous owner, a pilot, stored it in hangar, sold it to me because he was having surgery. Details available.

Sean Hearne (720) 935-4038
shaolinsurfers@gmail.com

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
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2021 718 Cayman GT4 \$137,000

4,330 mi, Gentian Blue Metallic with PDK.

Lisa Bryan (720) 217-9750
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

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

Kelly Radial Tires \$25

Two slightly used Kelly radials. 165/15 86S. Took them off my '57 Speedster when I replaced all four.

Rodger Stewart (303) 880-3195
stewmail66@gmail.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

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

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

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

996 Fabspeed Maxflo Mufflers **\$1,000 OBO**
Fits '99-04 Carrera 996. Customized with
stage 3 modification by FD Motorsports
(Fister), ceramic-coated in black. Like
new, sound great! Call or email for info,
pictures.
Bruce Banning (720) 467-9176
brucebanning@msn.com

6-Disc CD Changer, Becker **\$150**
W/mounting bracket. Came out of a 2000
Boxster. Fitment for '96-'04 986 & 996.
Pat O'Brien (928) 988-3993
fronrange645@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.
Dennis Casey (303) 912-1528
dennismontaguecasey@msn.com

3D MAXpider Air Capsule Car Cover **\$150**
New in box, never used, XL size, part
number 1289XL; store, display, protect
car, truck, or RV in clean and dry environ-
ment, away from dust, insects, scratches.
High-quality materials, last for years. De-
signed using state-of-the-art technology.
Wes Anthony (303) 898-2235
anthwp@gmail.com

Porsche Storage **\$Various**
Secure, dry, 24/7 accessible, and conve-
nient storage for your Porsche. Single and
double garages available 10 minutes north
of downtown.
Jep Seman (303) 638-7000
jseman@coloradoadvocates.com

WANTED

1,000 Square Foot Space **WANTED**
Needed to finish restoring two vintage
Porsches for about 2 yrs.
Chris Pomares cspomares@gmail.com



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



Dear Tire Guy

ON-SITE TIRES

I've never once had a flat tire. Ever. Immeasurably amazed by my perfect PSI perpetuity, many fans, admirers, devotees, and the like often gather unto me and ask a simple question: "Tire Guy, how do you do it? How do you keep your tire pressures so stupefyingly stable?"

The secret ingredient is crime.

Kidding. About the crime part. The rest is obviously true. Would you believe me though, if I told you that among the many strange items found within tires, wads of cash are not as uncommon as one would think?

Tire Tales presents a story. According to KXAN, in an article published March 25, 2019, "More than \$200,000 in cash was found stashed in a spare tire of a truck pulled over in Fayette County on Friday, according to the sheriff's office. Drug Interdiction Investigator David Smith pulled over a Ford pickup for a traffic violation near Flatonia, Texas. The driver and passengers allowed him, Sgt. Randy Thumann, and K9 'Kolt' to search the truck. According to a release, Smith found 27 wrapped bundles of money



inside the truck's spare tire, totaling \$209,524. Silverio Gonzalez, 58, of McAllen, Texas, was arrested and faces a money-laundering charge. The other people in the pickup were taken to the sheriff's office to await their family members."

If you call The Tire Guys, and I tell you to "invest money in a good set of tires," this is not what I mean. If, however, you're trying to end up on ABC News, be my guest.

Until next month, drive on!

The Tire Guy



9 months later....



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Photo: Jack Hell

“AN ICON” = One of the World’s Most Iconic Cars, the 911

This Creative License plate is on Jack Hell’s 2021 Miami Blue 911. This car has color-matched interior trim and is one of the last Miami Blue Porsches, as the color (paint code M5C) was discontinued by Porsche in late 2021.

Jack writes: “The plate is self explanatory. I was surprised no one had chosen it. Appropriate for my first 911.”

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 Dinner

As a result of an organizational meeting at Warren Air Force Base in Cheyenne, Wyoming, on October 13, 1957, Rocky Mountain Region was founded with about 14 members, receiving its charter on July 15, 1958. On April 16, 1983, the region's 25th anniversary dinner — a mere \$16 per person — took place at the Renaissance Hotel on Quebec St. in Denver. Congratulations arrived from Alpine Mountain Region (Colorado Springs), PCA National President Hank Malter, and the man himself, Dr. Ferry Porsche. ❁



Dan Jervis, Bill Randle, and Allen Worrell (AMR).



Photos: Frank Barrett

RMR President Bob Benight with Sandi Misura.



Longtime RMRers: Jerry Robinson, Paul Bingham, Bob Hagestad, Bobbie Burger, Bob Benight, and Sandi Misura.



A dapper Ron Swarsen with Chick Misura (before he lost weight), and Sally Veitch (Hal Shaw's sister).

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Three Buildings
Sizes: 900SF to 4,000 SF
Non-Residential Mixed-Use
Option to add mezzanine level
Combinable units to create additional SF

Property Details & Highlights:

MY FLEX SPACE at DEPOT HILL
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Broomfield, CO
Use: Flex Space Commercial
Garage Condo
Total SF: ~ 36,230

Feature & Options:

10X13 Over Head Doors, Mezzanine
Private Restrooms, HVAC, Juliet
Balconies, 3 Phase Power 100/150
AMP, Custom Floors, 24 Hour
Access

Unit Sizes:

~24x40, 24x47, 30x40

Pricing:

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PORSCHE