

NOVEMBER 2005

RMR PORSCHE News

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THE PUBLICATION FOR PORSCHE CLUB ENTHUSIASTS



**Bill Lamb Works on His Starter at the Club Race
See More on Page 12**

ROCKY MOUNTAIN REGION PORSCHE CLUB OF AMERICA
46TH ANNIVERSARY YEAR



PRESIDENT'S MESSAGE

The First One

With the driving season over, it is time for some bench racing and sharing stories about our cars with fellow RMR members. What's better than the tales of our first Porsche, or for that matter, tales of earlier cars we drove that inevitably led to our current Porsche?

We all have a story about our early cars. The search, the acquisition, the early days of driving, the repairs and modifications, the sale, and moving on to the next car and new adventures are all important chapters. While some RMR members still have their first Porsches, fewer still were fortunate enough for it to have been their first sports car. After all for some, "There Is No Substitute." Many others of us started with one of the lesser marques before eventually finding our first Porsche. We all remember our first sports car.

Mine almost was a Porsche. I looked at a used, 911S, and remember its engine sound, the carburetors under the rear lid, and its red aerodynamic shape. But no, I wanted a convertible and bought a new, 1970 Fiat 124 Spider. After years of, get this, trouble free driving (ok, the emergency brake had not worked for a while), and many long road trips, it all suddenly ended while driving on South Downing Street as I jumped from the flaming car, now brakeless and clutchless due to the fire. A disappointment for sure, but better here than coming down Loveland Pass. I found my next sports car and my first Porsche 25 years later, and began a sports car renaissance as I joined RMR and was soon participating in the club's driving events, finding new roads and making new friends.

It's interesting how our lives can be affected by our automobiles. It often begins with that first car. I think every biography written by an automobile personality starts off with the pivotal, "First Car Story." For them, that car begins the progression from a lifestyle of

driving fun and enjoyment to a more focused pursuit of a lifetime profession with automobiles.



In 1960 Janet Guthrie had just started an aerospace career with her recent physics degree, and was pondering the purchase of a share of an AT6 airplane to continue her flying adventures which she began at 17. She spotted a newspaper ad for a gray 1953 Jaguar XK 120 coupe for twice the price of the airplane. She had driven a Jaguar once before, and it brought back memories...

"The year must have been 1954; the owner was a family friend. So when the dark green Jaguar XK 120 purred into our driveway that day, I had no visions of silver trophies at Watkins Glen and Sebring, no daydreams of Indy cars that lapped three times as fast as the airplanes I then flew...What I saw was one of the most powerful, most elegant, sleekest, lowest, raciest sports car ever designed...The open roadster stood less than half the height of our family DeSoto...Even at rest, the Jaguar fairly quivered with power. "The day passed and the friend and his Jaguar vanished, and for the next six years I pursued my aviation fantasies until many of them came true. But in September of 1960, I made the choice that proved to be a watershed in my life, a Continental Divide, of

greater import that I ever could have dreamed. The gray Jaguar was irresistible." From A Life at Full Throttle by Janet Guthrie.

Denise McCluggage was one of the early and best women to drive rallies and road races in the 50's and 60's. As journalist for automotive magazines, a syndicated columnist and in her own publication Competition Press and AutoWeek, McCluggage wrote wonderful pieces about auto racing and the people in the sport. She remembers her first sports car in an article from AutoWeek found in her book of collected articles entitled By Brooks Too Broad for Leaping.

"One day I saw something there that I quite simply had to possess. Had to! The MG-TC was a recent phenomenon in the U.S. I had seen a story about them in Life Magazine...And there it sat in the showroom stunning my every sense. A loose roller-skate of a car. Low. Perky. Absurd. Black. Swoop-doored. Red upholstery. Walnut veneer dash. Bumpers like tiny goalposts. And all incredibly there. Immediately I ached with a hankering I had not known since childhood."

Since RMR members have not resisted the hankering to buy their own Porsches either, and have obviously gone through the effort and expense of acquiring one, I imagine everyone has a story to tell about their Porsche and the cars leading up to it. A great time to share that story with others is at our upcoming Holiday Party on December 10th.

Between the drinks and appetizers, I suggest we ask each other how that first sports car or Porsche happened into our lives. If you hear a really good story let me know, and maybe, if we ask really nicely, we can get your First Car Story for the newsletter next year.

Andy Forberg
RMR President





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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
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\$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
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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 scottr@wirestone.com
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Safety Craig Lord (H) 303-494-2171	Zone 9 Representative Howard Burr (H) 719-522-1021

Cover Photo: Kathy Royster

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
&

928
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mikeandgennie@qwest.net

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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! Please sign up to join us at the holiday party in December. This is a great way to say goodbye to the year and see what your fellow members look like without helmet hair! I'll be sending out renewal notices in December - 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 years schedule - another year packed with great events - if you have any suggestions for next year, contact any board member. Feel free to call me at (303)554-7464 or email tcash@healthaxis.com with any questions, problems, or suggestions. **Tamela**

NEW MEMBERS

Bob Breeden
2012 Ridgeview Dr
Longmont, CO 80504
H - (303)702-1159
W - (303)939-6589
rbreeden@ball.com
2004 911 Carrera GT silver

Trevor Pettennude
764 Humboldt St
Denver, CO 80218
H - (303)434-1803
W - (303)531-4385
tpettennude@accessnational.com
1996 993 Turbo black

Karl & Shellie Weber
30257 Stagecoach Ln
Evergreen, CO 80439
H - (303)670-7981
W - (303)861-0192
kweber-clarus@earthlink.net
1999 Carrera Cabriolet red

Mark Carver
31261 Island Dr
Evergreen, CO 80439
H - (303)670-0806
mrc0849@earthlink.net
2001 Boxster S yellow

Matt Schmitz
1403 Rockmont Cr
Boulder, CO 80305
H - (303)619-6782
W - (303)649-5461
matthew.schmitz@hp.com
1987 930 turbo white

Mark & Jamie White
2703 S Nelson Ct
Lakewood, CO
H - (303)989-0318
W - (720)838-5294
mhwhite@att.net

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





EVENT CALENDAR

THE EDITOR'S MUSINGS

November 2005

Thursday 11/3 RMR Membership Meeting

December 2005

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

January 2006

Tuesday 1/3 RMR Board Meeting
 Thursday 1/5 RMR Membership Meeting @ 3-R
 Saturday 1/14 Motorhead U
 Sunday 1/22 Dave Marshall's Tech Session

Note: The dates for January are tentative. Check the Web page for updates.

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

It's hard to believe there are only two driving events (a no times DE and an autocross) left this year. And, they will be done by the time you read this. Then the Holiday Party. Hope to see everyone there. It is a great time to talk about what we did this year and speculate about what will happen next year.

Speaking of this year, La Junta has to be the friendliest town in Colorado, if not the US. Andy has already mentioned the hotels, restaurants and the folks at the track. I would like to ad one more story. During my second run session on Saturday afternoon, I pushed in the clutch pedal and heard a big bang. The pedal went to the floor and stayed there. Back in the pits, I discovered that the bracket the attached the clutch cable to the pedal cluster had broken. I figured I was done for the weekend. Bob Speights said I should at least try to find something that might work. So off we went to the local parts store. No luck. Nothing even close. Another customer in the store asked what I was looking for. I showed him the part. He said he had a welding shop at home and if he thought he might be able to fix it. So Bob and I followed him home. About five minutes later the part was at least as good as new and I was ready to go driving. Thanks to the south eastern Colorado hospitality, I was able to get almost my full weekend of driving. I only missed one run session. Oh, I forgot to mention that the gentleman refused any payment. Those of you who stayed home, sure missed a great weekend. Better mark your calendars for La Junta next year.

Rex Heck, Editor



Road Sign of the Month





MEMBERSHIP MEETING NOVEMBER 3

The meeting will be at the Doubletree Hotel, 8773 Yates Dr. in Westminster. Social hour at 6:30, followed at 7:30 by a brief meeting. The 2006 Board of Directors will be elected at the meeting. Be there to cast your vote. After the meeting there will be a presentation by Skip Sauls describing what it was like to drive at the Denver Grand Prix. This promises to be an interesting and fun filled evening.

LA JUNTA A REPORT FROM THE TRACK

41 drivers made the trip to this airport track for the 2005 Grand Prix of La Junta. Drivers from RMR, AMR and Roadrunner regions arrived throughout the day on Friday. Hungry from the long drive, we headed to several of the great little Mexican restaurants in town. The dinner tables grew and pitchers of margaritas appeared throughout the meal as people joined in after first checking into their motels. Motels are inexpensive in town, but offer a pretty good lodging experience.

The track is only 10 minutes from town, so Saturday morning started with cinnamon rolls in the lobby, or a full plate of eggs, bacon and hash browns with the local residents at the diner up the street. At the track, we got off to a slow start with the drivers' meeting, (the margaritas last night ???), but soon we were on the track for a full schedule of run sessions throughout the day. Instructors introduced several new drivers to high speed driving and polished skills of experienced drivers too. There is always great discussion of how to drive through turn one. We exchanged techniques on brake points, aiming for the silos, and beginning the turn-in for the next apex. Of course, to listen to us, we never lift...much. The calm, 80 degree weather gave us a perfect Colorado day. Beer-30

with Jimmy Buffet playing tunes at the hospitality trailer finally ended the day at the track, and we headed into town for dinner.

Although a favorite eatery, La Grandmere, has closed for the season, some folks found other quiet places to retreat from the hectic pace of the day and sample the local cuisine. More than a few others headed to the Hog's Breath for steaks, BBQs and lively conversation into the night.

Sunday started on schedule under high clouds that threatened rain at times, but held off throughout the day. We used the morning run sessions to perfect our lines and techniques. Then, we focused on running our two laps under the clock to record our Challenge Series times.

In addition to a safe and fun weekend, we all enjoyed working together to put on this event. Thanks to all the drivers, because they made it happen. It reminds us how easy an event can be when we all volunteer for a part of the work and share the event chores, be it on the phone or with the paperwork, on the track, in the corner bunker or on the road down with the equipment truck. All of this cooperation provided everyone with a fun weekend.

1975

2005

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LA JUNTA DE RESULTS

OCTOBER 8 - 9

Class	#	Name	Car	Best Run
1M	480	Richard Parker	1966 912 1.6 white	76.752
2M	917	Grant Remington	1976 914 2 Red	65.704
3M	185	Phil O'Brien	1985 944 2.5 Silver	66.525
4W	9	Susan Bucknam	1971 911T 2.2 red	67.313
6M	217	Bill Lamb	1972 911 T 2.4 Gulf Blue	64.399
7M	168	Andrew Skalet	1981 911SC 3.0 dark blue	67.301
	21	Dwight Ingram	1977 911 3.0 orange	DNS
7W	231	Ginny Harbold	1984 911 3.5 Guards Red	DNS
8M	7	Randy Hoch	1980 911 SC 3 White	63.037
	896	Chris Lennon	1992 968 Cabriolet 3.0 black	64.373
	89	Andy Forberg	1989 911 3.2 Red	65.589
8W	89A	Peggy Englert	1989 911 3.2 Red	67.825
10M	178	Roger Zimmerman	1993 SRS America red	60.432
11 m	771	Jim Sorensen	1996 993 C2 Coupe 3.6 Silver	DNS
12M	553	Jack Heavey	1967 911S 2 Green	59.978
	552	John Necessary	1967 911S 2.0 silver	64.027
13M	789	Alex Acevedo	2003 996 Turbo 3.6 Grey	59.770
	29	Dave Speights	1979 911SC 3 Brown	60.752
	333	David Rossiter	1993 RSR 3.6 Blue	DNS
	525	Jeff Wooddell	1989 944 turbo 2.5 champagne	DNS
13W	931	Bonnie Rose	1983 911 turbo brown	70.231
16M	96	Rex Heck	1972 911 2.7 ruby	65.782
16W	96X	Pat Newman	1972 911 2.7 ruby	68.457
S2M	28	Bob Speights	1978 911SC 3 Red	66.507
	676X	Richard Caudle	1978 911SC 3.0 black	66.574
	34	Stan Paprocki	1978 911 Targa 3 Brown	69.703
	280	Joseph Garbee	1982 911SC 3.0 red	DNS
S2W	676	Louise Hurlbut	1978 911SC 3.0 black	68.690
S3M	986	Cecil Morris	1997 986 2.5 Silver	66.007
	62	Chris Sulley	1986 911 3.2 black	67.605
	198	Ron Martinez	1998 Boxster 2.5 red	DNS
S3W	986X	Martha Vail	1997 986 2.5 Silver	76.097
S5M	208	John Miller	2003 996 3.6 Seal Gray	61.981
UNK	947X	Ryan Hiatt	1987 944 black	65.585
	611	Michael West	2000 Boxster S 3.2 silver	68.926
	947	Larry Tennholz	1987 944 black	71.248
EXH	217X	Kathleen Royster	1972 911 T 3.0 Gulf Blue	75.451
	181	Bob Blackwell	1993 968 3.0 midnight blue	DNS
	451	Bob Tokar	1984 911 Carrera 3.2 White	DNS
	729	Gary Smith	1973 914 2 Orange	DNS

Top Time Of Day Man: Alex Acevedo 59.770

Top Time Of Day Woman: Susan Bucknam 67.313





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FREE 2ND CREEK TRACK WEEK NOVEMBER 2 - 6

2nd Creek race track is having its final track week for all CMC Clubs. You may come out and enjoy driving on the track on any of day from November 2 - 6. There will be no corner workers and no passing rules - everyone is responsible for their own safety. Our club is responsible for helping out with coordination on Sat Nov 5, so if you are there on that day, please plan to help out for a while with logistics of getting waivers signed, getting cars on and off the track, etc.

Remember - Be Safe

CORRECTION

The Top Time of Day for women at the 2nd Creek event on August 21 was Tina Goncalves with a time of 82.924 seconds.





A SHORT QUIZ

1. The 1972 911's featured:
 - a. 2.7-liter engines
 - b. Six speed gearboxes
 - c. Type 915 transaxles
 - d. Litronic lights

2. One of the elements of the Type 901 engine was the heat exchangers that provided:
 - a. More power
 - b. Better fuel mileage
 - c. Interior heating
 - d. None of the above

3. The Type 616/36 four-cylinder engine used in the 912 had two large cylindrical air cleaners and what other feature?
 - a. Fuel injection
 - b. Supercharging
 - c. Wet-sump oiling
 - d. None of the above

4. In 1975 the Targa was offered with a roof bar of brushed stainless or:
 - a. Body color stainless steel
 - b. Magnesium
 - c. Boron steel
 - d. Matte black stainless steel

5. In January of 1989, Harm Lagaay returned to Porsche. His first project was to do a new front to revive the 944. This led to the _____ model with looks resembling the Porsche family of automobiles.
 - a. 944S2
 - b. 944 Turbo
 - c. 968
 - d. 931

6. The 997 has continuously adjusting _____ that are part of the PASM package and respond to both driver input and changing road conditions.
 - a. Springs
 - b. Torsion bars
 - c. Stabilizer bars
 - d. Shock absorbers

Answers on Page 21

CHALLENGE SERIES RULES CHANGES FOR 2006

It looks like cooler weather is here. Unfortunately, this means that there are no more fun Porsche driving events to participate in – until next year. As you probably are aware, most of the Driver's Eds and Autocrosses, and many of the Rallies/Tours put on by AMR and RMR are Challenge Series events. You receive points for each Challenge Series Event you participate in. If you have participated in at least the four qualifying events, you will receive a nice trophy at the end of the year.

It is now time for the Challenge Series Committee to get together to discuss whether there should be any changes in the CS Rules for 2006. Now is your chance to influence the course of history! If you would like to see any of the rules changed, don't like some aspect of the current rules, or just have suggestions about how things can be better, now is the time to grab the keyboard and send us an email.

The Challenge Series Rules Committee will be meeting soon. We look forward to your comments, criticisms, and suggestions. For RMR, send to Greg Curtiss fas-porsche@aol.com, and for AMR send to Phil O'Brien POB13055@aol.com. Or if you prefer, you may contact any Committee member. Look forward to seeing you next year!

Greg Curtiss,
RMR Challenge Series Chair

2005
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PORSCHE





2ND CREEK CLEANUP

It is with great regret that our beloved SECOND CREEK will be at an end. But there is much work to be done for future racing purposes so that many of the resources at the track can and will be used at our other Colorado racing facilities.

There is an all Clubs working weekend planned for November 12th and 13th at 9:00 AM. We will, at those times, assemble and bolt several stacks of tires together for use at the La Junta and Pueblo tracks. If you are not able to handle these tasks, please come and donate your time and energy for other smaller tasks. Your cooperation is a necessity for the success of these work days. I know we always hear – I am too busy or some such excuse - if you're going to use the Colorado tracks, you can give some time to help out! We need your assistance on this weekend and it will be greatly appreciated and in the long run very rewarding. We will work whether it is rain or shine so bring your heavy equipment and gloves.

On Saturday, November 12th at 1:00 pm the smaller assets of Second Creek will be given out to a representative of each of the

CMC clubs of Second Creek. Among the list of items to be given are: fire extinguishers, cones, chem. Dry, etc. Please do not contact Bob McCluskey concerning items prior to the 12th he will be fair with the distribution.

List of working items to bring if you have such:

Generators – Extension cords – Small right angle drills – Regular cordless drills (with chargers) – 3/8 inch nut driver for drills - 3/8 inch box end wrench or needle nose vise grips – Gloves and Muscles.

Please bring pot luck something for food and also coolers with drinks. If your Club has extra drinking water left over from the end of the season it would also be appreciated.

This is going to be a serious, get to know your neighbor day of work, but it will be fun too. Let's all get together and make it the success it can be.

Thank you and see you on November 12 and 13 at 9:00 AM



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2006 BOARD NOMINEE

(John Mackin's nomination was made too late to be included in the October Newsletter. His bio is included in this issue. Editor.)

John Mackin, Treasurer

I purchased my first Porsche, a '68 912 Targa, in 1976. I didn't really understand Porsches then, I just wanted a sporty car as a daily driver, but I soon got the bug! I moved up to a '79 911 SC Targa in 1981 and joined PCA. In 1986 I purchased my current '86 911 Cabriolet new. Prior to moving to Colorado in 1994, I was in the Navy and did not get to participate in Porsche events as much as I would have liked. I did do two seasons of Driver's Ed in 83 -84 when I was on shore duty in Washington D.C.



Photo: Mike Quigley



I finally broke down and put a roll bar in my "new" Cabriolet in 1999 and have been active in Driver's Ed since. This year I co-chaired my first event, DE at 2nd Creek. While my wife, Florence, is not a "track person", we enjoy doing rallies and tours together.

I would like to play a more active role in the Club and have volunteered to be your Treasurer. I bring a background in Information Technology and Engineering Management to this position. I look forward to serving the Club in this role next year.





2005 PUEBLO



Photo: Kathy Royster



Photo: Kathy Royster





LO CLUB RACE



Photo: Kathy Royster



Photo: Kathy Royster



Photo: Tricia Mitchell



Photo: Kathy Royster





PROJECT CARS





Be there!

Holiday Party



For room reservations:
Sheraton Four Points
303-228-1359
Colo. Blvd. and Cherry Creek
*(Tell them you get a special rate,
being a Porsche fan)*

Saturday, December 10, 2005

This year will feature dancing with a responsive band, Perfect Harmony, and an imaginative way for food to be served to you. This will give you have more opportunity to **mingle and spin tall tales with your favorite folks**. Of course, you can always sit at a table to eat if you so prefer, after all it's your party.

Give some thought about making this even more memorable by **combining it with a day getting your holiday presents** at the nearby Cherry Creek Shopping Center and a night of abandon without

worries of driving home. The Sheraton Four Points hotel at 600 S. Colo. Blvd. is offering a room for only \$59. What's better than that?

All this fun, food, and friends is \$50.00 per person and will start at 6:30 p.m. and formally **swing until 11:00 p.m.** when you have enticing opportunities for continued evening entertainment just around the corner.

See you there! - Your hosts, Robert Birney 303-290-6633 and Marilyn Laverty

Please cut out this registration form and fax or mail **by December 1st:**

Last Name _____ First Name _____ *(Please print)*

Last Name _____ First Name _____


Please debit my MC / VISA card for \$50.00 per person for a great Dec. 11 party

Card Number _____ - _____ - _____ - _____ Exp. Date ____/____

Signature _____ Fax to 303-290-0464

Otherwise, make checks payable to RMR/PCA and send to
Robert Birney, 6109 S. Elm Ct., Centennial, CO 80121
mLaverty@TeamsOnTarget.com

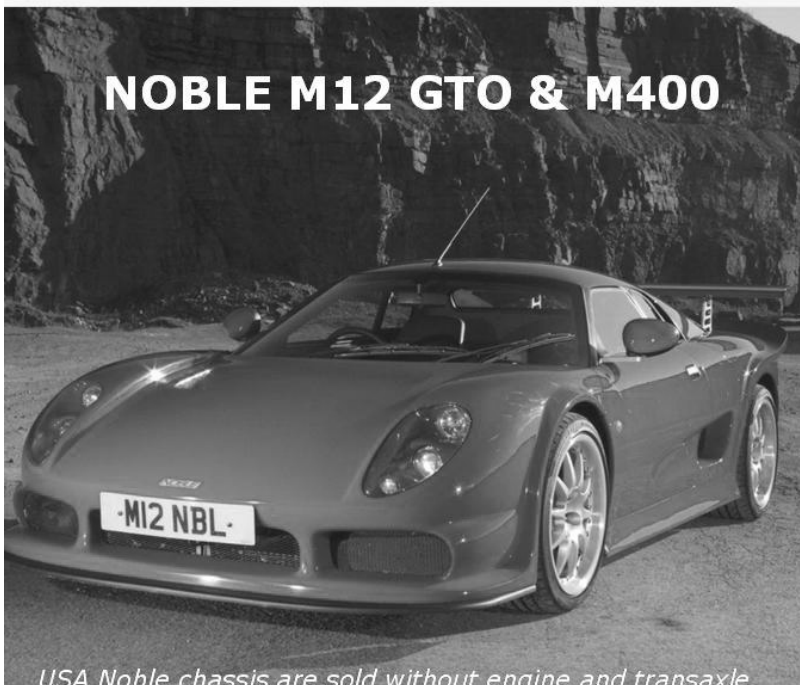


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- Mid-engine, rear-wheel-drive, 2-door coupe:
- ▶ Curb weight: approx. 2,400 lbs.
- ▶ V-6 twin turbo, 3.0 liter (recommended) approx. 360 bhp [M400: 425 hp] 358 lb-ft of torque [M400: 390 lb-ft] 0-60 mph: 3.3 sec. — *Car and Driver*, March 2005
 ¼ mile: 11.8 sec. @ 118 mph
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Turn One....



Tales from the Club Race trail

Gutowski's Clean House at Pueblo

"Now they know!" That was a comment made by Kim Gutowski, wife of Paul as she emerged from her car during a brief delay on the starting grid at the Watkins Glen race this year. She was of course referring to the fact that until that moment most if not all of her fellow competitors were thinking "Kim" was just another guy who was chewing them up on track. She assumed rightly that now these mere males would race even harder against her.

At home, for the 14th running of the "First Ever Club Race", Kim, whom we all know as one fast lady driver, showed the GT group boys how to get things done with a credible 3rd place finish in Race #1 and an overall win in her slick-shod GT2R racer in Race #2. She was followed across the line by husband Paul in probably the only 1-2 wife/husband finish in racing history! Longmont's Skip Sauls meanwhile grabbed a nice 5th place in the first race but wilted under the unrelenting pressure exerted on him by Kim and Paul in race #2 and with his mirrors full of Gutowskis spun out of the lead but recovered nicely to claim third place honors.

In Race #1, Thomas Van Overbeek (father of Johannes for you endurance race fans)

ran away with top honors in his '01 GTA Cup Car by gapping this strong field by over 37 seconds at the checkered flag.

The rest of the story: Hard luck Bill Petty suffered a blown engine on Friday, but was put right when Dave Banazek came to the

are always fighting in close quarters for the win. This year was no exception with Bobby besting Tony in the first race by but three-tenths of a second. They swapped places in race two when Tony came out on top by less than a half second over Bobby!



Photo: Kathy Royster

rescue by offering his GT3R car for Bill's use since Dave is on a brief hiatus from PCA racing. Bill qualified a decent 3rd in class and wound up with a 2nd in the first race despite plenty of pressure from Jerry Schouten as he got used to the manners of Dave's 911. This kind of help and sharing is one of the hallmarks of Club Racing and is what the sport at our level is all about.

The GT5R class is perennially a closely contested aspect of the race. Tony Clinton, Bobby Dahlstrom, and George McDonald

Gennie Hemingway (yet another fast lady!) enjoyed a pair of wins in the lightly contested GT4S class but beat many higher classed cars in the process.

Hank Godfredson quietly won both GT3R races over Art Schuster who only just recently dusted off his 944 mount after having returned from a year-long, around-the-world trip.

Greg Curtiss qualified his ultra-fast GT4R car in the third row but that would be the highlight of his weekend as he retired from the first race with car issues, not to return.

Kristian Gosar took the "Novice Racer" award by putting up a very consistent and trouble-free weekend of driving. His family also prepared the wonderful dinner on Saturday night which always includes their great brats which are organically prepared on their farm in Montrose.

Michael Martin obliterated the stock class group going wire-to-wire in Race #1 and coming from the last row to claim victory in Race #2. He also set a new E class qualifying standard by running 1:42 flat.





Jesse Wurmbrand settled for a pair of 2nd's while winning F. He also lowered the class qualifying time to a new mark of 1 minute and 44 seconds. Both seriously quick marks! I was saved the indignity of missing both races when Bob Polich, my friend and fellow F car driver, generously loaned me his right front strut for Race #2 after he developed handling problems. I had gone for a thrilling ride off the end of turn 9 during the last lap of the Saturday Fun Race. This unplanned excursion was preceded by a sickening "bang!" sound from the right front side of the car under braking. Luckily I did not collect Jesse whom I was chasing or any of the other lapped cars that we had just passed. I enjoyed starting dead last in Race #2 (having missed qualifying) and had a wild time driving up through the field to 2nd in F and third overall in what had to be one of the most entertaining races of my short and often undistinguished career! Perhaps we should include an inverted start as part of next year's race.

The rest of the story: Rookie of the Race prize winner, Shawn Graham perhaps should have been awarded "Rocky of the Race" for he has bounced back from more adversity than Sly Stallone ever did. He missed his Club Race debut last year at Pueblo having suffering engine failure in the Friday DE. That was after he had put his car back together in a mere three weeks time following a crash on a rain-slicked Second Creek track at another DE! His perseverance would again be tested on this occasion when his transmission refused to leave 3rd gear during the day's final race. True to form, Shawn soldiered on to a mid-pack finish. In spite of it all, he was wearing a big grin at the end of the day.

John Haley, another local-boy rookie, and a real "Steward's favorite" dealt well with all

of his gremlins including a broken sway bar mount, having his engine checked by the Tech gurus (who locked his keys in the car), spinning once, going off in a huge way in turn one, and nevertheless showed the pluck and speed that he has been known for by taking a pair of thirds in F class.

David Stribling hammered out a new G class qualifying record at 1:45.1 and consolidated his second row starting spot by easily winning his class in the first race. For race #2 he generously offered to start at the back of the pack with Mike Martin, Jesse, and myself (they know I hate being alone). His driving style was doubtlessly affected by the fact that he is on a 13 and therefore he could not slash his way through the field with the abandon that he is known for. Dave could not catch Rick Goncalves who drove exceptionally well for the G class win in race #2 followed by David Speights in 2nd.

Alan Benjamin celebrated his record of

pliancy by the stewards and was found to have a motor that actually put him down one class into G from F. He, of course was ecstatic at this finding and pushed so hard while in the lead in Race #2 that his poor engine expired in a biblical column of smoke and fire.

Bill Lamb finally made his rookie race debut in H class in the impeccably-prepared former Steve Nicholson '74 911. He claimed top honors in class in race #2.

Of course none of this craziness would have been possible without the help of the kind participation of the volunteers from our region as well as the SCCA. Thanks to many of you who worked corners, grid, or assumed other thankless jobs. Jeff and Tricia Mitchell did some great work in putting this event together – it ran seamlessly despite some anxious moments late in the planning process. This was their last year as chairs for the event and the region is looking for some able bodies to fill their shoes. Hint, hint!



Photo: Kathy Royster

having competed in each and every one of the 14 Club Races (including the first ever) that have been held by RMR with a brace of wins in I class. In doing so he bested his buddy and I class rival Dale Tuety who has competed in all but one of our Club Races.

Steve Wright was checked for engine com-

The season pretty much ends for many of us after Pueblo. Most of us have exhausted our budgets, our vacation time, our wives patience, and simply put the car away until next year. This year however, many of us will load up one more time to drive the last-ever DE at Second Creek or run the final race ever at PPIR in the SCCA's 6-hour Enduro in late October. More on that next month. We are losing two tracks but trust that the rumors of a world class Denver area road course are more than idle chatter.

Mike Quigley
Club Race Liaison





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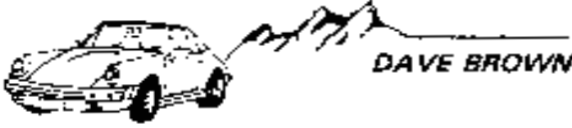
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 6. Panorama, 8/04, page 7-d



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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)

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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 gdsmith@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 gdsmith@cybermesa.com (oct)

For Sale: 1987 944 Turbo 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)

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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)

For Sale: 1984 Carrera Cabriolet guards red/black leather. Mint condition 20,000 miles. Extra set forged alloy wheels. \$30,000. 970-856-4285. Thanks, Frank Brophy (nov)

For Sale: 1978 911 SC Turbo, \$15K Very Good Condition. This vehicle is nearly flawless mechanically and cosmetically very clean, with normal wear and tear on the original paint job. Exceedingly clean emissions: Recent test results can be faxed. Approx. 50K miles on transmission/clutch rebuild Custom Air injection system (\$4500) Timing belt tensioner installed (approx. \$2k) New OEM wiring harness, fuel lines. Recently installed catalytic converter. Recent 4 wheel alignment & bal-

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For Sale: 1975 911 S Porsche 5 speed manual transmission, 3.0 liter 6 cylinder engine, engine has modified header exhaust system, has oil cooler, the car was lowered (by certified California Porsche dealer) and has a front torschen bar (makes the car handle better), has a custom paint job - the car was completely stripped down and painted the 1989 Porsche green color, new head liner, sun roof, well maintained, good buy at \$12,500.00 Gail Smith 719-278-2657 gailguam@msn.com (nov)

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