



HIGHGEAR

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

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



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COVER PHOTO

Valkyrie Racing's 1956 356A PXG Polar Porsche. Article on page 26.
Photo: Valkyrie Racing/Christina Brinkerhoff



Editor and Creative Director: **Bill Simon**
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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.



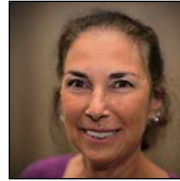
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Bill Simon
Editor and Creative Director

Learning the Basics Before Your First Track Event

HPDE / AUTOCROSS 101 CLASS: On a frosty March morning about 60 RMR members attended the seventh annual High-Performance Driver Education (HPDE) and Autocross 101 class at 3R Performance's new Denver location. RMR Chief Driving Instructors Brian Leary and Scott Henderson co-hosted the event, while several other presenters discussed specific topics, including registering for track events, car preparation, pre-inspection, tires, Snell-approved helmets, and the importance of brake fluid and pads. Attendees were surrounded by Porsches that were in for service and being prepped for the upcoming track season. The attendees I spoke with afterward were eager to try their cars on an autocross course or a DE at High Plains Raceway. Welcome to the slippery slope!

MARCH PHOTO SUBMISSIONS: For this month's Rocky Mountain Road Trips (p. 34), member Ryan Bress submitted a photo of his 2006 997 from a recent spirited drive in the picturesque Roaring Fork Valley. For Creative License (p. 45), Dan Semborski sent in a photo of his "albino" 1981 924. Thank you, Ryan and Dan.

MAY DEADLINE: April 10 is the deadline for submitting articles and photos for the May issue of *HighGear*. We are always looking for good RMR member content.

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). 🍷

3R had some serious eye candy on site, along with a few Porsches being prepped for the upcoming track season.



Photos: Bill Simon





PRESIDENTIAL IMPRESSIONS

Russ Rydberg
Region President

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

Volunteers Make RMR Amazing, More Are Needed

I don't know about you, but I'm tired of snow. Spring fever hit me hard, so I'm more than ready to take either of my Porsches out for some spirited, scenic mountain driving. I also know that many of you are chomping at the bit to be on the track, feeling the adrenaline surge again.

One event to get us out of the house is our New Member Social on Saturday, April 8, at Denver Auto Shield, from 10 AM to 2 PM, a great event for anyone thinking about getting involved in Rocky Mountain Region and helping. Many of our committee chairs and volunteers will be on hand to answer questions about helping on any level that makes you comfortable. Volunteers make RMR so amazing, and more are always needed!

After much consideration and deliberation, RMR's board decided to raise high-performance driving event and autocross entry fees very minimally to cover cost increases occurring this year. Our goal is to be good stewards of the region's finances while also offering great driving experiences at reasonable rates.

Later this month our driving season kicks off with the Autocross University on Saturday, April 22, at the Colorado Air and Space Port in Watkins. Want to learn how to really control your 911, Boxster, or Macan? Don't want to bring your Porsche out? No problem. There is a competition class for everyone. Log onto our website, rmr.pca.org/calendar, for the details and requirements. Instructors will work with you during car-control exercises. Learn car balance through a slalom, throttle steering around skid pads, and threshold braking and acceleration in a clever triangle exercise. Our Spring Autocross follows the next day at the same place. I hope you will come out and be part of this fun event!

As always, check RMR's website (rmr.pca.org) and Facebook group (fb.com/groups/pcarmr) for the latest information about events and to see what others in the region are up to. If you have questions, suggestions, or would like to volunteer, please contact an RMR board or committee member (see page 4).

Tschüss! ✪



RMR Past President Jim Thorburn mingles at last year's New Member Social.



Csaba Csere, Jennifer Taylor, and Jeri Berg talk to new members about RMR's Driver Education events.

Photos: Christian Granger, Denver Auto Shield



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MEMBERS' CORRAL

Lisa Walsh
Membership Chair

With driving season getting underway, RMR's events calendar is getting pretty full.

More Common Membership Questions

Howdy, members! March was fairly quiet, with only a few events: Cars & Coffee, Breakfast Club, and the High-Performance Drivers Education/Autocross 101 Class; our social at Simply Euro was cancelled due to weather. But fear not, driving season is getting underway, so from April onward the RMR calendar gets pretty full.

As promised, I have more questions from members:

I'm curious about High-Performance Driving Events but not ready to participate. What's it all about; can I come to the track and watch?

An HPDE (or DE) is a driver-education event, a safe, controlled environment for high-performance driving instruction. All skill levels are welcome. With experienced instructors, drivers improve their skills and learn the limits of their car. These events are not races, and lap times are not recorded.

In 2023, RMR will host eight HPDEs on four weekends at High Plains Raceway. The first, Spring Training, is April 29-30, and you are absolutely welcome to come and watch. Just sign an insurance waiver for the track at the gate as you arrive. If you would like to get a feel for the track, every DE offers lunchtime charity rides. Anyone can participate, helmets are not required, and you can take as many passengers as you like as long as they have seatbelts.

In conjunction with this event is our first 2023 driving tour, Taste of the Track, on April 29. This can be described as "social parade laps," starting with track laps at highway speed and ending with a leisurely drive to lunch. This tour sells out quickly, so sign up early.

More information at: rmr.pca.org/drivers-education

I missed the High-Performance Drivers Education/Autocross 101 class. What is an autocross, and how do I prepare?

In an autocross, drivers navigate their cars through a course defined by orange cones. Our events are usually at the old Front Range Airport. Top speeds are moderate, no higher than second gear for many cars. Competing cars are widely spaced, so only two or three cars are on the course at one time.

Autocrossing is a safe way to experience high-performance driving and gain confidence in your driving ability while learning

the limits of your car and practicing correct driving position and techniques. Preparation is easy. No tech inspection is required, but loose items must be removed from the car, and a Snell-rated helmet is required. If you don't have a helmet, loaners are available.

Our 2023 schedule has six autocrosses, beginning with Autocross University on Saturday, April 22. Instructors will work with you, allowing plenty of driving time through three car-control exercises. You will learn car balance on a slalom course, throttle steering around two skid pads, and threshold braking and acceleration in a unique triangle exercise. This is followed by an afternoon of using these skills on a full-scale autocross course.

The next day, Sunday, April 23, is our Spring Autocross, a chance to try out your new skills and compete against the clock. Autocrossing is loads of fun and a huge social event, a great time to meet new members and visit friends.

More info at: rmr.pca.org/autocross

I hear people talking about a Treffen. What is that?

Treffen is German for "to meet," the concept behind these four-day events held each spring and fall. Treffens are opportunities for PCA members from all over the country to meet in spectacular locations across North America, drive the best nearby roads, and enjoy local and resort activities. Treffens do not include competition.

The Treffen North America emphasizes the social side: meet your PCA friends and make new ones who enjoy the exclusive experiences that Treffens provide. Past locations include Canada, Arizona, California, Colorado, Vermont, New Mexico, Oregon, and West Virginia. This year's Spring Treffen, in the Georgia mountains on April 19-23, includes a welcome reception, breakfasts, tours, opening and closing banquets, a social, and more. The fall Treffen is September 20-24 in St. Louis. More information at: treffen.pca.org.

Your questions or suggestions are always welcome; just reach out membership@rmrporscheclub.com ✨



Lisa Walsh in her 2009 Cayenne at our 2022 Ladies' Day at the Colorado State Patrol Track in Golden.
Photo: Mike Pappas



MEMBERSHIP UPDATES

2,281

Primary RMR Members

3,426

Total RMR Membership

156

RMR PCA Juniors

PCA ANNIVERSARIES – Congratulations!

40 YEARS

John Karel

25 YEARS

Frank & Phyllis Milne
Josh Pinkert & Laura Stuto
Thomas Randel & Wei Han

20 YEARS

Matthew & Alexis Baker
William Essin

NEW RMR MEMBERS – Welcome!

Brett W. Adams
Parker
2019 911 Turbo S

Rodolfo Canon
Lakewood
2015 911 Turbo S

Lisa L. Cowan
Denver
2018 Macan

John D. Cullen
Edwards
2014 Boxster

Hod & Kathy Dahl
Eagle
2005 911 Carrera S Cabriolet

Aaron Fisk
Brighton
2022 718 Cayman GTS 4.0

William Florence
Golden
2013 911 Carrera 4S

James R. Garts
Denver
2022 911 Carrera 4 Cabriolet

Gael Hagan
Denver
2018 911 Turbo

Daniel & Jessica Lee
Littleton
2017 718 Cayman S

Chih-Ta Lin & Leah Novinger
Lafayette
2019 Cayenne

Bart McMurry & Mary Gannon-McMurry
Parker
1964 356

Peter Merrion
Denver
2023 911 Carrera

Michael J. & Lauri Nitz Parker
2010 Panamera 4S and
2005 Cayenne

Carol & Gus Ostermann
Golden
2021 Macan

Nick K. Patel
Highlands Ranch
2022 Taycan

Jesse R. & Melanie Perry
Lone Tree
2020 718 Cayman GT4

Joseph Regner
Highlands Ranch
2008 911 Carrera

Michael Roth
Castle Pines
2008 Boxster

Allen & Rita Schecht
Franktown
2020 911 Carrera 4S

James A. Schulman
Denver
2020 718 Cayman GT4

Chuck & Seth Spiker
Larkspur
2021 911 Carrera

Patricia & Arnold Turner
Longmont
2001 911 Carrera 4

Todd M. Wilson
Evergreen
2020 Cayenne

Jeff & Debra Wood
Timnath
2023 Macan

Nathaniel & Diante Mallory
Denver
2010 Cayman
(Transfer from Riesentöter Region)

Steven M. Reimer
Grand Junction
2014 911 Carrera 4 and
2004 Boxster S
(Transfer from Cascade Region)

NEW TEST DRIVE MEMBERS – Welcome!

Craig Adams
Castle Rock

Wyeth Jackson
Brighton

Tad Percival
Longmont

James Wogan
Boulder

Pat Curtin
Denver

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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

April 22	Autocross University (see pg 12)	8 AM to 5 PM
April 23	April Autocross (see pg 12) Colorado Air and Space Port, 5200 Front Range Pkwy., Watkins, Colo.	8 AM to 4 PM
April 29 – 30	Spring Training : High Performance Driver Education (see pg 13) High Plains Raceway, US-36, Deer Trail, Colo.	8 AM to 5 PM
April 30	High Plains Raceway to Helga's Haus Driving Tour Helga's Haus & Bier Garden, Aurora, Colo.	Details to Come
May 4	May Social at Mike Ward Automotive 1850 Lucent Court, Highlands Ranch, Colo.	6 PM to 9 PM
May 7	Tire Rack Street Survival School (see pg 33) Douglas County EVO Center, 7200 Waterton Road, Littleton, Colo.	8 AM to 4 PM
May 20	Car Care Clinic Adam's Polishes, 8225 N Valley Highway, Thornton, Colo.	8 AM to 12 PM
May 20	"You May Shift Yourself" Autocross Colorado Air and Space Port, 5200 Front Range Pkwy., Watkins, Colo.	8 AM to 4 PM
May 21	Edelweiss Spring Driving Tour Edelweiss German Restaurant, 34 E. Ramona Avenue, Colorado Springs, Colo.	8 AM to 4 PM
June 1	June Social at Farland Classic Restoration 3800 S Kalamath Street, Englewood, Colo.	6 PM to 9 PM
June 17	Peak to Peak Driving Tour (via Golden Gate)	Details to Come

RMR BREAKFAST CLUB - NORTH

8 AM to 10 AM — First Watch, 2809 South College Avenue, Fort Collins, Colo.

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

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, Colo.

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



AUTOCROSS

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 (second 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

RMR's Smokin' Tires and Smokin' BBQ Autocross last June.

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, Colo.
COST:	Autocross School \$65 Autocross \$55
	Both Events \$110
REGISTER:	www.MotorsportReg.com (Closes April 18)
QUESTIONS:	Chris Sulley cjsulley@comcast.net



"Spring Training" High Performance Driver Education

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

WHERE: High Plains Raceway Deer Trail, Colo.

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

REGISTRATION: www.MotorsportReg.com (Open)

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>
April 22	Autocross University	Colorado Air and Space Port, Watkins
April 23	Spring Autocross	Colorado Air and Space Port, Watkins
April 29–30	Spring Training HPDE	High Plains Raceway, Deer Trail
May 20	"You May Shift Yourself" Autocross	Colorado Air and Space Port, Watkins
June 10–11	The Art of Racing on the Plains HPDE	High Plains Raceway, Deer Trail
June 24	"Slalom Are Welcome" Autocross	Colorado Air and Space Port, Watkins
July 22–23	Rocky Mountain Thunder Club Race and DE	High Plains Raceway, Deer Trail
August 5	Ladies Day	Colorado State Patrol Track, Golden
August 6	"Track 101" Driver Education	Colorado State Patrol Track, Golden
August 19	"The Endless Cones of Summer" Autocross	Colorado Air and Space Port, Watkins
September 16–17	High Performance Driver Education	High Plains Raceway, Deer Trail
September 30	"Last Chance" Autocross	Colorado Air and Space Port, Watkins
October 7–8	High Performance Driver Education	High Plains Raceway, Deer Trail



TRACK TALK

Dave Stribling

Leader, Chief Driving Instructor Team

Keep Raising the Bar ^{Higher}

Track Season is Near, So Dust Off Your Porsche

Hello all, my name is David “Dave” Stribling. As a Rocky Mountain Region member for more than 20 years, most of my involvement has been at race tracks, first at Second Creek Raceway, where my addiction began when I was given a ride in a new 996 GT3 Cup car. Today nearly all my high-performance driving takes place at High Plains Raceway in the black Prestige Imports GT3.

In February, Dan Carlson asked me to take his place as Lead Chief Driving Instructor. As an RMR instructor since 2006 and joining the chief instructors in 2014, I witnessed firsthand the extraordinary job that Dan has done in his seven years leading our Driver Education program. He built a program that sets the standard for the nation. As I humbly accept this position, I will do my best to carry on the incredibly high standards that Dan has set for our team.

Track season is near, so dust off your Porsche now. Sign up for an upcoming Driver Education event at High Plains Raceway (HPR), where our talented driving instructors will be eager to help you achieve and exceed your high-performance driving goals.

Many thanks to RMR, its volunteers, Dan Carlson, and the instructors’ team, you members, and my wife, Shelley, and daughter, Julia. I look forward to meeting all of you at the track! 🏁



Photo: Mike Pappas

Dave Stribling driving the Prestige Imports GT3 in the September 2022 Rocky Mountain Thunder Club Race High Plains Raceway.

Dave Stribling driving his Prestige Imports GT3 at RMR’s “Porsches on the Plains” HPDE High Plains Raceway, July 2022.



Photo: Mike Pappas

The Art of Racing on the Plains High Performance Driver Education

WHEN: Saturday and Sunday, June 10–11, 2023
WHERE: High Plains Raceway Deer Trail, Colo.
COST: Either Day: \$235 per Driver
 Both Days: \$375 per Driver
REGISTRATION: www.MsReg.com (Opens May 1st)
EVENT CHAIR: Brian Hoffmeyer (hoff@beeline.com)
REGISTRAR: Tim Berg (tberggt3@gmail.com)
LEAD CDI: Doug Bartlett (doug@dbartletts.net)



Join us for Rocky Mountain Region's second High-Performance Driving Event of 2023, where things start heating up! Will it rain? Who knows? One thing is certain, we will be learning The Art of Racing on the Plains! Whether this is your first such event or your 100th, we guarantee a good time! RMR's crack instructors will be available for drivers who need them (and we all need instruction from time-to-time). Avoid missing out on the fun, and register early.

Lunchtime charity rides cost \$20 per vehicle. You can drive any roadworthy vehicle at highway speeds with as many passengers as you have seatbelts; helmets not required. The proceeds will benefit the event's charity (to be determined). RMR will provide refreshments for Beer:30 on Saturday and Sunday; there will also be a Saturday night group dinner. The CDI team will lead a track walk after Saturday's dinner, a great way to learn new tricks for navigating your least favorite corner.

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Steering wheel of a tuned 550 Spyder
seen at 3R Performance.



ARTICLE BY HOLLY JACKSON

PHOTOS BY VICKI COX-JONES, MIKE PAPPAS, AND SHAUN SEELA

FEBRUARY SOCIAL AT 3R PERFORMANCE

Monthly Membership Social and RMR's Annual Awards

Our February social and award presentation at 3R Performance's new location was a pleasure. If you missed this event, stop by and check out the shop. As we gathered, we enjoyed lasagna from Grammy's Goodies. A few of us couldn't get enough! It was yummy goodness. Besides a great showing of new members, we had many experienced members, even our Zone 9 Representative, Denise Jordan. These awards were presented:

Sponsorship Appreciation — Longtime Rocky Mountain Region sponsor **3R Performance** has hosted our awards social and recently the Autocross/Driver Ed 101 class.

More recent sponsor **Denver Auto Shield** enjoys supporting the New Member Social and the Holiday Party.

Another longtime sponsor, **Poudre Sports Car**, was recognized for their continued support of Ladies Day and opening their shop for tech sessions. Their 50th anniversary party last year was also a PCA social.

Enthusiast of the Year — **Scott Pedram** worked hard all summer coordinating pre-tech sessions, heading the autocross team, helping on tours, working at socials, and providing fantastic event photographs. A great asset to RMR, he attends all events. A clear choice, this award is well deserved; we hope he will keep it up.

Volunteer Appreciation — **Zach Schroeder** instructs two students at every driver's ed event he can. His students give him high marks and enjoy his enthusiasm. At the track he happily answers questions and gives advice. A huge supporter of women in motorsports, he instructs at Ladies Day and is a big cheerleader there.

Porsche Patron — **Hap Henderson** has been a member since 2008 (you must be a member for 10 years for this award). He enthusiastically supports RMR on the motorsports side, instructing at the autocross school and HPDEs and encouraging students to be the best they can be. An accomplished PCA Club Racer and NASA racer, he is instrumental in our driving-instructor training and evaluation program. Congratulations, Hap!

Kathy Fricke Lifetime Achievement — **John Mackin**, who joined RMR in 1981, is a driving instructor, tour leader (especially for the Grand Loop), assists at socials, helped facilitate the toy drive, served on the board for years in almost every position, and was our Parade banquet organizer. He is also an event registrar and is currently the volunteer coordinator. We know he isn't ready to stop volunteering. Way to go, John!



Volunteer of the Year, Zach Schroeder and his family.



An ocean-themed Cayman from Lucky Cave Girl Racing.



Enthusiast of the Year Scott Pedram (left) accepts his award from RMR President Russ Rydberg.



February 9th Social, Denver



John Mackin accepts his Kathy Fricke Lifetime Achievement Award.

Driving Awards — I will only touch on these since Dan Carlson covered them in his March 2023 Track Talk article:

Most Improved Female Driver — **Grace Kennedy** attended all 2022 HPDEs and showed great improvement over the year.

Most Improved Male Driver — **Sam Naffziger** had to wait for 2021 to attend HPDEs. He trusted his instructor, Zach Schroeder, and took his driving to a new level in 2022.

Anita Moyle Memorial Distinguished Driver — **Vicki Earnshaw** has accomplished so much in her on-track driving over the years, and this award is long overdue. Her driving and instructing eventually led to her becoming the national head of PCA's Club Racing program. She has done far more than the award requirements. So well deserved, Vicki!

It was a great night to gather and celebrate these people. Thanks to the volunteers who helped with the event, and congratulations to all award recipients. 🏆



RMR's Most Improved Female Driver, Grace Kennedy.



PCA Zone 9 Representative Denise Jordan with longtime RMR member Vicki Earnshaw.



Vicki Earnshaw accepts her Anita Moyle Distinguished Driver Award from former Lead Chief Driving Instructor Dan Carlson.

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LARRY MYERS

1936 – 2022

article by John Hawkins and Frank Barrett
photos Marilyn Myers, John Hawkins, and Tom Conway

Larry Myers, a five-time SCCA National Champion who raced a Porsche Speedster, passed away in Fort Collins on September 13, 2022, aged 86. Larry was born near Washington, D.C., and initially worked as a cartographer for the CIA. In 1962 he began racing a 1957 Speedster at nearby Marlboro Raceway, competing against such notables as Bruce Jennings. In 1964 he moved to Colorado and despite his ectrodactyly (split hands) worked as a mechanic for Bill Randle at Eichorn's on Fox Street in Denver, one of the country's first independent Porsche shops. Over the winter of 1966 he and RMR member Tom Conway worked together at Johnny Sandoff's Continental Coach, and from 1967 through 1972, Larry ran his own shop, Myers Motors, in Boulder. Specializing in Porsches, he and his staff maintained cars for over 300 clients in Colorado and neighboring states. When Adolf Stammer opened Stammer Porsche+Audi in Boulder in 1973, he hired Larry as a service advisor.

Larry met his future wife, Marilyn, because she drove a Porsche 356. Later she became his primary supporter and pit crew. Over the years they owned more than 100 Porsches in various conditions. They consistently fielded well-prepared race cars, being among the first to convert a Speedster from drum to disk brakes and always building fast, reliable engines. Still, Larry was best known for his driving skill. In normal surroundings he was quiet and modest, yet at the track it was as though a switch flipped, giving him an intense focus on driving with speed and fluidity. His driving was smooth, and competitors considered him fierce but safe.

Larry drove the Speedster (#83934) or a Roadster to SCCA E-Production National Championships in 1967, 1969, 1972, and 1974, then in 1985 he was National Champion in a D-Sports/Racer. He was a national runner-up on four occasions, third twice, and also entered Trans-Am and endurance events, driving over

Larry in his 1961 356B Roadster at Lake Afton, Kansas, in 1972. Number 97 weighed just 1,530 lb, dyno'd at 148 hp, and took him to the Midwest Division championship that year.



In normal surroundings Larry was quiet and modest, yet at the track it was as though a switch flipped, giving him an intense focus on driving with speed and fluidity.



Traditional colorful race plaques, extending from 1962 at Marlboro through 1987 at Pueblo, testify to Larry's extensive amateur racing career.

100 races in his career. Larry held track records at Blackhawk Farms, Ponca City, Shelby Raceway (Ohio), Continental Divide Raceway, La Junta, and Second Creek. Subsequently sold, the long-serving Speedster participated in Rennsport Reunion in 2011 and was then restored.

Larry shared his driving skills as a private instructor (mostly at the Mountain View track near Mead), for the Colorado State Patrol, in SCCA racing, and at over 20 drivers' schools for Rocky Mountain Region and the Rocky Mountain 356 Club, where he emphasized safety and smooth performance. According to Frank Barrett, "Larry was my first driving instructor, at Aspen in 1972 in my 912. He showed me how well my own car could really go. No doubt he surprised a lot of others in the same way."

Larry will be missed for his many contributions to our passion for the Porsche automobile. In 1978, he was nominated for the Colorado Motorsports Hall of Fame. He is survived by his wife, Marilyn, and daughter, Kim, both of Fort Collins, and eight grandchildren. ❁

Larry lines up in the front row for a 1967 National E Production race at Continental Divide Raceway next to a Morgan and Gordon Smiley in a Carrera Speedster.



Usually at or near the front of the pack, Larry leads a Datsun sedan and fellow RMR member Bill Randle in car 62. Both are driving Roadsters.





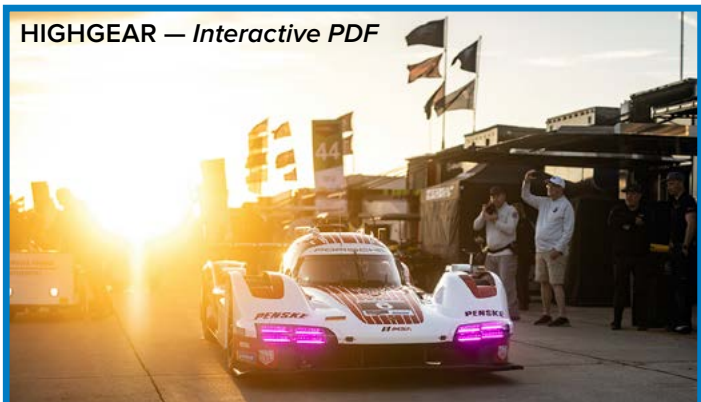
by Porsche News

Porsche wins the top GT class in Sebring, drama for the LMDh 963

The Porsche 963 narrowly missed out on securing its first triumph in the IMSA WeatherTech SportsCar Championship due to an accident. In the bid for overall victory, Mathieu Jaminet in the No. 6 car and Felipe Nasr in the No. 7 sister car collided with an Acura and retired just 18 minutes before the end of the 12-hour race. The two drivers of the Porsche Penske Motorsport works team escaped unharmed.

The Race — The hybrid prototype shared by Frenchman Jaminet and his teammates Nick Tandy from the UK and Dane Cameron from the USA came third. In the GTD-Pro class, the Pfaff Motorsports customer squad notched up the first class victory for the new Porsche 911 GT3 R.

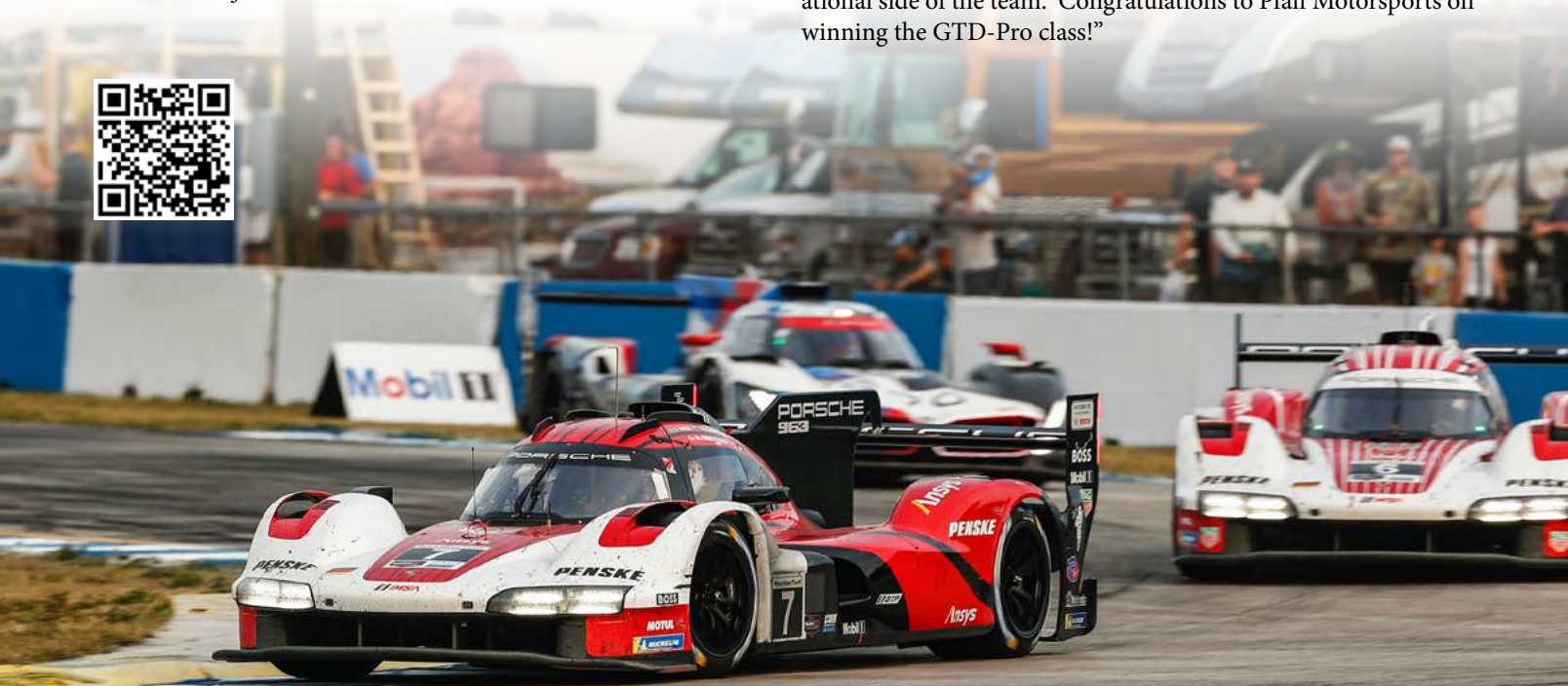
The 71st edition of the endurance classic in Florida was packed with thrills and spills. Despite numerous setbacks due to collisions, penalties and minor technical woes, the two Porsche 963 fielded by Porsche Penske Motorsport were running with the frontrunners in the decisive phase. After the twelfth and final full course yellow, the race was given the green light for the final 30-minute sprint to the flag. The two new hybrid prototypes from Weissach were locked in battle with the No. 10 Acura when Jaminet and his rival Filipe Albuquerque (Portugal) collided. Both cars slid out of control onto the grass area. Felipe Nasr was unable to avoid the resulting chaos and, through no fault of his own, hit his brand colleague's Porsche 963. All drivers escaped the accident uninjured.



CLICK ON THIS IMAGE to watch video

“First and foremost, I’m relieved that all drivers walked away unscathed. We were so close to claiming our maiden win with the Porsche 963 and our Porsche Penske Motorsport factory squad,” concludes Thomas Laudenbach. The Vice President of Porsche Motorsport explains: “We underlined today that we’re capable of scoring overall victories in the IMSA series. A Sebring win would have been a great reward for the hard work of the entire team, our partners, and our development squad in Weissach. We want to make up for this as quickly as possible. Despite the gripping and tense competition in Florida, we mustn’t forget one thing: we have homework to do – on the vehicle’s performance and on the operational side of the team. Congratulations to Pfaff Motorsports on winning the GTD-Pro class!”

(newstv.porsche.com/en/article/237648.html)





Photos: Porsche AG

With a flawless team effort, a perfect strategy, and strong performances by the drivers, Pfaff Motorsports achieved their first victory with the new Porsche 911 GT3 R.

“I’d like to pay our team a huge compliment. The car covered the long distance with virtually no technical hiccups,” said Urs Kuratle, Director Factory Motorsport LMDh. “Like in yesterday’s FIA WEC race, we had zero defects in the spec components. Thanks to our relevant suppliers. I’d also like to thank our chassis partner Multimatic. Today, we showed that we can achieve anything with our new Porsche 963 in the IMSA series. We have a good platform with great potential. We’re feeling confident about the future because we now know that we can win through our own efforts.”

Pfaff Motorsports’ Porsche 911 GT3 R Wins the GTD-Pro Class — The race in the GTD-Pro category was no less exciting than the battle for overall victory at Sebring. Right up until the last safety car phase, the lead changed every half hour. With a flawless team effort, a perfect strategy, and strong performances by the drivers, Pfaff Motorsports achieved their first victory with the new Porsche 911 GT3 R. The team’s two seasoned drivers Klaus Bachler from Austria and Patrick Pilet from France, were supported in the 12-hour race by Belgian works driver Laurens Vanthoor, who had been behind the wheel of the Porsche 963 in the FIA WEC the day prior. Defending champions from Canada secured a class victory after twelve hours with a 2.7-second lead.

In the GTD class, in which professionals share the cockpit with ambitious amateurs, the new GT3 customer team Kelly-Moss with Riley put on an impressive show. Frenchman Julien Andlauer claimed third place in a thrilling finale and celebrated alongside his teammates David Brule and Alec Udell (both USA). The sister car and the two 911 GT3 R cars from Wright Motorsports finished sixth, seventh and eighth. The bright green “Rexy” 911 fielded by AO Racing finished the race 16th in its class.

Next — Round three of the IMSA WeatherTech SportsCar Championship season takes place on April 15 on the streets of Long Beach, California. ✪



Pfaff Motorsports’ Klaus Bachler, Patrick Pilet, and Laurens Vanthoor.



Wright Motorsports 911 GT3 R at Sebring.



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Part Deux



Team Valkyrie Racing on the (frozen) ground in Union Glacier, Antarctica.

“More than achieving a podium, the whole team experience of achieving our goal together by overcoming immense challenges at literally every turn and having the ability to effect positive change in people’s lives and to go out and be a motivation to them – among them women – that to me has been the most rewarding.”

ARTICLE BY ROBERT WATT

PHOTOS BY VALKYRIE RACING/CHRISTINA BRINKERHOFF



Continued from the March issue of HighGear.

We left the Valkyrie Racing Team and Renée Brinkerhoff’s famous 356 in Peru, competing in the Caminos del Inca Rally. Now we travel halfway around the world, to the starting line of the Peking to Paris Rally at the Great Wall of China on June 2, 2019.

Rally Four: Peking to Paris

The 2019 Peking to Paris Motor Challenge was only the seventh such event since its 1907 inception, one of the last great motoring challenges. Only 1976 and older cars qualify, so consider these entries plus Renée’s and eight other Porsches:

- 1907 Contal Mototri Tricycle: The same car that DNF’d in 1907 but was found/restored...and finished this time!
- 1910 MM Pullman: steam-powered
- 1933 Alvis Firefly: best name
- 1948 Bentley 6.5L “Bobtail”
- 1959 Morris Minor
- 1975 Rolls-Royce Silver Shadow

Could you and your Porsche cross 12 countries, find 1,300 way-stations, cross 8 time zones, and drive over 9,000 miles over 36 days against the clock and competitors. No? Renée did.

Australians Gerry Crown and Matt Bryson won in their 1974 Leyland P76 sedan, for the third time! Since the event has been run only seven times, that’s triple-amazing! Mr. Crown lived up to his name: he was 87 at the time! Old guys actually do rule sometimes. The winners of the Vintage category (pre-WII cars) won by only 5 minutes...after 8,500 miles!

Renée’s engine became clogged with sand, so a fresh one from Tuthill Porsche in England had to be disassembled and shipped in pieces as a replacement. Despite the tribulations, Renée said, “This was one of my favorite rallies, and of all the places in the world, I love the wide expanse of Mongolia — magnificently serene and beautiful. But my navigator and I; well, it wasn’t always serene.”

Although down the list of medal winners in her Classic category, Renée did finish, a worthy accomplishment on anyone’s score sheet. Out of 100 drivers, she was one of only four women. Truly an amazing race and accomplishment for anyone.

Renée Brinkerhoff driving her 1956 356A in the 2019 Peking to Paris Motor Challenge.





The grueling Peking-to-Paris Rally covers 9,000 miles, 8 time zones, and 12 countries: China, Mongolia, Kazakhstan, Russia, Finland, Estonia, Latvia, Lithuania, Poland, Germany, Belgium, and France.



Who needs a camel in Mongolia when you have a rally-ready 356?



Author's note: One of my favorite movies growing up was 1965's "The Great Race", with Tony Curtis, Natalie Wood (in a role similar to Renée's), Peter Falk, and Jack Lemmon as Professor Fate. This slapstick comedy was based on the actual 1908 New York to Paris race, itself inspired by the inaugural 1907 Peking to Paris race.

Rally Five: East African Safari

From Paris, Renée went directly to the 2019 East African Safari Rally Classic. Just 20 entrants (which tells you something about its difficulty) included only two American teams, one being Renée and her daughter Juliette as navigator. Another daughter, Christina, heads the operations, and together they work on the philanthropic side.

Of those 20 entries, 15 were Porsches, looking to run 3,400 km over 10 days in the East African savanna, where who knows what you'll encounter. For example:

"My daughter was outside photographing the car as I drove by. Just then I passed two lionesses emerging out of the bush. Realizing what I'd seen and that my daughter was out there unprotected, I saw the stewards in their four-by-four just ahead and told them to go back and pick her up – quickly! No attack, but it was kind of scary for both of us."

Rally Six: Antarctica

Quick, name all seven continents. Not many can, because they always forget Antarctica. But Renée didn't. Although not an organized rally, and certainly not on any track, just taking her 356 there and driving on the dangerous ice culminated in her boldest challenge of all: driving her 356 a total of 356 crevasse-laced, off-road miles on the Union glacier in sub-zero Antarctica!

For this trek, Renée teamed with Jason de Carteret, a British adventurer who holds the overland speed record for reaching the South Pole, along with Lotus chassis engineer and extreme explorer Kieron Bradley, who highly modified the car to survive the impossible conditions. For more photos, see the March 2022 Porsche *Panorama* cover or go to www.ValkyrieRacing.com.



Christina Brinkerhoff with her mother, Renée.

The Polar Porsche — Chief Engineer Kieron Bradley took two years of development to turn the 356 into an ice-ready beast fitted with skis and tracks ready for Antarctica's frozen tundra terrain.



Navigator Juliette Brinkerhoff and Driver Renée Brinkerhoff with their '56 356A at the East African Safari Classic.



The Brinkerhoff's 356A during the East African Safari Classic leg of Project 356 World Rally Tour.

Q&A WITH RENÉE BRINKERHOFF

What's the Valkyrie secret? How do you finish when many don't?

I never give up. We always find a way!

Tell us about the car.

The car had many challenges in Africa due to its original design. Unlike the improved suspensions of the 911 entrants, our car could not drive as fast for fear of another broken front end, but still the right front broke multiple times. But I wouldn't race any other car.

What's your driving style/philosophy to survive?

Measure the risk, then if you're willing to take it, take it! Then don't revisit your decision. And all that must be done before stepping into the car.

A secret or go-to snack?

Just something with nuts that has a blend of protein and carbs, nothing fancy.

Do you have a mental battle with yourself to 'finish no matter what?'

Every race was chosen to be a big challenge for the car, the team, and me, so just finishing was a great achievement. The battle has been to be satisfied with just that. After our early success in the La Carrera, that was something I had to remind myself many times.

Renée Brinkerhoff is the first person to have rallied on all seven continents – not to mention in a 65-year-old Porsche 356A.



When Renée interviewed Jason for the navigator's role, he turned the tables and asked her the ultimate question, "Are you prepared to die in Antarctica if things go, shall we say, South?" She was. "Then let's do this," he said. So they did.

By December 2021 the team had completed their tour, nearly 20,000 miles in six rallies on seven continents, achieving a place in rallying history.

Renée reflects, "More than achieving a podium, the whole team experience of achieving our goal together by overcoming immense challenges at literally every turn and having the ability to effect positive change in people's lives and to go out and be a motivation to them – among them women – that to me has been the most rewarding."

We couldn't agree more and are privileged and proud to have Renée, Valkyrie Racing, and her extended Porsche family as part of our Rocky Mountain Region. But don't expect to see Renée's 356 in a museum anytime soon. She says, "I want to keep rallying on new adventures and break more boundaries, see different places, and achieve new firsts. I can't imagine it just being on display somewhere."

And then she was gone, off to Dubai after an invitation to the Icons of Porsche Off Road Vehicle exhibition, where she met Dr. Wolfgang Porsche. But that's a story for another day. For now, visit www.ValkyrieRacing.com and donate to Valkyrie Gives to help combat child trafficking. 🌍



Valkyrie Gives provides critical support and funding to combat child trafficking around the globe, www.ValkyrieGives.org.



The DC-3 in the background, stationed at Union Glacier, flies to the South Pole and the coast of Antarctica. It was coincidentally the same type of plane Christina Brinkerhoff's grandfather flew in WWII over the Himalayas.

Renée Brinkerhoff with daughter Christina at the Icons of Porsche festival in Dubai, November 2022.



Dr. Wolfgang Porsche inspects Valkyrie Racing's PXG Polar Porsche at the Icons of Porsche event in Dubai last November.

OTHER MOTORING FEMMES

To meet other motoring *femmes fantastiques*, look up these incredible women:

Aloha Wanderwell

At just 16 years old, the first woman to drive around the earth, in a 1918 Ford Model T from 1922 to 1927!

Harriet White Fisher

The first woman to circumnavigate the earth by car, in 1910-11, but she was driven, with her pet monkey, two dogs, a chef, and her maid.

Nellie Bly

Among other firsts, in 1889 she met Jules Verne while circumnavigating the world in 72 days, beating his story of doing it in 80 days.

Avis and Effie Hotchkiss

In 1915 this mom and daughter crossed the United States via motorcycle and sidecar.

Adeline and Augusta Van Buren

In 1916 they rode across the United States on motorcycles and were the first women to summit Pikes Peak by any motor vehicle.

Colorado Concours d'Elegance & Exotic Sports Car Show

WHEN:	Sunday, June 4 from 9 AM to 3 PM
WHERE:	Arapahoe Community College, Littleton, CO
CAR REGISTRATION:	www.ColoradoConcours.org
DONATION:	\$10 per person or \$9 online
RMR COORDINATOR:	Jim Thorburn (jdt9517@yahoo.com)
QUESTIONS:	Tom Scott (tomlynns@aol.com)

The Colorado Concours d'Elegance & Exotic Sports Car Show, founded in 1984 by Rocky Mountain Region members Tom Scott and Stim Kennedy, is the largest gathering of sports, classic, and exotic automobiles in the Mountain states. Over 350 treasured cars, from early classics and collector cars to vintage-race cars and current models will be shown. Many come out only once a year for this show, to help the children of Ability Connection Colorado, www.ColoradoConcours.org.

Now in its 40th year, this is one of Colorado's most spectacular, entertaining, and anticipated car shows. Over 100 local and regional car clubs, businesses, and media sponsors attract over 10,000 spectators, generating funds for Ability Connection Colorado (ACCO). To date this event has raised over \$2.5 million for ACCO's Creative Options for Early Childhood Education Centers, which each year provide early care, intervention, prevention, support, and education to expectant mothers and nearly 400 at-risk infants, toddlers, pre-school children, and their families.

The Evolution of the Automobile

Our theme is 'The Evolution of the Automobile,' presenting a broad variety of automobiles beginning with an early Ford Model T. Eight to ten cars of various makes will represent each decade: 1900-19, 1920-29, etc. through 1999. These 80 cars will be in addition to the usual display of 300 sports cars. We encourage collector-car clubs and owners to bring cars for the Evolution display. For more information or to enter an Evolution vehicle, contact Tom Scott.

The show is also an excellent opportunity for corporate sponsors to experience tremendous exposure for their company. It attracts a well-educated, influential audience of collectors and enthusiasts plus the general public. The kids win, and the corporate sponsors win. For sponsorship information, contact Terri Armstrong (tarmstrong@abilityconnectioncolorado.org) or (303) 691-9339.

While this is not an official RMR event, you can support this fundraiser in four ways:

- 1). Bring your Porsche to be judged or displayed.
- 2). Be a spectator.
- 3). Volunteer to help at the show, staging cars, with judging and scoring, or at the entrances.
- 4). Donate. An extra \$10 donation on the registration form would bring in over \$750 extra for the charity. Even if you don't register a car, you can write a check to ACCO, 801 Yosemite St., Denver, Colorado 80230.

Registration Information

Registrations include two event passes and an event program; register at www.ColoradoConcours.org. Fees are \$50 per car; \$100 per car for the Elite Group. May 5 is the last day to register and have your car appear in the program; later registrations will not appear. Online registration closes May 12. 🚗



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





Photo: Ryan Bress

A Spirited Mountain Drive

Member Ryan Bress took advantage of a rare, dry, spring-like day in early March to take his black 2006 911 Carrera on a spirited drive up the Fryingpan River from Basalt to Ruedi Reservoir. Ryan's 997 is a 6-speed with 49,000 miles on the odometer. He has owned it for more than 9 years and has had about 30,000 miles of adventures. Ryan's writes, "It's a basic, simple, pure example of the 997, modified with Rest-Of-The-World suspension."

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



PCA Sim Racing provides fun and competitive online racing against PCA members from all 14 Zones!

Ready to join us in PCA Sim Racing? The group is founded on the principles of gentlemen driver racing found in PCA Club Racing. If you are a beginner racing online this is a great place to start as we openly coach and mentor new drivers through our highly successful eDE Driver Education program. Races are broadcasted live on YouTube with professional announcers.

JOIN US! <https://register-simracing.pca.org>
FOR MORE INFORMATION: <https://pcasimracing.com>



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Bruce Herrington
Orange Coast Region PCA

Shelby American, 60 Years of High Performance

by Colin Comer with Rick Kopec, published 2023 by Motorbooks, Beverly, MA

The foreword of *Shelby American, 60 Years of High Performance* indicates that a young James D. Farley Jr. once used pull to land a job as a janitor at Phil Hill's restoration shop. Now he is CEO of Ford Motor Company. Interesting!

Eight chapters cover Shelby's evolution from a clever idea to an automotive empire. Chapter one summarizes the history, focusing on the early years and how Shelby exploded from one prototype/demonstrator car to thousands of vehicles in a multitude of models and, almost incidentally, a race team capable of a one-two-three at Le Mans. This book provides a comprehensive treatment of all manner of Shelby cars, past, present, and possibly future.

For many readers, chapter four may be the meat of the book. It gives brief biographies with pictures of the many assorted drivers and mechanics, well known and unknown, and the cars that contributed to the Shelby legend. It puts faces and stories to names that continually popped up in the motoring press from the 1960s through 1980s. References to Shelby Cobras, Shelby Mustangs, etc. are based on the corporate name, not the personal involvement by Carroll Shelby himself. This chapter highlights the many people who played key roles in Shelby's success.

Shelby American is very well illustrated, with comprehensive captions. Indeed, there may be more words in picture captions than in the text. The casual observer who picks this up off a coffee table must be excused for considering it a picture book, not a book telling a story. The snapshot nature of the pictures, from multiple sources, give the reader a palpable, "you are there in the scene of the action" feeling. The book's cover, not its stylistic dust jacket, lets you almost reach out and touch Shelby, Bob Holbert, and Ken Miles, the hottest 1960s sports-car racers. The back cover photo puts you in the action at an Elkhart Lake pit stop. There is no Porsche content, but the index does list six men-

tions of Bob Holbert and one for Roger Penske, premier Porsche racers of the era.

The hardcover book has 224 9-1/2x12-in pages with 250 color photos and innumerable black-and-whites from the early years. A four-page index lists names and Shelby model numbers. Our pre-publication copy had unfortunate lapses of the "wrong selection in spell-check" variety and misplaced captions that we hope will be fixed by the time you buy a copy. Even with these glitches, any enthusiast of old-time, grass-roots sports-car racing will love this book even if they don't have their own memories of that era. This fascinating story is well told in a fast-paced narrative appropriate to the frenetic nature of Shelby's operations. It is available for \$60 from your favorite bookseller or Quartoknows.com.



Editor's note: One benefit of living in Colorado is your proximity to the best Shelby museum anywhere, the Shelby American Collection in Boulder. It's at 5220 Chaparral Court in Gunbarrel and is open

from 10 AM to 4 PM on Saturdays. Several RMR members have been involved with the organization. Most of the Cobras, GT40s, and other cars there were featured in the book Shelby Cars in Detail. See: www.ShelbyAmericanCollection.org. ❄️

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- Intermountain Region** irpca.org
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- Rocky Mountain Region** rmr.pca.org
Northern Colorado, Southeastern Wyoming, and Southwestern tip of Nebraska
- West Texas Region** wtxpca.org
Midland, Lubbock and the surrounding area



I GET AROUND

Danielle Badler
RMR-PCA Columnist

I have a question for everyone else in F1: What are drivers doing the rest of the time, when they're not pushing?

Push Push Push.

My problem with Season 5 of “Drive to Survive,” airing now on Netflix, is the producers’ view of the car vs. driver equation. Can you say “myopic?”

It’s something we Porsche people all know. We’ve always known that winning races requires a balance of car and driver. Over the decades, the pendulum has swung way, way over to the car, at least in top-level racing. Yes, the driver makes a difference, but less and less as time marches on.

Yet this and, really, each preceding season of “Drive,” has focused to a large extent on the drivers. And their teams, their careers, their team principals, their contracts, and their sponsors.

If I hear it one more time, I’ll throw my big-screen OLED off a cliff: how they have to push. Push push push. They always have to push. They have to be told, over the intercom, “There’s one lap left, now it’s time to push!” C’mon, let’s push. I have a question for everyone else in F1: what are drivers doing the rest of the time, when they’re not pushing? Just cruising down the boulevard? Listening to tunes? Making a run to the nearest In-N-Out Burger?

Hey, pushers, what about the car? I mean, really! From watching Formula 1 last season in real time, we all know about the “porpoising” phenomenon on many cars, especially the Mercedes. Now, in “Drive,” I think I heard it just touched on, two, three, maybe four times in the course of ten long episodes.

Oh, we heard how the season was such a black mark on Mercedes team principal Toto Wolff, and on Lewis Hamilton, searching for the pace to claim a record eighth world championship and bury the ignominious conclusion of 2021’s season-ending race. And we watched Max just sail by Lewis, to win the driver’s championship. How did they do it? It clearly wasn’t just Max’s brilliance behind the wheel. Although he was, indeed, clearly brilliant.

What exactly was Mercedes’ problem? And, importantly, why was the Red Bull not porpoising? Nor Ferrari? You won’t find the answer on Season Five of “Drive to Survive.”

Nor did they refer much to the major rules changes for 2023.



What rules? What changes? The FIA wanted to make passing easier, for a better show. What did they do? You won’t find out by watching.

As to the cars themselves, we get shot after shot in vivid HD video, over the shoulder. You can clearly see the steering wheel, the digital readout, and myriad dials and switches, all attached to the steering wheel. Fine. Now, here’s a request. Explain it. Explain some of it. Explain any of it.

Same for the performance of a current F1 car. Horsepower. The hybrid system. How it regenerates energy. How drivers have an accelerator and a brake and use one foot for each. How fast it accelerates. How fast it

brakes. The g-forces it generates. Any of the above. Ever.

“Drive” certainly had the opportunity this year. Because Max and Red Bull ran away with the season, which pushed (sorry, I won’t use that word again) the producers to look elsewhere for their human-interest story. They found it with the team that would be — no kidding — fourth best. Alpine or McLaren and who would drive in 2023 for these mid-pack teams. What?

Christian Horner, Red Bull team principal, made one interesting comment on “Drive” about Max’s genius. At one point he says Sergio Perez, Verstappen’s teammate, has studied Max’s readouts, his lap times, and all the telemetry, yet he can’t figure out how Max does it.

I’m reminded of Jim Clark’s comment, “I brake a little later.”

I also watched the Netflix series on tennis and on golf. These were interesting because they focused on several top-flight competitors. But they had no choice. A tennis racket or a golf club is not a 1,000-hp race machine, hand-built with unobtainium. Whatever performance differences may exist in rackets and clubs are infinitesimal compared to race cars. Besides, players can experiment with the wares of all manufacturers. Have you ever heard a tennis player or a golfer complain that they lost a tournament because of their equipment?

No, and that’s the point. “Drive to Survive” is becoming a soap opera of... I won’t say it. See for yourself, or don’t. ✖



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PORSCHEs

1971 911T **\$69,500 OBO**

White, black int. Rebuilt 2.7 engine type 911/92; Nikasil barrels, E cams, Carrera tensioners, 40mm Webers, rebuilt transmission, Recaro race seats. Track suspension, Weltmeister sway bars, Bilstein sport shocks, Bremtek brakes, 6&7x15" Fuchs wheels, RS rear flares, RS rear bumper. Complete undercarriage restoration, adjustable rear spring plates, "S" front air dam, fiberglass hood. No oil leaks, recent complete tune-up; approx. 4,500 mi on engine and transaxle. Colorado car. Needs polishing, some repaint, windshield, new rubber. Runs and drives.

Tom Conway (303) 443-1343
email@carquip.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

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

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, Wheels **\$1,700 OBO**

Four 265/50R19 Yokohama Iceguard G075 XL tires; about 10/32" tread, used one season, excellent cond. On 9x19" OZ Cortina GLS Black wheels with 433-mhz pressure sensors, black metal TPMS valve stems; off 2015 Cayenne Turbo.

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

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

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

Michelin Pilot Sport Tires **\$250**

Two All-Season Tires. 255/30ZR19, like new, 10/32" tread, DOT 2021, extra load range; retail over \$325.

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

Two Kelly Radial Tires **\$25**

165/15 86S, slightly used, off '57 Speedster.

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

Black HRE Wheels **\$1,800**

20x8.5 front; 20x10 rear. Unsure of model, came off 2015 Cayman GTS (981). Minor road rash on one front. Prefer Colorado local buyer, or buyer pays shipping.

Kathleen Maher (303) 324-9755
maherkmkm@hotmail.com

Four Wheels, Tires **\$3,000**
 Sport Techno Wheels w/Michelin Pilot Alpin PA4 winter tires; fronts 20x9 et51 with 245/35R20 tire; rears 20x11.5 et48 with 295/30R20 tire. With center caps/TPMS/lugs. Tires have about 1,500 miles since new. Wheels in good shape; straight/true, professionally ceramic-coated.
Carl Wintermyer (615) 796-7587
 cwinfly@gmail.com

F.A.S.T. Alpha Racing Cool Shirt **\$200**
 Men's medium, black & red, lycra (not cotton), barely used, as new cond.; cost \$340 new.
Jay Kurts (303) 859-6779
 jayk1@comcast.net

Race Gear **\$450**
 White B2 full-face helmet, LG; Alpinstars shoes, size 9.5; Sparco gloves. Like new, used only once for autocross; paid \$630.
Chris Abbe (303) 955-8049
 abbedad@gmail.com

Bell M.8 Carbon 57 Helmet **\$800**
 Brand new, SA2020, black, bought at Wine Country for \$1K, worn once.
Lisa Bryan (303) 778-9530
 lisabryan617@gmail.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

996 Fabspeed Maxflo Mufflers **\$1,000 0B0**
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Bruce Banning (720) 467-9176
 brucebanning@msn.com

6-Disc CD Changer, Becker **\$150**
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Wes Anthony (303) 898-2235
 anthwp@gmail.com

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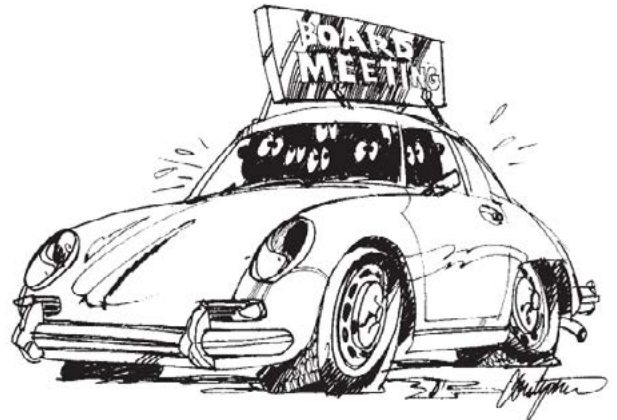
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RMR Board Meeting Minutes can be found at:
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Dear Tire Guy



ON-SITE TIRES

What's worse than finishing last?

Not being on the track at all. Imagine a forlorn Porsche driver standing trackside as a melancholy violin weeps softly. He lifts his helmet visor, and a single tear rolls from his eye. It's too late for him now. Guilt wells in his heart. If only he'd ordered his track tires in advance! He drops to his knees and shakes his fist at the sky. His track weekend is gone. (If you're a publisher, I'm also writing a novel. Just saying.)

Sure, that was a little melodramatic, but so is finding out there's no way you're going to get your hands on some AD09s three days before an event because ordering them slipped your mind. Order well in advance! Due to ongoing material and workforce shortages, track tires are not stocked as often or being produced in such large quantities as they were pre-Covid. That said, we are on the upswing, and while things have improved, getting tires can still take weeks.

A little more info: The Bridgestone RE-71 has been discontinued, replaced by the RE-71 RS. The Yoko Advan



AD08 has also gone, replaced by the AD09, which we've had great feedback on. Michelin's Cup 2 and Pilot Sport 4S continue to be staples. If you have a toy-hauler and truck to trailer your car to and from events, check their tires as well before making the trek out.

Ladies and gents, don't get left behind. The early bird gets the worm, and the early racer gets their tires on time so doesn't have to stand by watching their smug friends having a great time, only to be offered sympathy beers afterward. Give the Tire Guys a shout now.

Until next month, drive on!
- The Tire Guy

Girls with Photoshop: Can't wait to make myself look prettier
Boys with Photoshop:



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Photo: Dan Semborski

“LBYNO24” = Albino 24

This creative license plate is on Dan Semborski’s 1981 924. With about 94,000 miles on its odometer, the 42-year old car is unrestored, all original! In 1993, Dan started participating in the Colorado Concours d’Elegance & Exotic Sports Car Show at Arapahoe Community College, frequently winning his class. The car has also been to a dozen or so Porsche Parades, from California to Mont Tremblant, Quebec, winning its concours d’elegance class several times.

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



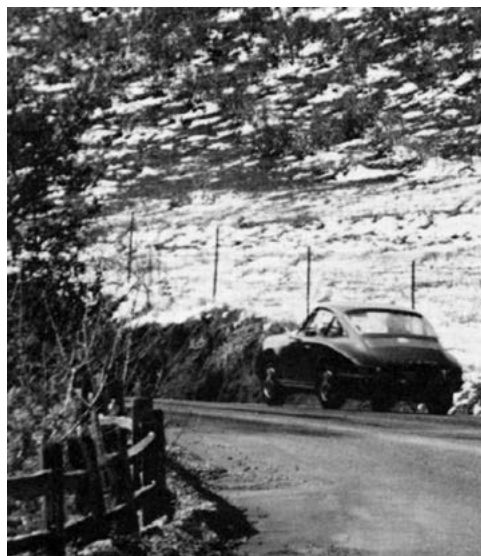
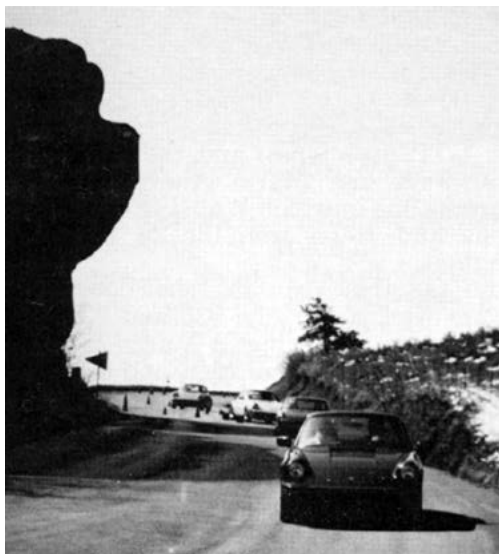
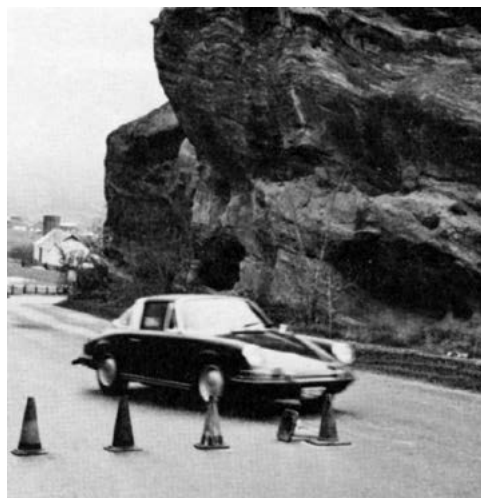
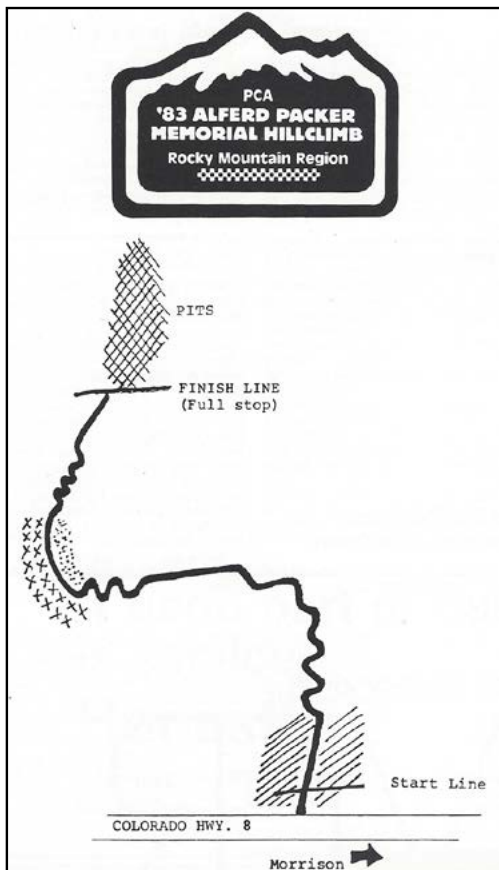
IN THE REARVIEW MIRROR

Amy Legg-Rogers
Rocky Mountain Region Historian

The Alfred Packer Memorial Hillclimb

The Alfred Packer Memorial Hillclimb was hosted by RMR on May 15, 1983. The region's last previous hillclimb was part of the 1966 Porsche Parade in Colorado Springs. About 100 drivers paid \$12 for the first driver and \$10 for the second. The course was on land owned by Cooley Gravel Company, west of the The Fort restaurant, across Colorado Highway 8 above Morrison. It was one-half mile long with an elevation gain of 220

ft. Because this was our first hillclimb in 17 years, the course was designed to be challenging but not dangerous, with speeds equal to those of a fast, loose autocross but lower than at driver schools on tracks. Afterward The Fort hosted a keg-beer cookout. ❄️



Photos: Jan Goar

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