



RMR PORSCHE News

JANUARY 2006

VOLUME 48 • NUMBER ONE



THE PUBLICATION FOR PORSCHE CLUB ENTHUSIASTS



**Cecil Morris Receives the Enthusiast of the Year
Award from RMR President, Andy Forberg
More on Page 11**

ROCKY MOUNTAIN REGION PORSCHE CLUB OF AMERICA
47TH ANNIVERSARY YEAR



PRESIDENT'S MESSAGE

Two Steps Back, One to the Side

I don't mean a dance move, but rather the current state of tracks in Colorado which has resembled a sad shuffle lately. After 2nd Creek closed its dance hall for good this year, we planned to use some other tracks for RMR's driver education events in 2006.

Suddenly last month, a local track just north of Denver in the town of Mead, Continental Divide Raceway, a.k.a. Mountain View, closed down. It's rumored to be under contract for sale to a developer.

With it go the Dragon Slide, the Bridge Turn, and Turn 6 at the top onto the back straight, all favorite topics among the drivers at beer-30. CDR was going to be our nearby venue for Ladies Day, No-Times, and a Challenge Series weekend in 2006. This year, unfortunately, we step back, because we are not able to put on these great events without this Colorado track nearby.

A few months ago, Pikes Peak International Raceway closed up. While we have not driven there in a few years, it could have been a replacement for

CDR and 2nd Creek. Its quick infield turns jogging left and right exited to the short straightaway, then onto the big, NASCAR banked turn. This made for high speeds, rewarded steady nerves and emphasized the mantra, "Don't lift in the Turn!" PPIR's professional facilities with garages, clean bathrooms with running water, and the grandstands full of imaginary fans will be missed. Closing this venue will hurt Colorado Motorsports in the short run, because in addition to the NASCAR series leaving, many weekends will be lost to local clubs seeking recreation and education for the members. Loosing PPIR was a step back, too.

Next, we take one step to the side with the

new track to replace 2nd Creek. A best case scenario of a quick approval process and an expedited construction schedule had us driving in the late fall of 2006. However, it is sometimes not easy to obtain all the approvals for amateur racetracks. Despite the obvious recreational benefits for a large audience and diverse constituency, many other stakeholders with disparate interests need to be balanced by elected officials throughout the approval process. That is where the new track is now, in the process. RMR continues to support the effort for the



new track through CAMA and its venture with Sutton Motorsports on the land that CAMA controls east of DIA. There is a huge demand for a track facility close in to Denver in large part fueled by RMR members. Keep your fingers crossed and shoes laced. Let's hope we're able to step forward soon to get on with the design and construction of a new local track.

With that said, RMR members are fortunate that our 2006 calendar has plenty of tours, autocrosses and social gatherings for us to exercise our Porsches. And track junkies, please be assured, RMR and Alpine Mountain Region have planned three DEs at Pueblo, two at La Junta, one at Aspen, and we are going to Utah for the DE at the Club

Race. That is fewer DEs than usual, but probably way more than most other PCA regions. Also, we are keeping the historically low costs for DEs as much as we can, despite cost increases in insurance, ambulances and track fees.

I expect attendance at the autocrosses will be higher than ever next year, as we look for a close by outlet to satisfy our need for speed and competition. Autocrosses are an intense, yet fun experience, and you can choose one of the four events on the schedule throughout 2006.

Tours and Rallies will round out the driving season with four multi-day trips, the TSD rally in the spring or the day tour in the fall. Shine up your car, sharpen your rally pencil, and plan for a relaxing drive on fun and scenic roads with thirty or forty other Porsches this year.

Also, we'll be doing monthly membership meetings again with interesting programs and evening gatherings of friends. We'll continue our charity work with several concours events, too.

Finally, I'd like to thank the many members who stepped up to volunteer to organize the committees and events planned for the coming season. The club works well because of your efforts. I know everyone will continue to pitch in to lend a hand to the event and committee chairs throughout the year.

I encourage us all to head out to our cold garages to visit our Porsches and with a frosty whisper say, "May I have the next dance?" All in all, I think we will have a busy 2006 stepping out with our Porsches. I hope to see you on the dance floor, wherever that might end up being!

Andy Forberg
RMR President





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BOARD OF DIRECTORS

President Andy Forberg daforberg@msn.com (H) 303-399-3357	Secretary Cecil Morris cecilmorris@qwest.net (303) 399-2482
First Vice President Susan Bucknam portia@ipa.net (H) (303) 237-3140 (C) (303) 803-5683	Membership Tamela Cash tcash@healthaxis.com (H) 303-554-7464
Second Vice President David Speights dave@countysidevet.com (H) 970-225-2201	Newsletter Rex Heck RMR.Newsletter@WeBeGone.com (H) 303-841-8124
Treasurer John Mackin jjmackin@mackinweb.net (303) 665-9579	Past President Jim Everson jeverson@messner-reeves.com (H) 303-779-4211 (W) 303-605-1563

CONTACT US

Circulation, Change of Address, and Missed Issues: Tamela Cash at tcash@healthaxis.com

Editorial Content and Articles: Rex Heck at rmr.newsletter@WeBeGone.com

NEWSLETTER ON THE WEB

To see the RMR Newsletter on the Web go to www.rmrporscheclub.com and click on the Newsletter button.

ADVERTISING INFORMATION

Commercial Advertising Rates

Full page: Monthly placement in 12 issues
\$158/month B&W, \$220/month color

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\$85/month B&W, \$170/month color

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\$48.00/month B&W, \$105/month color

Bus. Card: Monthly placement in 12 issues
\$25.00/month B&W, \$75/month color

10% discount for annual contracts paid in advance.
E-mail Michael Elliott at
porsche911sc_targa@msn.com for information.

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Advertising is free for RMR/PCA members.
Ads must be all text and less than 150 words. Deadline
for classified ad submission is the 10th. Ads run for
two months. Send your ad to
rmr.newsletter@WeBeGone.com.

2006 COMMITTEES

Challenge Series Greg Curtiss (H) 303-699-9360	Tech Inspection
Colorado Motorsports Council Representative Jerry Schouten (H) 303-777-3942 (W) 303-762-8806	Timing Bob Speights (H) 970-282-3495
Door Prizes Bob Sutherland (H) 303-795-0471 Jerry Medina 303-795-1651	Club Race Liaison Mike Quigley (H) 322-2666
Equipment	Western Slope Coordinator Allen Johnsen (H) 970-245-8685
Historian Andrea Rossiter (H) 303-333-4223	Webmeister Scott Rogers (970) 493-3181 ext 216 scottr@wirestone.com
Instructors Randy Hoch (H) 303-445-1500	Programs Rick Goncalves (H) 303-697-1960
Publicity/PR Art Rancis 303-550-0816	Second Creek Rep. Chick Misura (H) 303-530-0911 (W) 303-776-0674
Safety Graeme Weston-Lewis 970-622-9972 gwl@rmsolo.org	Zone 9 Representative Howard Burr (H) 719-522-1021

Cover Photo: Graeme Weston-Lewis

RMR RESOURCES

These members may be contacted for information regarding the maintenance and modification of your Porsche. They are specialists with detailed information about specific Porsche cars.

356

Tom Scott
303-671-9060

924

Dan Semborski
303-420-2708

911

Alan Fritze
303-697-8101
afritze22@yahoo.com
&

John Haley
303-798-2177
targa72e@att.net

928

Mike Hemingway
303-979-4882
mikeandgennie@qwest.net

944

Richard Winnick
303-429-5213
rewinnick@CS.com

912

Dan Rose
303-666-9353

914

Dale Tuety
303-670-1279
d2t@aol.com

Boxster Graeme

Weston-Lewis
970-622-9972
gwl@rmsolo.org





MEMBERSHIP MESSAGES

Welcome to new and returning members! This driving season seems to have come and gone so quickly. You should be receiving your RMR renewal notices this month - if you'd rather have the email version, please let me know and I'll save the stamp. Your board is working hard on next year's schedule - another year packed with great events - if you have any suggestions for next year, contact any board member. And please volunteer to help chair an event - this is a great way to meet people, twist arms, and give back to your club. Feel free to call me at (303)554-7464 or email tcash@healthaxis.com with any questions, problems, or suggestions. **Tamela**

NEW MEMBERS

Chuck & Christine Halaska
377 Race Ct
Denver, CO 80206
H - (303)733-5206
halaska5206@msn.com
2003 Carrera Cabriolet red

John Hctor
1314 Fillmore St
Denver, CO 80206
H - (303)394-7576
W - (720)524-5409
john.hctor@cancer.org
1966 912 red

Will Levine
6268 E Monterey Pl
Highlands Ranch, CO 80130
H - (303)791-9674
W - (720)488-0980
wlevine@5280digital.com
2004 X50 Twin Turbo Cabriolet red

Michael West
520 Prospect Dr
Castle Rock, CO 80108
H - (303)660-9184
W - (720)529-5300
mwest@m-west-assoc.com
2000 Boxster S silver

Address Change for our
RMR Vice President

Susan Bucknam
1812 S Harlan Cr
Lakewood, CO 80232
(303)237-3140
portia@ipa.net

2005

Mark E. Dismuke
Porsche Sales Manager

Stevinson Imports

5500 South Broadway
Littleton, CO 80124

Phone: (303)794-3550
Fax: (303)785-6109
E-mail: mdismuke@stevinsonauto.com

Certified Sales Professional



PORSCHE





EVENT CALENDAR

THE EDITOR'S MUSINGS

January 2006

Monday	1/2	RMR Board Meeting
Thursday	1/5	RMR Membership Meeting @ 3-R
Sunday	1/15	Chairperson's Meeting
Saturday	1/21	Dave Marshall's Tech Session
Monday	1/30	RMR Board Meeting

February 2006

Sat/Sun	2/11-12	AMR Snowmobile Tour
Saturday	2/18	RMR Dinner and a Movie
Monday	2/27	RMR Board Meeting

March 2006

Thursday	3/2	RMR Membership Meeting
Saturday	3/11	Tech Inspector Training

As I start my third year as editor, I find it more of a challenge to keep things new and fresh. I tend to get in a rut (maybe it is spending too much time driving on dirt roads) and just keep doing the same things over and over. To get out of this rut, there is a new series starting this month called "Daily Obsession". Kevin Gosselin has agreed to share his experiences with his daily driver. Of course it is a Porsche.

With the demise of two local tracks last year, some folks might think the RMR schedule would be a little sparse. Not to fear, the board has enough planned to keep everybody happy. As you can see from the calendar to the left, we do not slow down in winter. Full speed ahead. There are still a lot of driving events this summer. The two autocrosses will be at DIA. The Driver's Education events will require some travel. Between AMR and RMR there will be six events in Colorado. And, we are planning a trek to Utah in September to try out a brand new track. The full schedule will be published next month. I look forward to seeing all of you at this winter's activities.

For the most up to date event schedule, check out our online calendar at www.rmrporscheclub.com or www.pca.org/alp.

Rex Heck, Editor



Photo: Graeme Weston-Lewis



Photo: Rex Heck

Dueling Photographers





MEMBERSHIP MEETING

Thursday, January 5

6:30 PM at 3R Automotive

The January membership meeting will be held again at the spectacular shop of 3R Automotive, located at 3701 South Kalamath in Englewood. The program for this meeting will feature the 3R racing team talking about their highly successful racing season. Many of 3R's successful

race cars will be on display for everyone to examine and drool over. Beer, pop, and cold cuts will be served. Join us for a great evening!!

To get to 3R Automotive, turn south from Hampden Ave. onto Inca, which flows into Jason, turn right (west) at Kenyon, then go one block to Kalamath. The shop is located on the corner of Kalamath and Kenyon.

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ATTENTION PORSCHE PURISTS:

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PORSCHE





JANUARY TECH SESSION

Please join us for coffee and donuts as David Marshall, owner of Eurosport Automotive, walks us through what is involved in a four wheel alignment and corner balance. Discover how alignment and corner balancing affects your vehicles handling dynamics. The session will be held Saturday January 21, 2006, 9:00 a.m. at Eurosport Automotive 5615 Lamar Street in Arvada. From I-70 take Wadsworth north to 52nd Avenue. Turn right (east) on 52nd. Turn left on Marshall (appropriate, don't you think?) and go past where it jogs and becomes Lamar. Eurosport Automotive is on the left, just before you go over a bridge. The phone number is 303-423-3715. See you all there!

AUTOCROSS SCHOOL AND AUTOCROSS APRIL 1ST & 2ND 2006

We had such a good time at DIA last year, we're planning to be back at the Mt. Elbert overflow parking lot at DIA for the Spring Autocross School and Autocross.

If you don't know what an autocross is, it is a relatively low speed (mostly 2nd gear) event where the object is to complete a course laid out using traffic cones in as quick a time as possible without actually hitting any of those pesky cones. If you do hit a cone, it's not the end of the world, timing will simply add 2 seconds to your time.

Once again, we'll have a cap on the number of drivers we allow into the school on Saturday. Look for registration details and more in next month's newsletter.

Hope to see you there,
Graeme Weston Lewis (970) 622 9972, gwl@rmsolo.org
Bob Speights, rspeight@frii.com

DINNER & A MOVIE 2006

It's that time of year again for one of our most popular meetings. Our fifth annual Dinner and a Movie. We are putting on a retrospective of the 2005 driving season along with a delicious dinner.

Please join us on February 18th at 6:00pm at a new location.
The Event Center
2852 West Bowles Avenue

It is at the corner of Santa Fe and Bowles on the north side of the Echostar Building. Normally we limit attendance to 80, but this year, we have a much larger venue-so come one come all!

The cost this year is \$30. We are also providing a cash bar for your enjoyment. Those of you who have attended in previous years know that the evening is very enjoyable. We get to see many of our friends doing what they love to do-drive their Porsches on the track, at autocrosses and on tours.

The event registrar is Tamela Cash.
Mail your registration to her at:
Tamela Cash
1214 South Weldona Lane
Superior CO. 80027

Or email:
tcash@healthaxis.com

See you all there:

Steve Wright
Steve Rubino (our new producer!)





A SHORT QUIZ

1. The car that brought Porsche to within one point of the World Championship of Makes two generations before the mighty 917 was a Porsche Type 910. True or False
2. The primary purpose of the oxygen sensor system is to control the exhaust gas mixture before it enters the catalytic converter so the converter will be able to operate at its most efficient condition for idle and steady state cruise. True or False
3. Total production of the Porsche 911R in 1967 was:
 - a. 10 units
 - b. 100 units
 - c. 20 units
 - d. 50 units
4. PCA's Junior Participation Program allows the fully licensed sons and daughters of members to participate in which events?
 - a. Autocross
 - b. Concours
 - c. Tech Quiz
 - d. All of the above
5. In the Cayenne, the transmission selector lever is locked with the ignition key withdrawn. The selector lever can be moved from position P or N only with:
 - a. ignition turned on
 - b. brake pedal depressed
 - c. Both a and b
 - d. None of the above
6. A recognition mark of the Boxster S introduced as a year 2000 model was:
 - a. Headlights like the 911
 - b. Roof mounted antenna
 - c. Additional central air opening for a third radiator to cool the engine
 - d. Airbags
7. The original Type 911 had a wood-rimmed steering wheel, the 912's was made of:
 - a. Ivory
 - b. Aluminum
 - c. Leather
 - d. Plastic

Answers Page 17





DAILY OBSESSION

An Introduction

I think my Dad shed a little tear when his son told him, "Dad, I'm buying an import." Well, I didn't see a tear but I bet he was crying inside. My Dad is a hot-rodder. He has owned a progression of muscle cars and hot-rods, the current one a '32 Ford.

This was the environment I grew up in. This is what caused me in 1988 to buy a 1969 Roadrunner at the age of 14. Work on it for 2 years. Then spend the next 5 years wearing out the rear tires three times as fast as the fronts. I was happy until my brother got a job at a Jaguar, Porsche and anything exotic restoration shop.

I went to visit him one day. Driving my Roadrunner. Did I mention it was yellow? Parking outside the shop, behind an early 60's Aston and across from a row of E-types it looked prehistoric. I felt like someone who showed up at the nicest restaurant in town wearing a bathrobe. Before this I had never even been to a European car show.

Inside my brother showed me around. There were the two British expats working metal on a wheel. The upholsterer was stitching up some Ostrich skin for a Morgan. It smelled of paint, welding and old oil (very cliché but very much real). And we finally went into a small three-car showroom where there was a 550 Spyder, some sort of open-wheel Lotus and a 912.

The little green 912 grabbed my attention. It was nothing like the inflated Turbos then

prowling the streets of Southeastern Connecticut. It was delicate. Pretty almost. I loved it at first sight. Then the owner of the shop told me about how the 912 was made only for five years and how some thought it was "The best 356 ever made. Not the worst 911." I'd only understand that joke a couple of years later.

I sold my Roadrunner within the month and bought a 1965 MGB. No, not a Porsche but I did think about the Porsche all the time. I pretended my B was a

I choose to move to Denver. We decided to sell the 912.

It drove away in a sweet burble of exhaust and I went a year without a car. I bought a 951 to get back into Porsches. It was too efficient for me to like it. Fast. Capable. Aggressive. But just like dating you have to try different things to know what you like. And every time I walked up to the 951 I wished it were a 911 or 912. So I sold it and looked for the perfect Porsche for me.



Kevin and his friend, Danny, with their 911SC

Porsche as I drove across the wooded small towns around my house. I bought European classic car magazines and kept seeing early Porsches featured. I sold the B to join the Peace Corps.

Upon my return from Cameroon, where I never even saw a single Porsche, I bought my first P-car. A 1967 912. I bought it sight unseen. No PPI (a mistake not to be made twice). When it came off the transporter it wouldn't start. It was a complete mess except that it was rust free. I should have hated it. Instead, over three years I loved it. I restored the entire car and was getting ready to paint it when my wife and

I ended my search with the 911SC. No spoilers for me. And not red. I guess since the 912 I always was a bit of an oddball when it came to the cars I chose to live with. Chiffon white with brown leather and sport seats. Bilsteins. And not one bit of aftermarket paraphernalia on it. My perfect Porsche. Unless I find one exactly like it but with a Plaid interior.

Kevin Gosselin





HOLIDAY PARTY AND AWARDS BANQUET

The annual RMR Holiday Party and Awards Banquet was held on December 10th. Our Hosts, Marilyn Laverty and Robert Birney, once again put on a party that was enjoyed by all who attended. It was a great opportunity to socialize with new and long time members. Some of whom we have only seen in track garb. It is amazing how well they cleaned up. Fortunately there were name tags so we could identify them.

Thank you gifts were handed out to all of the volunteers that made the club and all of the events successful. Challenge Series awards were presented by Greg Curtis to the members who participated in an autocross, AMR DE, RMR DE, and rally. Special awards were presented by Chief Driving Instructor, David Rossiter. Susan Bucknam presented the Rolling Doughnut Award. Then the 2006 Board of Directors was sworn in.

After all of the ceremonies there was dancing to live music and more socializing.



Photo: Graeme Westin-Lewis

Marilyn and Robert enjoy a break from their hosting duties

COMMITTEE AND EVENT CHAIRS

Art Rancis	Walt Fricke	Kent Miller
Bob Speights	Norma Nada	Marylin Laverty
Bob Sutherland	Kent Early	Michael Martin
Craig Crease	Adele Arakawa	Pat Newman
Craig Lord	Alex Alcevedo	Peggy Englert
David Rossiter	Barry Tiller	Peter Gratzner
Greg Curtis	Chip Reeves	Rick Angelica
Jerry Medina	Diana Pool	Robert Birney
Jerry Schouten	Dwight Ingraham	Tom Scott
Keith Hulley	Grant Bayless	Trish Mitchell
Mike Quigley	Grant Remington	Dave Marshall
Randy Hoch	Greg Johnson	Dave Petitti
Rick Goncalves	Janet Wright	Dave Stribling
Alan Fritze	Jeff Mitchell	Don Adis
Andrea Rossiter	Jim Fry	Stephen Schroeder
Cecil Morris	John Mackin	Bob Raub
Graeme Weston-Lewis	John Withaar	Adolf Stammeler
Scott Rogers	Kathy Fricke	

2005 BOARD

Andy Forberg	President
Bill Curnow	Treasurer
Dave Speights	2nd VP
Jim Everson	Past President
Rex Heck	Newsletter
Steve Wright	Secretary
Susan Bucknam	1st VP
Tamela Cash	Membership

DRIVING AWARDS

Most Improved Drivers

Grant Remington
Kristie Widrig

Distinguished Driver

Alan Fritze

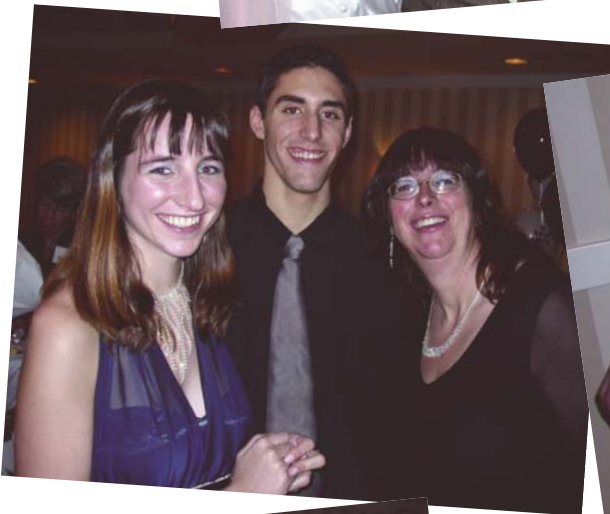
Rolling Doughnut

Bob Speights





HOLIDAY PARTY AND





AWARDS BANQUET



Photos: Grame Weston-Lewis & Rex Heck





CHALLENGE SERIES AWARDS

Class	Name
2M	Grant Remington Ron Maxwell
2W	Diana Pool
3M	Phillip O'Brien
4W	Susan Bucknam
7M	George Whitney
8M	Randy Hoch Andy Forberg Chris Lennon
8W	Peggy Englert
9M	Graeme Weston-Lewis
10M	Roger Zimmerman Jim Widrig Peter Gratzner
10W	Kristie Widrig
13M	Alex Acevedo David Speights
13W	Bonnie Rose
15M	Alan Fritze
15W	Dotty Fritze
16M	Rex Heck Greg Curtiss
16W	Pat Newman

WORKSHOP TOOLS FOR THE MECHANICALLY CHALLENGED

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans paint and rust off bolts and then throws them somewhere under the workbench with the speed of light. Also removes skin from knuckles and hard-earned work calluses in about the time it takes you to say, "Aaahh s***...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you burn the surrounding area.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VICE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your workshop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

HYDRAULIC FLOOR JACK: Used for lowering a car to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG DOUGLAS FIR 4X4: Used to try to lever a car upward off a hydraulic jack handle.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

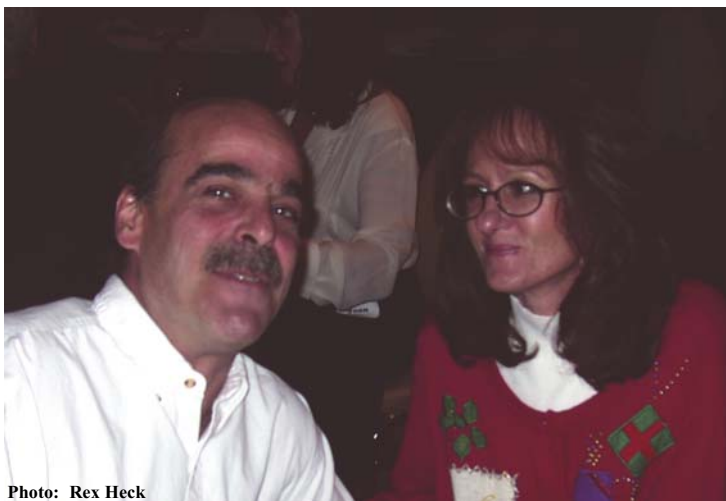


Photo: Rex Heck





2006 *NEED FOR SPEED* SNOWMOBILE TOUR

It's back and better than ever.

This year, we'll be holding the snowmobile tour on Saturday, February 11th, 2006. This year, we're headed up to beautiful Winter Park, where the snow is plentiful, and the views spectacular.

The tour itself will be professionally guided, for two hours, up to the top of the Continental Divide. A "play area" for those wanting to really experience what these machines can do, along with stops along the way to explore local history and scenic vistas should make it lots of fun.

A popular option we will be offering again this year is overnight accommodations. We have made arrangements with the Winter Park Mountain Lodge, a beautiful spot, for rooms at \$125. The nice thing is that our point of departure for the tour will be right there, too!

The tour will take place in the afternoon, followed by an informal dinner where we can re-connect with all of our Porsche friends, and relive the day's adventures.

Registration is limited, so if you'd like to join us, register as soon as possible to guarantee your spot.

When: Saturday, February 11th, 2006

Where: Winter Park

What: Two hour snowmobile tour

How Much: \$80 per driver, only \$30 more for a passenger

Lodging Option: \$125 for a room the night of February 11th at Winter Park Mountain Lodge

Deadline: Hotel rooms must be reserved by January 11, 2006. Snowmobile tour checks must be received by January 27th, 2006.

How To Register: Contact Chris Lennon at cjlennon@adelphia.net to reserve your spot (note number of drivers and passengers). Send your check payable to AMR/PCA to 19065 Pebble Beach Way, Monument, CO, 80132. Contact the Winter Park Mountain Lodge directly to arrange overnight accommodations at: 1-800-726-3340. Be sure to tell them you're part of the Porsche Club group (booking code 190526).



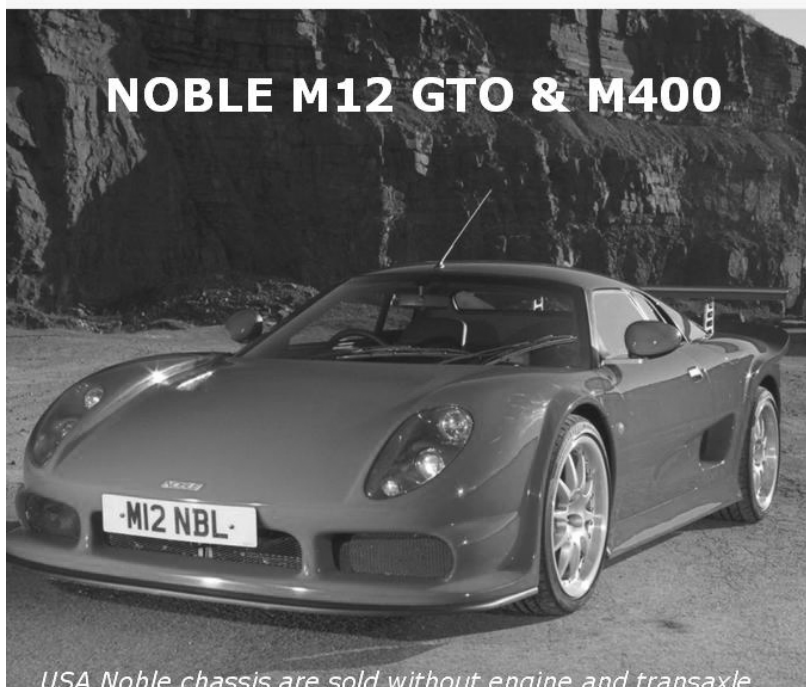


Photo: Graeme Weston-Lewis



Pure Driving Passion
— Now Available in Colorado

NOBLE M12 GTO & M400



USA Noble chassis are sold without engine and transaxle.

This award-winning super car was developed by Lee Noble, a well-regarded UK sports car designer and race-car driver. Noble also provided development chassis to McLaren Cars for their now-famous F1 super car project.

- Mid-engine, rear-wheel-drive, 2-door coupe:
- ▶ Curb weight: approx. 2,400 lbs.
- ▶ V-6 twin turbo, 3.0 liter (recommended) approx. 360 bhp [M400: 425 hp]
358 lb-ft of torque [M400: 390 lb-ft]
0-60 mph: 3.3 sec. — *Car and Driver*, March 2005
¼ mile: 11.8 sec. @ 118 mph
- ▶ Braking: 70 mph - 0 in 165 ft.
- ▶ Road holding: 1.2 g
- ▶ Components from AP Racing, Momo, Bilstein, H&R, Quaife, Willans, Getrag, Bosch, K&N, Optima
- ▶ Rolling chassis from \$58,900 + drive train & installation (from \$21,000)

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QUIZ ANSWERS

1. T - Panorama 10/4, Page 37
2. T - Panorama 4/04, page 50
3. c - Porsche 911 Story, page 171
4. d - RPM 2004, page 70
5. c - 2005 Cayenne/Cayenne S Owner's Manual, page 203
6. c - Excellence, Vol. 3, page 1365
7. d - Excellence, Vol. 1, page 353



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Turn One....



Tales from the Club Race trail

As the new year begins Colorado road course drivers, be they racers or DE fanatics, are confronted with dwindling local opportunities to practice their craft. The closing of Second Creek, PPIR, and most recently Mead (or CDR) punches a gaping hole in available track time for the many would-be users throughout the region. But don't despair; new tracks are coming on line in 2006. It will mean more travel for us all but the quality of the new venues in Salt Lake City and Hastings, Nebraska will more than make up for the inconvenience of some extra time involved in getting there.

For those who have not traveled outside the state

to experience tracks that are at once wider, smoother, longer, safer, and loaded with amenities, I predict you will enjoy the experience. Gone is the possibility of dumping your 993 into the swamp at the bottom of the Dragon Slide or trashing your new front spoiler just because you put two wheels off between turns 4 and 5 at Second Creek. PPIR was never highly regarded simply because of its short length,

a good portion of which was spent on the oval anyway. Take a look at the new Hastings track:

<http://www.racemph.com/HastingsWeb001.jpg>. It somewhat resembles good old Second Creek at 2.3 miles in length and is bordered by real FIA curbing not suspension-rattling dropoffs. Miller Motorsports

as we get to experience these new tracks. And who knows? Perhaps someday we will have one of these "new opportunities" in our own back yard.

Otherwise we end the 2005 racing year as it began – bookends in quite a literal sense.

Reporting on their most recent trip for some non-PCA racing is Paul Gutowski who, with his wife Kim started the year racing at Sebring, Florida and finished up the year some 3000 miles away in Sonoma, California. Here's Paul's incisive report:

Sear's Point (aka Infineon Raceway) October 27, 28, 29

It was a memorable year for the SoClose Racing team. Nine race weekends, 27 track days, seven new tracks. Chris drove more than 13,000 miles and Kim, Corey, and I flew considerably more than that. Other than a glitch at Brainerd with my engine we had little trouble

with the cars. We were fortunate enough to win three 'Best Prepared' and three 'Corner Worker's Choice' awards between the two of us.

The low points of the year were my 13/13 at Sebring, our first race, an engine problem that kept me off the track at Brainerd, and my being hit and put into the wall at Watkins Glen. Highlights were many:



Park <http://www.millermotorsportspark.com/> in Salt Lake by further contrast is a staggering 4.5 mile 24-turn circuit which supplants Elkhart Lake as the longest road course in the country! What's a few added hours in the car/trailer getting there if the quality of the driving experience is leagues above what we have come to know. We will all learn to be better drivers and racers





Kim's overall victories in the big-bore group in the rain at Portland and at Pueblo (and a SoClose 1-2 there), my 30th to 6th place drive at Hallett, flat through turn one at Brainerd for both of us (146mph!), Chris's 2900 mile, 60 hour drive from W.G. to Portland and the whole experience of the Portland Rose Cup. Perhaps Corey's 'Salmon Dance', but you had better ask him about that...

We finished the season at Infineon Raceway, better known as Sear's Point on a beautiful Halloween weekend in Sonoma, California. We were joined by the Premier Motorsports team of Andy



Wilzoch and Chris Cervelli, who I believe did several races more than us this year. Until this weekend, I was convinced that Watkins Glen was my favorite track, but now I'm not so sure, as this was a roller coaster of a place. Kind of like Mid Ohio on steroids- the straights are longer, elevations much greater and the speeds much higher. There are two slow 180 degree corners which disrupt the flow, but are opportunistic places to pass. Unlike Ohio, watching a race on television gives you a pretty good idea what you have here, except that the unweighting of the cars over several rises can only be appreciated behind the wheel, surrounded by a complete roll cage.

This was also a NASA/Porsche Racing Club race, our first, and it was a little different. No more than two wide from the start until a designated point (turn 2) to minimize those who try to go inside and pass the whole field into turn one. Two wide only through any corner and no more

than three wide on the straights. Also, don't miss the driver's meetings! My experience was that these drivers would allow more racing room than we have come to expect from PCA racing. Also, no 13's. Conversely, POC was there racing in their own groups and from what I saw I would never be interested in racing with them. That club seemed to be much less interested in 'coexistence in the corners'.

Friday was open practice, with no designated run groups so it was come and go as you please. I believe that with all of the new tracks this year we have developed an ability to learn new venues quickly and after two sessions I was comfortably up to speed. This proved fortunate, since I lost my clutch when it was time to have a third go. A missed shift over the previous race weekend did damage which only manifested itself now. As luck would have it, a racer was coming from a local shop directly to the track and would bring the necessary parts and Carl van Austin, who built 95% of my car at Rothsport, would be at the track at 5pm. Corey and Chris had everything disconnected and the motor ready to be dropped, but waited until Carl arrived since none of us had done this before. It began to pour rain just as the engine dropped and while under an awning, the boys worked in a river for the remainder of the project. They still haven't told me what I owe them for that favor.

Saturday and Sunday were beautiful and had a practice-qualify-race format. The Cup cars were given a 40 second delay split start so the field was not as packed as we would have preferred. The small bore group was not split and they had tight racing throughout the field. Sunday's race was one of our best of the year as Carl, Paul, and Kim all qualified within 3/10's of a second of one another (in that order). Kim passed me after the start between turns 1 and 2 and began harassing Carl and I was later able to go around the outside of her through the 180 degree turn 7. Kim slipped a few seconds back in the early laps but came back towards the end to scare both Carl and I who were mostly bumper to bumper from the second lap until the finish. As an aside, the San Francisco-based club hosted the best Saturday night track dinner that we have experienced.

After years of developing both cars, Kim's change to slicks has made both cars equal. It has been interesting to learn the differences in how each car turns the same qualifying time. Large yaw angles are not rewarded with slicks and the extra grip rewards her precision driving style. The slicks take a few laps to warm up but are still working well at the end of the race. Street tires grip well from the start and fade at the end if they are driven hard for the duration. The heavier '95 RSR is faster at the end of a straight and quicker through minor- redirection corners. The '75 RSR is quickest when pitched into a corner, sliding, keeping the rear wheels spinning, and allowing full traction to develop mid-corner, allowing a quicker exit speed.

I thought that I would be glad to have a few months off until Sebring '06, but seeing Chris pull away for the long ride home made me melancholy. We are quite fortunate to have the ability to do this and Corey and Chris make it all possible. Kim and I are grateful to them both. As it turns out, I'm not having that much time off as I've already registered for Sebring and am working on hotels, flights, tires, fuel...

Paul Gutowski





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For Sale: 914 1.8L engine, top rebuild, runs well, needs gaskets & rings. Complete working FI system for same, with mass air flow! And- Complete working FI system for 914 2.0L, includes working FI distributor, brain, new injectors, manifold, everything. Great gift for your spouse tinkering away in the garage! But wait! Also a nice set of 1975 914 bumpers, front and rear. Laurence Budd, 970-484-7826, or lbbudd@yahoo.com. (dec)

For Sale: 1970 red 911T targa roller. I have removed the engine and transmission. The body is in good shape with no dents. The targa top is in very good shape. Glass is good all around, as are the doors and hood and engine lid. Fenders need some rust repair. Rockers may need some attention too. Drivers seat needs some repair, passenger seat is excellent. Bumpers and other body components look good...lights etc. Great candidate for a 2.7 or 3.0 conversion. Would rather not part out. Will consider trade for 1970-71 coupe. Asking \$2100 Lars 303-441-0622 (dec)

For Sale: \$28,500. 48,846 Miles. Perfect condition Multiple Concours Winning 1988 Targa. Original top. Certificate of Authority. Factory Options: Reno Radio, Shorter Gearshift Lever, Grand Prix White Rims, 16" Forged Alloy Wheels, Automatic Heating Control, Rear Window Wiper, Cruise Control, Sport Shocks, Alarm, Power Drivers Seat and A/C. Porsche Bra and Carbrella Sport Top always used. Bridgestone RE 71's. You can email me at wendelltx@aol.com and see additional photos at www.book-looks.com/porsche. (dec)

For Sale: 1988 944 Turbo class D PCA racer, red/black, cage, corbeau seats, turbo cup spec, legal and nationally competitive. New engine rebuild 05, new TC clutch, injectors, turbo, lindsay club wastegate, super starter, fuel pump, radiator, large extra oil cooler, Turbo S trans with cool-

er, wheel bearings, charlie arms, monoballs, technodyne suspension, receipts, prebuy done at eurosport. best performance/speed/fun for the money. 12 wheels 4x17s, 8x18s, with new or scrubbed hoosiers. ready and reliable, great car, 28500. Carl Feghali, 970-260-9655. (dec)

For Sale: 4 Bridgestone LM22 Blizzaks, 205/50 17 front, 255/40 17 rear. Only 4500 miles. Mounted on turbo-look wheels, all from Tire Rack last year. 3 Michelin Pilot Sport A/S, 1 size 205/50 ZR17 front, 2 255/40 ZR17 rear. Very good condition, 10,000 miles. Purchased last year mounted on turbo-look wheels from Tire Rack. 4 Bridgestone Turanza ER 30, 255/55 R18. Performance tires that came new on my Cayenne, took them off last winter at 4000 miles. Currently not mounted. Call and make an offer, (303) 526-0204. (dec)

Fire Sale: 4) 914's 72,74,75,76 or #110, #797, #313, #64 all must go. Priced from \$3,000.00 to \$8,000.00. Also selling the big red trailer 2000 hallmark 53' long gooseneck \$8,500.00 Call Larry @ 720-219-7078 for more information (dec)

For Sale: 24' Enclosed trailer for sale: 2004 Wells Cargo, 24 foot, interior lights, cabinets, winch, e-track tie-downs, extended ramp door for low clearance cars, battery charger, stereo, 110volt converter, shelves for stuff, gas can holder. \$11,000 OBO. Dave Speights - (970) 988-7258 or dave@countrysidevet.com (dec)

For Sale: Stiffen up the rear chassis in your 996 and have a proper spot for your four part harness with a harness bar in wrinkle finish black. Cost me over \$500, yours for only \$250 and will deliver in Boulder Denver area. Call Harv at 303-938-8112 or email at Porsche80466@cs.com (dec)

For Sale: 1988 911 Carrera coupe, 66,800 miles, guards red/black, OEM spoilers, OEM Motorsports LSD, Weltmeister suspension (plus original), Eclipse CD/AMP (plus original radio), Clifford alarm, new Dunlop SP Sport D40 M2 tires, polished original Fuchs. In excellent condition inside and out. \$26,500. Request photos at kachina-sail@msn.com or Call Ken at 303-774-8100. (dec)

Wanted: I need a second set of wheels for

my 2001 996. They must be 18" x 8.5" for the fronts and 18" x 19" for the rears as I all ready have the rubber ready for those sizes. Am willing to negotiate a price depending on brand and condition. Harv Arnold Porsche80466@cs.com 303-938-8112 (dec)

For Sale: 1997 Carrera 2S. Arena Red with Cashmere Beige interior. Factory wide body. 36,000 miles. Pristine condition. Dealer serviced. Power leather seats left & right. Power windows & locks. 18" Turbo Wheels. Cruise. Premium Sound Pkg. Motor Sound Pkg. Sunroof. AM/FM/Cassette/CD. 30,000 mile service with clean bill of health just completed. All books and records. Also, just passed emissions test with extremely clean numbers. Full front end Clear Bra. Includes full car cover as well. No accidents, dings, scratches, snow or smoking. Garaged. Concours quality. Priced at \$51,900. Serious Buyers Only! For additional info including pictures or to set an appointment to look at, email neilatamb@comcast.net. Or contact Neil at 303 790-9410 (jan)

Wanted: I'm searching for engine case #6121036 from a 1972 911T. This engine was removed from the Ron Swarsen / Adron Harris 911T when Rennenhaus (Grady Clay's shop) rebuilt the engine in the late 70's. The case is needed for a numbers matching restoration project. Contact Greg DuPertuis by phone at (703) 244-0888 or email rs911t@cox.net (jan)

For Sale: 1982 PORSCHE 930 Turbo Looking For Enthusiast. This excellent example of an all-original Vintage 1982 European delivery 930 turbo wide body VIN: WPOZZZ93ZCS000674, with a 4-speed manual/ 6 cyl turbocharged Engine Serial# 67CO740. Imported through ABC Auto Sales of Port Everglades, FL. on 5/24/82. All DOT Compliance papers and EPA emission conformity papers. Has even received emission testing in State of Colorado. Maximum speed 160mph and Acceleration from 0-62mph in 5.4 sec. 300hp rated at 5500rpm. Includes both English and German owners manuals. Colors are a full black leather interior with no rips or tears. Red outside; Recent maintenance includes a new clutch, wiper motor, air-conditioning recharge, engine mounts, Bilstein Shocks, and Dunlop 8000 Sport 16" tires. Desirable upgrades on this 930 include the Euro headlight conversion, MOMO, and 16" Fuchs wheels front and





back. This is a well kept Porsche 930 turbo. Includes 4 Wheel Disk Brakes, Air Conditioning, AM/FM CD player, Leather, Power Mirrors, Power Seats, Power Sunroof, Premium Sound with newly installed speakers and Booster Amplifiers, and Rear Spoiler. Excellent condition, with 73,000 miles. This vehicle has always been well maintained and cared for in a temperature-controlled garage. Extremely fun to drive and very tight/ Please call or e-mail for additional information or photos. This car is tight, has a clean title and is one of the nicer ones around. Mark Cell: 303-887-9957 Battwol@hotmail.com (Jan)

For Sale: 1999 911 Carrera Coupe, 6 - Speed Manual Transmission, Dark Green, Tan Leather Interior, Chrome Wheels, Bose Sound System, Many Options, All Records, Very Clean, Garaged & Covered, 33,000 miles. \$ 36,000 Albert Berta Jr. 303-939-5566 (Jan)

Parts For Sale: 2.2L E long block motor, new valve job, heads plugged for carbs., also have 2.2 E mechanical injection very good with rebuilt pump. \$3500 or \$4000 with mechanical injection. Two 911 steel race doors, gutted with aluminum panels, have working door mech., perfect shape, \$300. Front 911 A-arms with poly bushings straight with sway bar mounting tabs, \$200. 911 rear quarter flush mount window frame with plexi-glass, \$75. George McDonald 720-339-8793 or geomcdonald7@mac.com (jan)

For Sale: 1971 911T 2.2 litre engine complete with Zenith carburetors, heat exchanger, muffler, flywheel and alternator. SN 6116544. This engine runs, smokes some, and is a good rebuildable core for someone needing a winter project. \$1700. Call Susan Bucknam 303-237-3140. (jan)



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