

OCTOBER 2005

RMR PORSCHE News

VOLUME 47 • NUMBER TEN

THE PUBLICATION FOR PORSCHE CLUB ENTHUSIASTS



**RMR's Skip Sauls Drives in the World Challenge Series
at the Denver Grand Prix
See More on Page 18**

ROCKY MOUNTAIN REGION PORSCHE CLUB OF AMERICA
46TH ANNIVERSARY YEAR



PRESIDENT'S MESSAGE

These Are the Good Old Days

I realized that song's truth as the last (really, it's the last) RMR event at 2nd Creek approaches. You may not know it, but many other tracks have come and gone over the years too, and most remaining tracks face uncertain futures. We really need to make the most out of our driving opportunities while we can. We never know how long we will have the variety and event pricing that makes RMR driver education events (DEs) so successful.

2nd Creek is the latest in a long line of sports car tracks that is finally succumbing to development pressures and closing down. It follows in the footsteps of other places now gone from Colorado and around the country. We are lucky to have had all of them.

In the late 90's, an outstanding track at Stapleton appeared. When the new airport opened and the old one closed, the concrete runways looked just perfect for a Porsche to blast down in 4th or 5th gear. The track layout had long, fast straightaways, smooth corners with wide runoffs, and with our Porsches superior handling, it was great sport to out-brake faster, big bore cars like Vipers, Cameros and Corvettes by the corners. In a few years the fun ended as Stapleton's re-development pushed ahead with warehouses and retailers being built just north of I-70 along Quebec. Several of us still have memories of that ever so slight lift of the throttle in the turn at the end of the straight and the ensuing spin with our wide-eyed, but smiling instructors riding along.

Woody Creek at Aspen was a key track for the club for the 80's. But, it too was suddenly gone when it was privatized and became off limits. Woody Creek is a short and interesting track located in a picturesque setting high in the Rockies. It is expensive, almost 3 times as much as Denver tracks, and that doesn't include travel and lodging, but the memories created and the stories members can tell are priceless. Fortunately, RMR rekindled the relationship with the owners just this year and put on a successful event in

June. The track is on the schedule again for 2006.

Another track appearing and disappearing was the original Continental Divide Raceway which was located down south towards Castle Rock. It hosted both professional and amateur events including RMR DEs until it was shut down by lawsuits and housing development pressures.

The track at Mead, now named Continental Divide Raceway, still provides a nearby site



Photo: Karen Verwolf

for Denver drivers. Its elevation changes, off camber turns and precision demanding layout always challenges RMR members. The ownership has changed over the years, and they continue to work with RMR so we may continue to offer DEs there. Yet, new housing developments are approaching, and a proposed track expansion and renovation was nixed by the city. I hope our events continue here for the near future. RMR has several events scheduled at CDR for 2006, and we look forward to enjoying our remaining local track.

Pueblo Motorsports Park provides the venue where RMR just finished hosting 60+ Club Racing enthusiasts from all over the nation. The track is controlled by the City and its management company, and provides a substantial economic boost to the community. Although paving, corner worker station and pit improvements were done over the years with limited funding supplied by Colorado Motorsports Council (CMC), or the track's management company, this fall, the track will pursue substantial funding for a compre-

hensive paving and track infrastructure program. Hopefully, this is successful, because Pueblo's schedule accommodates both RMR and AMR Porsche events and a variety of other car clubs, and it remains Colorado's fastest and longest track. Pueblo is a traveling weekend event for most folks, and can be an expensive and time consuming commitment. Even so, since it a great track for the drivers, we hope Pueblo continues to be improved and remains a traditional stop on our schedule.

La Junta's airport track is located in a small, welcoming community in southeast Colorado, and it has also experienced difficulty funding improvements. CMC and car club volunteers worked with the locals to repave several sections of track, and they are pursuing other creative ideas for funding such as Outdoor Colorado grants. This track depends on volunteer effort and interest to survive season to season. Try this great novice track, and enjoy a fun weekend as RMR holds a challenge series event as La Junta on October 8-9.

For many years now, 2nd Creek has provided the Denver Metro area with an economical venue for RMR and many other driving enthusiasts. The track remains as challenging and fun today as when it was designed, whether running clockwise or counter-clockwise. Many of us in the club pushed our Porsches to the limits for the first time here, and several others started their professional driving careers mastering turns such as Farmhouse, Kamikaze, Carousel and Spectator. New Porsche owners learned high performance driving, safety and vehicle control. Everyone enjoyed countless weekends of good times, camaraderie and friendship.

When the lease was about to be lost for 2nd Creek a few years ago, the Colorado car clubs stepped in to save the track. 2nd Creek has been successfully operated as a co-op venture by CMC ever since. Unfortunately, now it is time to say the final good bye to 2nd Creek.

(See President, Page 6)





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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

1/2 page: Monthly placement in 12 issues \$85/month B&W, \$170/month color

1/4 page: Monthly placement in 12 issues \$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.

Member Ads

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.

2005 COMMITTEES

Challenge Series Greg Curtiss (H) 303-699-9360	Tech Inspection Cecil Morris (H) 303-399-2428
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 Alan Fritze 303-697-8101	Western Slope Coordinator Allen Johnsen (H) 970-245-8685
Historian Andrea Rossiter (H) 303-333-4223	Webmeister Scott Rogers (970) 493-3181 ext 216 scott@wirestone.com
Instructors David Rossiter (H) 303-333-4223 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 Craig Lord (H) 303-494-2171	Zone 9 Representative Howard Burr (H) 719-522-1021

Cover Photo: Mark Franklin

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
&

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

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303-798-2177
targa72e@att.net

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Richard Winnick
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rewinnick@CS.com

912
Dan Rose
303-666-9353

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

914
Dale Tuety
303-670-1279
d2t@aol.com





MEMBERSHIP MESSAGES

Welcome to new and returning members! This driving season seems to have come and gone so quickly! But we still have a bunch of cool events coming up in October - hopefully not too cool! Even in case of snow, don't assume an event is cancelled - check with your event chair. As many of you have heard, we have eliminated late fees for the rest of this year - however to guarantee you a spot in the event and to avoid cranky registrars, get your registrations in early! Feel free to call me at (303)554-7464 or email tcash@healthaxis.com with any questions, problems, or suggestions. **Tamela**

NEW MEMBERS

Jack Bergey
9033 Meadow Hill Ct
Lone Tree, CO 80124
H - (303)9251226
W - (720)2087540
jackbergey@yahoo.com
1992 911 C4 blue

Anthony Classi
1521 Sheridan St
Laramie, WY 82070
H - (307)742-3068
W - (307)745-8969
tony112150@aol.com
2002 Boxster S silver

Ron Eich
1257 Fillmore St
Denver, CO 80206

Dave Gage
1245 W 139th Pl
Westminster, CO 80020
H - (303)379-9044
W - (303)579-5900
gage1245@comcast.net
2002 C2 grey

Mark & Cathleen Hancock
31 Viking Dr
Cherry Hills Village, CO
80113
H - (303)758-8585
iammarkhancock@aol.com
2005 997 Carrera S
Cabriolet blue

Jay Lewis
819 Good Hope Dr
Castle Rock, CO 80108
H - (303)814-8148
W - (303)784-8300
lewis_2327@msn.com
2003 911 C4S red

Philip & Tara Moening
PO Box 3837
Estes Park, CO 80517
H - (970)577-0186
W - (970)586-3748
philip@aspenbrook.com
2001 911 Turbo silver

John Necessary
2320 Robinson St
Colorado Springs, CO
80904
H - (719)594-4996
W - (719)633-2277
john@johnnynec,cin
1967 911S silver

John & Francine Ranft
351 Jackson St
Denver, CO 80206
H - (303)320-5412
W - (916)316-7661
jranft@prodigy.net
2005 Carrera S blue
2005 Cayenne S silver

Brian & Chelsea Smith
8663 W 86th Pl
Arvada, CO 80005
H - (303)521-4822
W - (303)789-2545
partsman86@hotmail.com
1983 944 grey

Nancy Spurry & Ted Behm
1050 Cherokee St #CL2
Denver, CO 80204
H - (303)629-9364
W - (303)623-1345
nspurry@msn.com
2003 boxster S red

David Steinke
One Mountain High Ct
Littleton, CO 80127
H - (303)922-9090
W - (720)489-1050
davidsteinke@infinityc.com
2002 996 C2 black

George & Jonna Strimbu
6281 E Shea Pl
Highlands Ranch, CO
80130
H - (720)840-4158
george.strimbu@state.dot.
co.us
1976 911S copper

Keny & Camilla Whitright
2715 Kittridge
Colorado Springs, CO
80919
H - 719-548-8253
W - 7195489774
keny@wybron.com
1987 Turbo black

John & Melissa Wise
6818 Quigley Cr
Firestone, CO 80504
H - (303)833-3552
W - (303)354-2122
johnwise@us.ibm.com
melissa.wise@go.doe.gov
1982 911SC Targa whit3e

Al & Marilyn Woodward
4741 S Atchison Ct
Aurora, CO 80015
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W - (303)355-0556
abwj1@comcast.net
abw@woodwardwealth.com
1974 911 salmon





EVENT CALENDAR

THE EDITOR'S MUSINGS

October 2005

Monday	10/3	RMR Board Meeting
Thursday	10/6	RMR Membership Meeting
Sat/Sun	10/8-9	RMR LaJunta DE (CS)
Wednesday	10/12	PreTech 2 nd Creek
Sat/Sun	10/22-23	RMR 2 nd Creek DE
Sunday	10/30	RMR Trick or Cross (CS)
Monday	10/31	RMR Board Meeting

November 2005

Thursday	11/3	RMR Membership Meeting
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December 2005

Saturday	12/3	AMR Holiday Party
Monday	12/5	RMR Board Meeting
Saturday	12/10	RMR Holiday Party

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

As you can see from the calendar to the left, the year's activities are rapidly winding down. October is a very busy month with two DE's and an autocross. The only November activity is the membership meeting. This means that there is little excuse for not being there. Let's have a record attendance at the last regular membership meeting of the year. The December meeting is replaced by the Holiday Party.

This month's issue, in addition to the normal stuff like upcoming events and the results of past ones, contains an interesting article on the Denver Grand Prix. One of our members, Skip Sauls, participated and provided both text and pictures about the event.

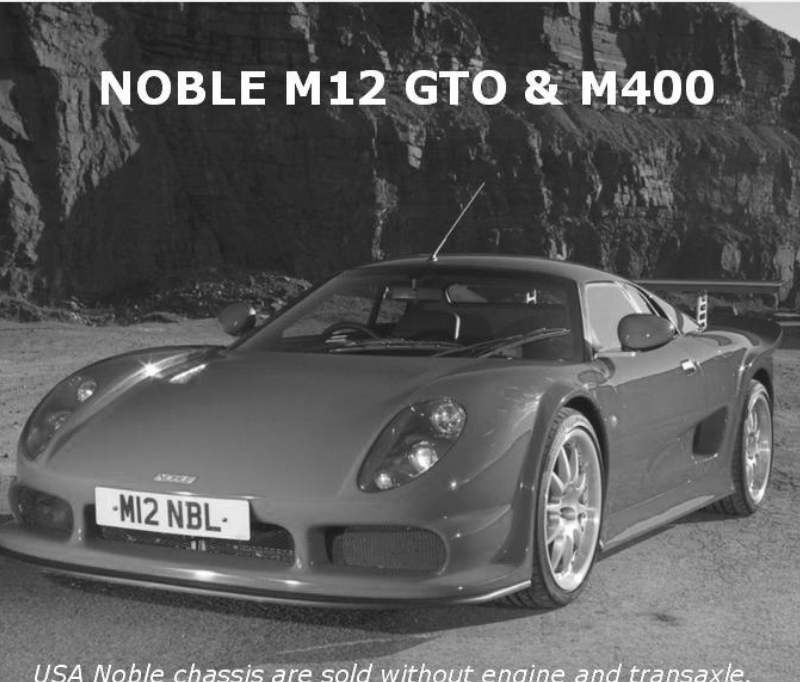
Also don't forget Octoberfest at Prestige Imports. It is a fun gathering with other Porsche people and a chance to see some new cars. Be sure to RSVP to 303-238-8101. This replaces the regular membership meeting.

It's also time to gather up the pictures and video for the annual RMR Dinner and a Movie. There will be a new crew putting it together and I am sure they will need your help. More on this in future newsletters. I also plan a year in review for the January issue. I have lots of pictures, but could use more. Send them to rmr.newsletter@webegone.com.

Rex Heck, Editor



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- ▶ 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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Tel.: **303.665.1344**
Contact: Bernd Lutz, Ph.D.
bernd@ebmmcorp.com





PRESTIGE IMPORTS OKTOBERFEST & SPECIAL MEMBERSHIP MEETING

THURSDAY, OCTOBER 6

Prestige Imports has invited all Porsche Club members to their annual Oktoberfest on Thursday, October 6 from 4:00 PM to 8:00 PM. Prestige is located at 9201 W. Colfax Avenue in Lakewood. Please RSVP to 303.238.8101 if you plan to attend. This is a fun event and gives you a chance to kick the tires of a new Porsche.

At 7:00 PM we will hold a brief membership meeting in the Porsche showroom to introduce the nominees for the 2006 RMR board.

OCTOBER DRIVE TOUR DE FRANCE IN COLORADO

Here is a reminder to all of you touring folks out there. If you like beautiful scenery, great wine and great food, do we have a one day tour for you! Your event chairs, Steve Wright, Diana Pool and Chip Reeves, invite you to join them on October 15th for the Tour de France in Colorado.

Here are the details:

Date: October 15th

Time: On site checkin at 9:00 am at Steve and Janet Wright's home: 3758 Castle Butte Drive, Castle Rock, CO 80109. Coffee and croissants pour la "petite déjeuner." Directions will be provided with your registration confirmation.

Cost: \$35 per car for the tour portion. \$32 per person for dinner (all inclusive) at La Petite Maison Restaurant in Colorado Springs. La Petite Maison is a Colorado Springs institution and is owned and operated by chef Henri Chaperont a PCA member.

Note: The tour will end at Holy Cross Abbey Winery in Canon City. Dinner follows at La Petite Maison.

You may do the tour only, or dinner only, or both. Please advise us on your registration. We are able to seat 40 for dinner, and we request that if you would like to join us for dinner please register before October 5th so we can make arrangements with the restaurant.

Registration Information:

Send or email registrations to:

Diana Pool
6746 Fowler Drive
Colorado Springs, CO 80922
Or
Steve Wright
3758 Castle Butte Drive
Castle Rock, CO 80109
Swright937@aol.com

(From President, Page 2) You can say so long this month by attending the Driver Education weekend scheduled for October 22-23. I especially invite new members, or never-been-on-a-track drivers to come out for a day at 2nd Creek. Plenty of RMR certified instructors are available to make your experience safe, informative and fun. See the article in this newsletter for details, or go on the web to find out more about driving events with RMR.

Even if you are not up for some track time, RMR members and family are invited to drive their Porsches out to 2nd Creek to watch the event from the grandstands, check out the race cars in the pits, and get to know what a DE is all about. Of course, you are invited to join everyone for snacks and beverages after the driving is done at the traditional Beer-30. I'll bet your visit will kindle an interest in coming back to a track in the future.

Speaking of the future, the future for a 2nd Creek replacement track looks brighter. RMR and 4 other car clubs have spent the last several years planning and working very hard for a new track in the Denver Metro area. We've identified and optioned a great parcel of land, and we are in the zoning and approval process now. We've also signed an agreement with Sutton Motorsports who will acquire the land and develop a first class track facility for amateur motorsports. The various car clubs will be renting the track for weekend events when construction finishes. The pieces are almost place, and I'm optimistic we will have 3rd Creek Raceway (OK, it will probably be called Sutton Raceway) for the 2007 season.

So with 2nd Creek in our mirrors, I think we can look up the road ahead to new turns, straights, bends and dips at a new track. RMR, our Porsches and our friends will be there. Indeed, these are the good old days.

Andy Forberg
RMR President





THE LAST, NEVER SAY NEVER, FINAL DE AT 2ND CREEK
OCTOBER 22ND AND 23RD 2005

The Last, Never Say Never, Final DE at Second Creek
 October 22nd and 23rd 2005

Get out your crayons and/or highlighters and mark your calendar for the Last, Never Say Never, Final DE at Second Creek. As you all are aware, the use permit for SCR will not, under any circumstances be renewed for 2006 so this is it, your last chance to set that perfect lap. Since this is our last ever visit, we're going to give you the chance to run both directions: Clockwise on Saturday and Anti-Clockwise on Sunday.

Commemorative T-shirts will be available to mark the occasion for the additional cost of \$20. These will be white long sleeve T's with appropriate artwork. To guarantee your shirt, Tamela must have received your registration before Saturday October 8th. Do not wait; get your registration in ASAP. If there is enough demand, we may commission a second run of shirts for the procrastinators. If we do, the shirt price will be higher @ \$25. There will be a strict 124 car limit and since this is the absolutely last time we will be hosting a DE at Second Creek, we do expect this event to be extremely popular. Again, get those registrations in early.

Contrary to the scaremongering perpetrated by our European contingent in the August



newsletter, no snow has been ordered for this event. In fact I, at great personal cost, have ordered bright sunny skies with temps in the low to mid 80's. I just hope my weather gal delivers like she promised!

Cost: \$120, second driver \$90
 T-Shirt: \$20 – registration must be received by 10/8/05 to guarantee the shirt.

Completed registration forms, with T-Shirt size (if you want one) should be sent to:
 Tamela Cash,
 1214 S. Weldon Ln.
 Superior, CO 80027

tcash@healthaxis.com
 303-554-7464
 fax: 1-972-443-5193

Tech will be held at the usual locations on Wednesday October 12th:
 Denver: Prestige Porsche, 9201 W. Colfax, Lakewood, 303-238-8101.
 Fort Collins: Poudre Sports Car, 5806 S. College, 970-229-0990 (starts at 5:00 pm).
 Colorado Springs: Alpine Mountain Garage, 3415 Fillmore Ridge Heights, 719-328-0356.
 Boulder: The Fricke's, 4651 Huey Circle, Boulder, CO, 970-499-6540

This will be a charity event with all profits donated to melanoma research to celebrate Dave Bucknam.

For more information or to answer any questions, contact Graeme
 gwl@rmsolo.org (970) 622 9972 or Tamela
 tcash@healthaxis.com (303) 554 7464.

Hope to see you all there, Graeme & Tamela

1975

2004

We are proud of our years of experience serving RMR/PCA



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2006 RMR BOARD OF

Past President Jim Everson

I agreed to become a Board member in 2000 because I consider it an honor and because I know how much hard work goes into the events I enjoyed in my first few years in the Club and continue to enjoy. I have served as Second Vice President, First Vice President and President and have enjoyed being Immediate Past President in 2005. Instructing and serving as an officer are my way of saying thank you to those members who work so hard for my enjoyment.



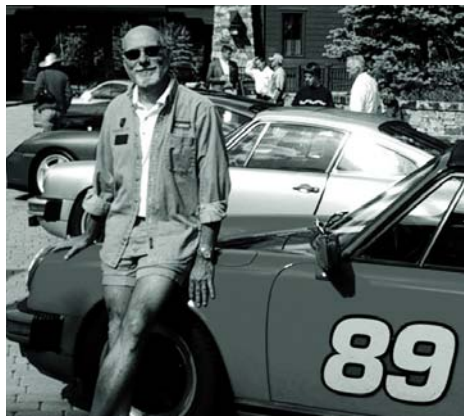
Photo: Graeme Weston-Lewis

As Immediate Past President I continue to attend monthly Board Meetings to provide whatever history and advice the Board members need or I can't help providing. The slate of candidates for 2006 is excellent and provides talent, dedication and continuity. I look forward to working with the 2006 Board,

President Andy Forberg

I thought I would ask to stay on as your President for 2006 for a couple of reasons. First, I've met lots of new members in my position attending events and going to meetings, and I've had the chance to work on creative and fun new events for the 2005 season. Also, I think we've had even more participation from the growing membership base this year. So, I would like to continue to get to know the members and help volunteers share their ideas and enthusiasm for our Porsches through a variety of events next year.

Second, now that I have a year of working for the club in the President's position, I'd like to continue with the board to improve the administration and organization so it is easier and more efficient to deliver the great RMR experiences on and off the track we have enjoyed together.



Finally, I am excited by the activities planned for next year, and look forward to helping make the events happen for us all. 2006 promises to be interesting for RMR with the prospect of a new Denver track being developed, RMR traveling to other regions for a few events, and starting the planning for hosting the 2009 Porsche Parade. We'll continue to bring new and exciting changes to the Web site and the newsletter. Of course, new chair people will be filling the season with tours, rallies, autocrosses, DE's, social meetings, and Beer 30's, and it always fun for me to attend successful events and see the happy smiles on the event chairs' and volunteers' faces, even if they are tired. Helping hand down the traditions and know how of RMR is important, especially if I want to enjoy the next ten years as much as I have the last ten. Thanks for your support and the opportunity to be a part of RMR.

First Vice President Susan Bucknam

I'd wanted a Porsche ever since high school when a friend had a new 356 named

Ferdinand and he would let me drive 'him' up and down Boulder canyon on occasion. Oh what fun! Oh what a car! Finally, in 1992 Dave and I bought our first 911, a 1971 'T' named "PORTIA," and began to attend the regional Drivers' Education events, autocrosses and rallies.



Photo: Graeme Weston-Lewis

Since then we have extended our Porsche family with a 1964 356C and my daily driver, a 1989 944S2. We drive the cars at local events - the 356 and 944 vie for attention on Rallies and on Tours, and Portia is set up well for the track and autocross events.

I've been involved in organizing a number of events from rallies to autocrosses, tours to DEs. I enjoy working with others in the club and passing along the 'how tos'. In 2000, Dave and I were honored with the Misura Trophy as "Enthusiast of the Year". I look forward to the opportunity to continue serving the organization in the capacity of First Vice President.

Second Vice President Dave Speights

I have been a German car fanatic since my teens. With a need for wheels and a decidedly teenage budget, I bought two smashed beetles from a local junkyard. Nine months later, I had combined the good front end of donor VW #1 with the back end and mechanics of donor VW #2 to create Frankenbeetle! Frankenbeetle lost a battle with fire on US 36 and I spent many years driving Vegas, Pacers, Buicks and other unmentionables. I have longed to





DIRECTORS NOMINEES

return to German engineering and late-night tinkering.



Photo: Graeme Weston-Lewis

Finally in 2000, with a modestly improved budget and a very supportive wife and daughter, I purchased a well-used 1978 911SC. Car #29 has endured four years of track use, four years of tinkering and one or two "off-track excursions." I have thoroughly enjoyed my time serving on the Board this year and would like to continue to serve. I have learned a great deal and I am grateful for an excuse to spend time with some of the finest people I have come to know...Rocky Mountain Region Porsche Club of America members.

Treasurer Bill Curnow

It started in 1966 when my friend (Dave) was driving his father's MGB convertible with me in the passenger seat. We were digging ourselves when we tipped the car over on the on ramp to US 285 from Sheridan Blvd. We tipped it back on 4 wheels and prepared for the worst. After the assessment was done of the once shiny MGB, Dave's father determined that maybe that new Porsche 911 would be a safer car! A few weeks later we had the "new" car out and I knew that I would have one someday. I actually told people of this desire, and they just laughed at the silly high school kid that had no idea of the economics of such folly.

Twenty years later it came true with the 1986 Carrera Targa, because of a wonder-

ful wife and a gullible banker. It probably was not the perfect car for a family of 5 (3 kids ages 9,7 and 5, but at the time it was just what the silly "middle age" guy needed.



Photo: Rocky Mountain Region Porsche Club of America

Here it is 18 years passed, and 5 Porsches later, and that same silly guy thinks that it is time to help out with the Porsche Club that has given to much enjoyment and friendship to myself and still wonderful wife (Kathy) and the same three (now adult) kids that love to participate in the events of our region.

It is said that the busiest people are the ones that get asked to do more, and that is the way with the folks that have run and organized the club since I became a member back in 1995. The now silly "50 something" guy figures that if he can help out with the operation of the club now, he might have more fun and get to know even more great folks. Soooo, I want the fun and the future friends and I am willing to do the job as Treasurer for the organization, so the fun for all of us will continue! Thanks to all the folks in the past that have given us the Porsche Club and opportunity for us to enjoy motor sports at its best, with the great members of RMR!

Secretary Cecil Morris

I bought my first Porsche about seven years ago, a '97 Boxster. In 2002, a friend suggested that I join the Club to drive in Club events and improve my driving skills. I joined that year, and was hooked at my first DE at Second Creek.

One of the things that impressed me most (beyond the thrill of driving on the track) was how well organized the Club is and how smoothly it operates. Of course, I soon realized this was because of all the dedicated volunteers. In my second year in the Club, Susan Bucknam and Pat Newman shanghaied me into co-chairing an event the following year. Since that time, I have co-chaired two events, have served as corner worker chair or co-chair and have assisted in control at numerous events, have helped run the Corner Worker School, and have served as Tech Inspection Chair.



I would be honored to serve on the board, and I believe I could make a genuine contribution to the Club at that level, especially as we move forward on a new track to replace Second Creek. Much of the work I do in my private practice involves corporate governance and business matters. If elected, I would bring to the board these skills and my commitment to the Club and my fellow members.

Membership Chair Tamela Cash

A great way to meet people and make friends... The rush of adrenaline and edge of fear right before you drive out on the track... The thrill of making it through a sea of autocross cones without getting lost... The exhilaration of driving over a beautiful road you would have never found on your own with a string of beautiful cars... These are just a few of my enthusiasms I'd





Photo: Graeme Weston-Lewis

like to try and pass on to new members. My favorite part of RMR is the people. I've been a member since 1994 and I've tried all kinds of events, volunteer jobs and social events. It's great fun to look at, drive and compete with our cars, but it is the people that keep me coming back for more. . Now that I've sent my twins, Tai and Ariel off to college, my RMR friends will be

even more appreciated!

**Newsletter Editor
Rex Heck**

There have been many changes to the newsletter this year. We have upgraded the paper and added a color section. I have received some excellent articles written by our members. This has made the job much easier. A lot of you have sent in pictures. This has made the color section possible. Unfortunately, there is not enough space for all of them. However, I do save them so I will have the right picture at the right time. Every once and a while I will sneak in an oldie.



Photo: Graeme Weston-Lewis

I am looking forward to next year of RMR activities. There will plenty of track events to keep the race car running. And the weekends busy. I hope to see everyone out there next year and continue to tell me about your Porsche experiences. (in writing and pictures). That way we can share them with everyone.

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AND THE SUMMER



What? Porsches only come in red!



Photo: Dotty Fritze

Who is the dog on this team?



Photo: Skip Salls

A new meaning to rush hour traffic



Praying





R KEEPS ON GOING



Photo: Robert Birney



Photo: Mike Quigley

How many pit crew does it take...?

LA JUNTA GRAND PRIX

We may never know the thrill of winning a Grand Prix race, but La Junta in October may be the next best thing... (go with me here) Imagine seeing the crowds of people crowding the Track at La Junta just hoping to glimpse you as you race by, in the Drivers Ed that will always be remembered as the 2005 Grand Prix of La Junta. Make plans now to attend this October 8th and 9th Event.

Cost

\$120 for the first driver and \$95 for a co-driver.

Pre-Tech - September 28th

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Prestige Imports, 9201 W Colfax, Lakewood CO
Poudre Sports Car Enterprises, 5806 S College Fort Collins 970-229-0990

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Questions?

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Bill Curnow
303-663-6365
Copybill@ecental.com



This is the last RMR Challenge Series DE of the year, Be There!!!



Photo: Robert Birney

aying to the Porsche gods





Photo: John Withaar

Thanks to the corner workers



Photo: Robert Birney

Kent gets them off to a clean start

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TRICK OR CROSS AUTOCROSS **DIA MT. ELBERT LOT - OCTOBER 30, 2005**

The last driving event of the year, the Trick or Cross. We're talking about a scary combination of bewitching slaloms, boxes, and speedy chicanes to test your car control skills. This is your last opportunity to add to your Challenge Series points total. Costumes for you and your car are encouraged and will be well rewarded from our bag of awesome prizes. At this event, everyone's a lucky winner!

Thanks to our Sponsors for a great number of prizes!

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Mt Vernon Country Club social membership for the first quarter (two of these will be given!) Value of \$535.00 each.

One-hour massage and facial for man or woman. Value \$150.00.
Donor: Orange Skye Body and Beauty Bar.

Set of CD's – music for relaxation to set the right mood for massage. Value \$19.95. Donor: MyMassageVideo.com
(Amazon's number 1 massage video seller)

Gift Basket. Value \$25.00. Donor: Mountain Man Nut & Fruit Company, Evergreen Retail Store.

Gift Certificate for: One years directory listing (transferable) on Colorado's popular RockyMountainYellow Pages. Com
Value: \$350.00. List your business. Includes a total of five web-sites.

Gourmet Chef Scotty to cook for you plus 5 others. You will provide place and all necessary food.
Value: \$500 Date and menu to be negotiated.

Healthy Glows in Evergreen donates 100 minutes in tanning booth. Value \$65.00

YourWebGenie.com is donating a one year submission of your website to the search engines. Value: \$600.00 (transferable)

EVERY driver will receive **HOMEMADE** chocolate chip cookies!

EVERY driver will receive one "spooky" gift out of a grab bag.
Great for someone in your family.

Total value of above listed gifts: ALMOST \$3000.00 – You're sure to be a winner.

Halloween can be a time of snowy weather, but we will run sun, rain or snow.

Top tech 8:00-8:30 AM. Remember to remove all loose items from your interior and trunk. Make sure your battery is securely fastened. Helmets required.

Arrive early to get your course maps and to get appropriately attired for the costume contest and **mandatory drivers meeting at 8:30 AM.** First cars on course at 9:00 AM.

Entry fee: \$35.00 per driver

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For questions, feel free to Contact Dwight Ingram 303-526-4719 (w), 303-526-4555 (h), or Alan Fritze at 303-697-8101

Mt. Elbert Lot driving Directions:

From I70 or E470 exit to Peña Boulevard eastbound heading towards DIA. Continue east for about 4 miles to Jackson Gap Road (the rental car return exit). Exit at Jackson Gap and turn right (south). Jackson Gap Road will turn to the left (east), and become East 71st Avenue. When you reach Robertsdale Road you will see the lot to the southeast at the intersection of 71st and Robertsdale Road. To get to the entrance, turn right (south) on Robertsdale Road, left (east) on 68th Ave and left (north) again on Valley Head Street. Enter only on the northeast entrance of the lot, the third gate you pass on the east side of the lot.

Please be courteous driving to and from the event. The area is heavily secured, and we are there at the option of the airport management. Traffic enforcement also patrols the area.





FINAL RESULTS RMR DE SECOND CREEK AUGUST 21, 2005

Class	#	Name	Car	Best Time	Class	#	Name	Car	Best Time
1M	4	Frank Barrett	1966 912 1.7	dns	13M	789	Alex Acevedo	2003 996 Turbo 3.6 Gr	78.574
						29	Dave Speights	1979 911SC 3	dns
2M	917	Grant Remington	1976 914 2	86.613		333	David Rossiter	1993 RSR 3.6	dns
						473	Steve Wright	1980 911SC 3.0	dns
3M	185	Phil O'Brien	1985 944 2.5	88.878		525	Jeff Wooddell	1989 944 turbo 2.5	dns
	43	John Wilfley	1986 944 turbo 2.5	dns		888	Doug Freyta	1976 911 3.2	dns
4M	6	Pat Colan	1970 914-6 2.0	dns	13W	473X	Janet Wright	1980 911SC 3.0	dns
4W	9	Susan Bucknam	1971 911T 2.2	87.957	14M	2	Alan Ruff	1974 914 2.0	84.273
7M	441	Rick Goncalves	1977 911 3.0	79.193	15M	22	Alan Fritze	1970 911S 2.9	78.224
	206	Martin Smith	1979 911SC 3.0	82.535		24Y	Travis Tiller	1995 993C4 3.6	dns
	737	Scott Rogers	1981 911SC Targa 3.0	86.862		48	John Turner	1988 911 3.4	dns
	114	George Whitney	1980 911SC Targa 3.0	87.696					
	114X	Walt Whitney	1980 911SC Targa 3.0	dns	15W	22X	Dotty Fritze	1970 911S 2.9	85.609
	192	Kevin Thomas	1980 911SC 3.0 black	dns		24	Adele Arakawa	1995 993C4 3.6	dns
7W	442	Tina Goncalves	1979 911 3.0	82.924	16M	96	Rex Heck	1972 911 2.7	83.737
						587	Eric Wigand	1990 964 C4 3.6	85.368
8M	529	Craig Crease	1978 911 3.2	79.950		228	Harv Arnold	2001 911 C2 3.4	97.331
	7	Randy Hoch	1980 911 SC 3	dns		0	Glenn Saucier	1994 964 3.8 RSR	dns
	38	David Bertrand	1986 911 Carrera 3.2	dnf		800	Randy Urlik	1972 911 coupe 3.0	dns
	87	Bill Demetre	1987 928 S4 5.0	dns					
	89	Andy Forberg	1989 911 3.2	dns	16W	96X	Pat Newman	1972 911 2.7	86.943
	101	Jesse Wurmbrand	1977 911SC 3.0	dns					
	308	Scott Mercer	1985 911 Carrera 3.2	dns	S1M	443	M. Goncalves	1984 944 2.5	92.678
	343	Matt Diolosa	1988 911 3.2	dns					
8W	14	A. Sabados	1985 911 3.2	dns	S2M	28	Bob Speights	1978 911SC 3	87.344
						676X	Richard Caudle	1978 911SC	91.415
10M	724	Peter Gratzner	1995 993 C4 Cab 3.6	79.312		280	Joseph Garbee	1982 911SC 3.0	94.880
	178	R. Zimmerman	1993 SRS America	79.732	S2W	45	Tamela Cash	1981 911SC 3.0	dns
	146	Mark Bradley	1995 993 3.6	80.385		676	Louise Hurlbut	1978 911SC	dns
	643	Ed Shindel	1994 964 C4 3.6	80.726	S3M	198	Ron Martinez	1998 Boxster 2.5	85.869
	256	Chuck Dempster	2000 996 C2 3.4	81.101		661	John Mackin	1986 911 Cab 3.2	85.898
	869	John Withaar	1996 993 C4S 3.6	81.381		986	Cecil Morris	1997 986 2.5	86.331
	865	David Bachrach	1993 RSA 3.6	84.062		62	Chris Sulley	1986 911 3.2	87.522
	255	Jim Widrig	1997 993 C2 3.6	87.519		350	Todd Brownstein	1998 Boxster 2.5	87.653
10W	255X	Kristie Widrig	1997 993 C2 3.6	88.304	S3W	82	Marilyn Laverty	1985 911 3.2	92.411
12M	109	Josh Pinkert	1972 911T 2.4	87.312		986X	Martha Vail	1997 986 2.5	dns
	78	John Cooley	1975 911 3.0	dns	S4M	792	Michael Stieger	2001 Boxster 2.7	86.572
12W	78X	Gillian Morrison	1975 911 3.0	dns		757	Dave Gage	2002 996 C2 3.6	dns





Class	#	Name	Car	Best Time
S4W	792X	Julie Stieger	2001 Boxster 2.7	91.724
S5M	365	Randy Wiegand	1996 911 3.6	86.597
	32	Mark Fleming	1995 911 C2 3.6	dns
	130	John Tarr	1999 996 C2 3.4	dns
	130X	John Tarr Jr	1999 996 C2 3.4	dns
	140	Seve Meyers Jr.	2003 996 3.6	dns
	335	Arthur Dichard	1995 993 3.6	dns
	429	David Steinke	2002 996 C2 3.6	dns
	550	Peter Meier	1994 911 Turbo	dns
UNK	207	Brian Leach	1989 944 turbo 2.5	87.739
	207X	Betsy Leach	1989 944 turbo 2.5	104.884
	127	Howie Miller	1983 911SC 3.0 dk	dns
	203	Mark Kramer	2002 BoxsterS	dns
	203X	Michel Kramer	2002 BoxsterS	dns
	655	Mark Bennett	2000 996 3.4	dns
	811	Larry Winkler	1973 911 3.0	dns
EXH	492	Keith Fritze	1995 993 3.6	83.013
	217Y	Dan Lamb	1972 911 T 3.0	93.144
	217X	Hal Lamb	1972 911 T 3.0	97.703
	124	Keara Polich	1981SC 3.0	dns
	335X	A J Dichard	1995 993 3.6	dns
	475	Terry Davis	1996 993 3.6	dns
	492X	Kimberly Fritze	1995 993 3.6	dns
	590	Roland Nieves	1988 911 3.2	dns
	591	Susan Wittkop	1988 924S 2.5	dns

Top Time Of Day Man: Alan Fritze 78.224
 Top Time Of Day Woman: Dotty Fritze 85.609

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Turn One...



Tales from the Club Race trail

Skip Sauls gives us a look from the driver's seat during the Speed World Challenge race at the Grand Prix of Denver as he makes his pro debut in his GTA Cup Car.

Grand Prix of Denver 2005
SPEED World Challenge GT Race

I've often said to people that I have had a lifelong dream of being a racecar driver, and that I'm in the middle of living out that dream right now. Recently I drove in my first professional race in the Grand Prix of Denver, taking the pursuit of this dream much farther than I ever expected. It was an incredible event, with great people, awesome cars, strong competition, and a challenging street course.

When it came time to form a team for the Grand Prix, I asked a number of PCA members if they would like to help out and join in the fun. Steve Rowe and Dave Petitti both had experience with the World Challenge series, so they were in charge of the paddock and pits, with assistance from Don Walker. Mark Franklin was in charge of team apparel, and the crew shirts really stand out in a crowd. Mike Martin was the team photographer, even scoring a pass that allowed him access to restricted areas of the track. Mike Quigley was in charge of PR, and scored a segment on 9 News with the help of Adele Arakawa. Grant Bayless was in charge of the charity support, working with the Make-A-Wish Foundation. Glenn Saucier, Dave Banazek, and Jess Wurmbrand rounded out

the team, taking care of the various details that ensured that the car was ready to run. Having all of these folks there made the event run smoothly and it was great to be able to share this experience with them.

The interesting thing about the World Challenge series is that they go to great lengths to try to equalize the vastly different cars. Engines range from 2.5 liter turbo 4s in the Volvo S60Rs to 8.3 liter V10s in the Dodge Vipers. The Porsches run 3.6 liter flat-6s, with naturally aspirated and turbo variants. Power is in the 400 to 600 HP range, with weights being in the 2800 to 3400 pound range, including driver. Some of the cars are obviously quicker down the straights, but may suffer in the corners due to the mass. Most of my track experience is with Porsches only, so the Cadillac CTS-Vs and Pontiac GTOs look gigantic in comparison.

To make it even more competitive, the cars are adjusted as the season progresses to try to equalize them as much as possible. It also means that all drivers may be penalized if one or more in the same make/model are doing very well. But, I have to say that it was much more competitive than anything I've seen in PCA, and

more than most non-spec SCCA series. There were no cars that were dramatically faster or slower, such as a 2000 pound. 600 HP GT-1R car blowing past on the straights as in a PCA race.

A driver who does well in a race will receive a "reward", which is extra weight added on top of the base weight for the next event. This can grow up to a maximum, and you'll see the very best drivers with things like +165 on their windshields. If they don't place well then they'll lose



Photo: Mike Quigley

weight, but the really good ones seem to do well no matter how much is piled on. A rookie driver will get an automatic 50 pound. penalty, to ensure that they don't have an advantage in their first race. A driver entering in the last three races of the year will get 100 pounds. added, which is designed to keep "ringers" from being brought in late in the season to gain points for a manufacturer.





This might all seem a bit extreme, but they do a good job of making the racing very competitive. I've been in some PCA races where the other cars were much faster or slower, the result being that I ended up doing laps where I was rarely racing anyone but the clock. While this isn't a spec series, the equalization process makes for similarly competitive racing.

The Grand Prix of Denver course is a challenge as it is a "fake" street course laid out on the Pepsi Center parking lot and part of Auraria Parkway. In most places there isn't much room for error, and cars that hit the wall are often out of commission due to the damage. I drove more conservatively than some of the seasoned pros, who would use every inch of the course and come amazingly close to some of the walls. An added challenge was the lack of any banking in the turns, so you had to slow down further than you might expect if you're used to things like turn 1 at Pueblo or Second Creek.

Perhaps the most dramatic difference in the race itself was the "standing start", which is similar to that of F1, but very different from the rolling starts used in PCA and SCCA club racing. The cars are lined up in two columns, with a slight staggering and a car length or so gap between them. There is a 5 second warning and the red lights come on, and when they go out you have to take off, making sure that you don't jump the start. As many of you know, Porsches are not renowned for being great at burnouts from a standstill, and it only gets worse with the high-strung clutches in the racecars. I had a chance to practice a few times before the race, and managed a decent start, although my reaction time was a bit slow.

I had qualified 22nd out of 24, and the 24th car didn't make the cut, so I was staring out on the back row. That was okay, as I didn't have to worry about being rammed by the car behind me if my start was bad. As I took off, the Pontiac GTO in 23rd stayed on the right and behind, while some Porsches and Corvettes in front of me were moving around for position. I went to the

outside, which turned out to be a mistake as a Corvette cut me off, the result being that I was in dead last on the first turns. A Cadillac CTS-V driven by Max Papis had broken a driveshaft on the start, so I did pass him as he entered the pits, but at the time it wasn't clear if it was a serious problem or not. I got in line behind the GTO, and was off on the chase to see if I could improve my position.

During the first half of the race I was in a group at the back, having a blast trying to get past the GTO. He could pull me a bit at the start of the straight, but at the end I was catching him and was able to out-brake and out-corner him. I wasn't sure that I could get around him, but I was waiting for him to make a mistake. We passed a few cars that were slower, or which had some sort of mechanical problems. The most exciting moment was when the GTO hit a Porsche Turbo, causing it to spin in a turn. We both went around the Turbo, but at one point I was looking directly at the Turbo driver, and was fortunate to not have hit him.



I had some more excitement as I entered turn 1 and realized that my brakes had faded, almost causing me to hit the GTO. That would have probably spun him out, and I would have gotten past, but that's not the way that I want to beat someone. I got on the radio with Steve Rowe and told him about the brakes, and he reminded me to turn on the water cooling system, which sprays a mist into the air ducts. It took a couple of laps of driving a bit easier to get the brakes back, but they came back with the legendary strength that we all know and love in these cars. I was able to catch up to the GTO from quite a ways behind, so I knew that I had some time on him, if not the ability to get around easily.

At just past the halfway point there was an incident with a Viper in a tire wall, and it was looking likely that they would bring out the caution flags to clear the track. At the same time the leaders, Wolf Henzler and Robin Liddel, came up behind me, so I let them by to allow them to race. As we got in line behind the pace car, I was fifth, with the GTO in 2nd and another car in 1st. These two cars were sent around to the back, but were still on the lead lap, with the race leaders now in 1st and 2nd and me in 3rd. If you've ever heard of the "Lucky Dog" in NASCAR, that was what I missed out on by having let the two leaders by just before the caution. Oh well, you live and learn.

On the restart it was four Porsches up front, and it felt more like a PCA race than anything else. The two leaders took off very fast before the green, and I was in a bit of a drag race with the car behind me, driven by a young rookie named Lawson Aschenbach who was quite impressive. I moved to the inside and lifted a bit to let him by to chase the leaders, yelling "Go kid, go!" and trying to urge him on. He didn't move with quite the confidence that a seasoned pro would have, but he did manage to give them a good chase. Some will certainly question why I would let any driver by during a race, but I don't believe in being "that guy" who ruins someone else's race by trying to block an obviously faster car.

The rest of the race was fairly uneventful, and I ended up in 15th overall, having made up 7 positions through passing and attrition. I was quite pleased with the results, as my goals had only been to race well and finish the race without incident. It was truly an outstanding weekend, and was by far the most exciting thing that I've done in my racing career to date. Will I do it again? Oh yes, and I'm heading to Laguna Seca for the race in October. Congratulations Skip on a heady first race! Good luck at Laguna Seca.

Mike Quigley
Club Race Liaison





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MEMBER ADS

Classified ads are free to RMR PCA members. Ads must be for items personally owned by the RMR member. No commercial ads. Ads for non-members are \$10 for 1 month. Ads must be 150 words or less. Deadline for classified ad submission is the 10th for the next month's issue. Unless otherwise notified, ads will run for two issues. Ads may be edited for content and to fit the space available. E-mail your ad to rmr.newsletter@webegone.com.

For sale: 1971 911E Coupe #9111200036, Glacier Blue/Black, 75,500 actual miles, 3rd owner. Original excellent interior. Fuchs alloys (5.5X14)/Pirellis. 2.2 ltr./MFI. \$25,000 Dale E. Thero. 303-832-4181, Ext 117 Days. Speedster1@thesourceintl.com (sep)

For Sale: 1976 912E #9126000500 Sunroof, 3 spoke steering wheel, electric mirror, Fuchs 14X5.5 with Michelin tires, fog lights. Original fuel injection, no A/C. There is some minor rust on the front fender and rear. The car has a newer Cassette Radio/removable faceplate & speakers, runs very well, recent- new battery, new fuel pump. Car has Bilsteins on all four corners, has been lowered, Bursch exhaust. 70% tread remaining. Glass is all very good. The car is DRY underneath. A great driver. Car is currently licensed in CO and I drive it all the time. Needs some interior work and some exterior rust repair on fenders. \$4,500.00 OBO Dale E. Thero 303-832-4181 ext 117 Wrk Speedster1@thesourceintl.com (sep)

For Sale: 356 "C" Engine #P 712367, 1720 cc, Solex P4011-4 Carbs, '009 Distributer, with clutch & European exhaust. Ready to plug in and play. \$4,250.00 Dale E. Thero 303-832-4181 ext 117 Wrk Speedster1@thesourceintl.com (sep)

For Sale: 4 5.5X15 steel wheels. \$140.00 Dale E. Thero 303-832-4181 ext 117 Wrk Speedster1@thesourceintl.com (sep)

For Sale: 2003 18' OPEN CAR TRAILER. Light weight (approximately 1850 lbs.) Custom Trailex Aluminum wheel rack and aluminum tool box included. Trailer deck is 15' with a 3' dove tail which accommodates very low cars with no additional ramps. Electric brakes and spare tire. Approximately 4K miles and always stored indoors since new. New cost is \$3,325, Make offer. mmporsche@mac.com or 303-777-1199. (sep)

Porsche Parts For Sale - Please Make Offers On The Following Items - Set of leather power seats in linen. 16" wheels (7's forged club sports and 8's Design 90's with one day of track use on tires) for track use. Spare tire for 951 like new. FAST cool system components including blower fan and small ice chest with pump-add shirt, switch and hose for complete system. mmporsche@mac.com or 303-777-1199. (sep)

For Sale: 1978 911SC Coupe, white with tan interior. Original owner, Dave Moran, purchased from Stammler Porsche. Includes all updates; popoff valve, chain tensioners, turbo engine fan. 16" Fuchs, sunroof, CD player. 125k miles. \$10,500, Scott Christopher, 303 462-3360, scottbchristopher@yahoo.com (sep)

For Sale: 1995 Audi S6 Sedan. Silver/Ecru (Beige) Leather. Very clean and in excellent condition. Well maintained. Complete service records. All services up to date, in excess of factory recommendations. Very High Performance, ultra luxury car. Amazing acceleration and great handling, with good gas mileage. Sophisticated turbo charged 20-valve, individually coiled, high revving engine. Automatic climate control. Sunroof/Moonroof. Heated windshield washers, mirrors and door locks. Audi/Bose AM/FM stereo cassette with 10 disc CD player. ABS. Airbags. 16 inch Audi Avus light alloy wheels with new Kumho Ecsta ASX Ultra High Performance All Season Tires. Extra Ronal Wheels with high performance Dunlop snow tires available. Mobil 1 exclusively. A great ski car with Quattro and ski pass through in waterproof ski sack from trunk. This car has many more years and miles of fun driving left in it. A lot of car for the money. \$12,900. David Eisenstein 303-349-0400 or dge@wellslovescoby.com (sep)

For Sale: Full set of almost brand new, mounted Goodyear Eagle Ultra Grip snowtires from '90 C4; fronts: 205/55R 16's on 16x6 D90's; rears: 255/55R 16's on 16x8 D90's. \$240.00/offers. Robert Roper @ 303-733-2679. (sep)

For Sale: Four 14X6 Fuchs wheels (no tires) complete with Porsche center caps.. Good condition. \$400 OBO for the set. They were installed on a '77 911S. Contact Don Hill at 970-482-6896 or

dwhill@lamar.colostate.edu. (sep)

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 (sep)

Parts For Sale: Upgrade your front brakes with units (Calipers, Rotors and new Padgid Blue pads) from a 996 Carrera. Best offer to Harv Arnold, 303-938-8112 or email at Porsche80466@cs.com (sep)

For Sale: Kumho V-700 Victoracer. Two 275/40R17. New, never mounted 2004 stock. Fit 9-11 in wheels. Cost \$170 each. Sell for \$200 for both. George Peabody 303-904-0945. (sep)

For Sale: 1988 911 Carrera Targa. Silver Metallic/Silver Grey-Leather. 65,000 miles. Excellent Condition. Shortened Shift Lever. Forged Alloy Wheels with Anti-Theft Device. Cruise Control. Custom Audio system with Kenwood Z828 CD/MP3 Receiver, Sirius Satellite Radio Ready, 6 MB Quart speakers, JL Audio 10" subwoofer, Alpine MRU-100M Amplifier. Also have all original stereo equipment (Hi-Fi Sound System, Amplifier System, Blaupunkt Radio with CD Player). Alarm System. "Soft Look" Leather Seats. Leather Steering Wheel with Extended Center. New Kumho Ecsta Supra 712 tires. 3M Clear Bra. New floor mats. Certificate of Authenticity. \$24,900. David Eisenstein 303-349-0400 or dge@wellslovescoby.com (sep)

For Sale: wheels - Two used Porsche wheels for sale. Porsche 964 Turbo (C2 Turbo style). No center caps. 7.5" x 17" ET 65 mm 965.362.164.05 With air pressure sensors installed (don't know how or if they function). Cosmetics -- Fair, some curb rash scrapes on the rims. Painted with rough texture silver paint. Asking \$300 for the pair, shipping not included. Jeff Wooddell 719-576-1551 wjwurp@msn.com. (oct)

For Sale: 1977 Porsche 911S. Generally good condition. 117K miles. New engine at approx 40K. Sunroof, good tires. Two owners only, stored in winter. \$9,400. Call Jay at 303-793-0807 (oct)

For Sale: Original Equipment, undam-





MEMBER ADS

aged, 17 inch wheels for 996 Carrera 2 with Dunlop M2 Snow tires. Front tires are 205/50/17 and have 6 mm of tread. Front tires are 255/40/17 and have 7 mm of tread. \$400 plus any necessary shipping charges. (oct)

Car Storage for lease. Wadsworth and I-70, indoor heated storage for PCA members' cars. 24 hour access, car should be dry (no oil leaks or at least little ones) and drivable, sorry we can't use the space as a shop, only storage. Monthly per car \$75.00. 1 car = car and 1set of spares. Any questions please call me. 303.798.0212 (oct)

Wanted: Looking for CHEAP Porsche 911. Prefer good body and interior. Need engine & transmission but they don't need to work - want to convert to electric. Call Zach 303-775-7036 or email drumz19@gmail.com (oct)

For Sale: 1982 928 Good Automatic Transmission, 15 foot paint on reasonably

straight body(looks good, but not closer than this), decent interior, Runs and drives good. Everything works, good glass, no drips. \$2800 OBO. Gary Smith 505-579-4636 gdasmith@cybermesa.com (oct)

For Sale: 1983 944 engine bottom end (no head), Disassembled, Clean, low miles, new water pump. \$200. Gary Smith 505-579-4636 gdasmith@cybermesa.com (oct)

For Sale: 1987 944Turbo GT1/ITE 2.8L Carrillo rods, Mahle pistons, Technodyne turbo conv., 6 speed tran., GT3R diff., full spherical bearings with coil over conversion by KMR, Bilstein and Moton adj. Dampers, big reds, GT Racing body, 3 sets 10&12X18 Forgeline, all the best parts, much more. \$39,500/offer. Rich Winnick, 3268 W. 62nd Ave., Denver, CO 80221. 303-429-5213. (oct)

For Rent: Car storage space, heated, fire sprinkler, 24/7 access. Located near I-70 and Ward Rd. \$95 per space. John Eller

303-571-1997. john.eller@megroup.com. (oct)

For Sale: Only driven on weekends in circles by older retired couple. 1995 968 guards red with champagne interior, first owner. 2 sets 17" wheels, M030 brakes in front, heavy duty clutch, new tranny 36,000 miles. Call Jerry Hofmann 303-757-3246 (oct)

For Sale: Only driven ten winters to Mexico in straight lines by same couple. 1996 Roadtrek 210 class B motor home. All self contained genset, awning & every thing else you can imagine. only 36,000 miles. Call Jerry Hofmann 303-757-3246 (oct)

For Sale: Never driven anywhere by same couple. 1959 ranch home, 1500 sq ft up & down, CC schools, Holly Hills, very nice home. Call Jerry Hofmann 303-757-3246 Will make unbelievable deal - buy all 3! (oct)

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