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Photo by Harry Kintzi

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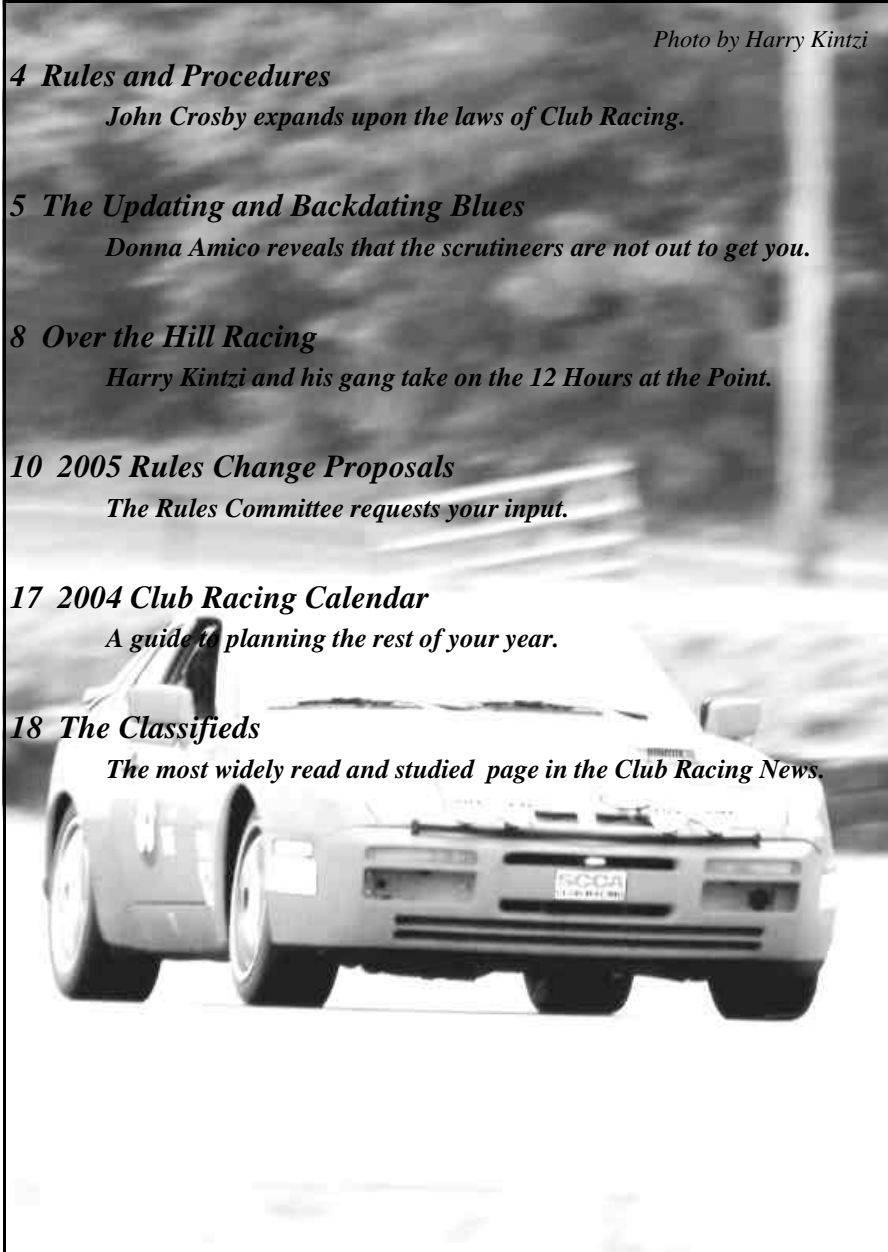
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<http://www.pca.org/pca/clubrace/>

On the Cover:

*Harry Kintzi and his old school gang of racers decided to take on the 12 Hours at the Point.
Photo by Harry Kintzi.*

Deadline

The deadline for the next issue is:

October 15th

Rules and Procedures

by: John Crosby, Chairman PCA Club Racing

Congratulations to the Maverick Region for putting together the first ever official Porsche Parade Club Race. The Parade week also included a Club Race car display at the concours. There was great racing and even for Texas in July the weather wasn't too bad. The Formula Libre Race, which is a handicapped format with an inverted, staggered start, proved to be quite a show for the large number of Parade attendees who came out to see the race.

In this issue of the *Club Racing News* you will find the proposed rule changes for 2005. The proposals are submitted for racer input in accordance with the rule change procedures in the PCA Club Racing Rule Book. Each racer's input is important. Please comment in favor or in opposition to the proposals, indicating your reasons, and submit to Lance Weeks, Donna Amico, and John Crosby. Email is the best way to accomplish this and a link can be found on the Club Racing website which generates an email automatically at the following link: <http://www.pca.org/pca/clubrace/docs/forms.htm>. There were additional items received that are not on the list. Some had been up for discussion in recent years past while others lacked a sufficient constituency to be considered. The final rules changes for 2005 will be posted on the Club Racing website in early November and will be published in the next issue of the Club Racing News.

The stewards, scrutineers, time techs, and advisory committees all met during Parade week at Fort Worth in July for the purpose of reviewing the Club Racing rules and procedures. The objective of these meetings, to be summed up in one word, is consistency. Consistency among the scrutineers in their enforcement of the technical and safety rules and consistency among the stewards in regard to the on track procedures and the resolution of 13/13 incidents are the goals. Virtually every page of the Club Racing Procedures Manual and Club Racing Rule Book are reviewed and discussed. The stewards and scrutineers are very dedicated to the PCA Club Racing Program and to its founding principles of a safe and fun venue for PCA members to enjoy their Porsches.

In addition to the proposed technical rule changes, there will be other changes which are more procedural in nature which I would like to address separately. First is in regard to refueling during enduro pit stops. In a lot of cases there is simply not enough care taken in following the protocols required in the rule book. This is without a doubt the most dangerous time of the race. The new procedure will be that any refueling violation (e.g. spilling fuel, improper safety gear, driver

not out of the car, etc.) will result in an immediate disqualification. The car in violation will not be allowed back on the track. Additionally, the pits will remain closed during full course yellows for required stops for enduros where refueling is allowed. This is to prevent the surge of cars in the pits that could potentially overwhelm the pit lane marshals and safety crews. Another change is that the hosting region will be required to maintain one ambulance on site for at least one hour after the track goes cold each day. The action is not always over once the cars are off of the track. The rule about car numbers is clear. Unfortunately the same cannot be said about the numbers in some cases. Numbers are often disguised in the graphics. Look for stepped up enforcement and not being allowed on the track if the requirements are not met. 16 year olds, wearing the proper clothing will be allowed in the hot pits. This is consistent with PCA insurance requirements. Finally, although it is hard to understand why this happens, look for rigorous enforcement in regard to rules enforcement as resulting 13/13 sanctions for those found out of compliance.

See you at the track.



John



Event Chair, Roger Johnson, shakes hands with Club Racing Scrutineer, John Mistak, to celebrate Club Racing's 250th race which was sponsored by the Nord Stern Region at Brainerd in early August.

The Updating and Backdating Blues

by: Donna Amico, Chief National Scrutineer

At the end of our scrutineer meeting during the Parade in Ft. Worth, Susan Shire (PCA Club Racing Coordinator Extraordinaire) observed "Well, that was enlightening." We looked at her, puzzled. She continued, "Contrary to popular opinion, you really aren't out to make life miserable for the racers."

Well, she's right. We're volunteers. We've got a job to do, but we'd certainly much rather find that all the racers understand and are obeying the rules. Weekend after weekend of "gee, this isn't really an F-car, you are going to have to run in GT-3S" isn't anyone's idea of a great way to spend your time off from your "real" job.

No contest here: Cars employing the so-called "updating and backdating rule" have caused the majority of the scrutineering issues in the races that I've worked, and the rest of the scrutineers are reporting much the same problem.

OK, I admit it. If I could be "queen for a day" of PCA Club Racing, and as my prize I could change one rule in the rulebook, this rule would be gone, and everyone would run their cars based on what the VINs said they were. Extreme, I admit. Time for the disclaimer: This article represents the opinion of the author, and is not the official position of PCA Club Racing.

The complete text of this stock-class rule is:

"Updating or backdating is allowed provided the converted vehicle meets all specifications of vehicle to which it is converted, i.e. it is a duplicate in all regards. Such vehicles must have a log book with all technical data that references the car to the class in which it is running."

It is the rare racer that gets this rule correct – the car must be "a duplicate in all regards." You change the drive train, the chip, the brake calipers and rotors, and the weight, and think you are done. You aren't. And I have to tell you about it and then you're upset. An update is very difficult to do correctly, and for cars made in the last 15 years or so, it is nearly impossible to correctly duplicate all the electronic modifications, sensors, etc. This is just as difficult for us to police, but important for us to get right, in order to keep the racing fair. A high percentage of scrutineer-imposed class changes during a weekend are incorrect updates, and a high percentage of scrutineer research time is going into developing lists of upgrades needed for certain common updates to be correct. Frankly, if we see a 993 RS clone, we pretty much know it's wrong. For the cost of truly doing this

correctly, you could buy a very competitive, already sorted racecar, and probably an original 993 RS.

More racers seem to have their weekends spoiled by this rule than by any other. OK, you say. I didn't make all the updates. I'm actually less competitive than the car that I've tried to duplicate, so why can't I run at a disadvantage at that class? How on earth can you make me run in GT?

Well, we have often said, that in PCA Club Racing, there is a class for every Porsche sports car. But you may not like it.....

Please consider what you are really saying when you want to change just a few things on your car and go racing in another stock class. To you it's "I'm haven't made all the changes I could have made, so obviously it should be OK for me run in the class I've selected as the car I've partially duplicated." But to me that sounds like "I can mix and match 911 parts (or 944 parts, etc.), and then run in the class that it's sort of close to." We've got 56 years of Porsches out there. This is rules chaos. I am an orderly person. People who know me well daim I must have been toilet-trained before I could walk.

I will say that I've met quite a few wonderful club racers while having these discussions about their hybrid vehicle. An amazing number of you first look a little stunned, then shrug, smile, put the new class on your car and go on to make the best of the rest of the weekend, albeit in a little faster run group than you planned. Thank you for your good sportsmanship. However, I think that we'd all have a better time if you learned to like your car as Porsche created it, without the makeover.



Announcing.....A Weight Survey

There are anecdotal reports of cars that seem to require quite a bit of ballast to make the legal stock-class weight for the car. With race seats in place of stock seats, lightweight wheels and tires, and seat backs removed for roll cages, it isn't too surprising that most of us have to bolt in ballast. However, when that gets to be 100 lbs or more, more than average attention needs to be paid to securing it safely. I would like to hear from those of you who have more than 75 lbs of ballast bolted into your car for sprint races in order to make your stock class weight. I make no promises as to what exactly will be done with the data, but I am curious whether there are particular models that seem to consistently require quite a lot of weight in order to get to the factory-published number. So, e-mail donnaamico@comcast.net with your name, Porsche year and model, stock class, and the amount of ballast in your car. Thanks!

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Entry Information
 For information about the event or to pick up driver education, race registration entry forms, visit our website at www.pca.org/cim or contact our sensational Event Registrar, Chirsty Thomas, by phone at 918-622-9123 or by e-mail at autoexam@cox.net.

Over the Hill Racing

Story and Photos by: Harry Kintzi, Central PA PCA



Two successful racing platforms from the 1970s and 1980s respectively were seen mixing it up at Summit Point.

"What happens when you take three senior PCA members, add them to an eighteen year old PCA racecar, mix in fifty five SCCA racecars and circulate for twelve hours around Summit Point Raceway during the day and night? Endurance racing! That is what Jeff Adams, Harry Kintzi and Craig Rosenfeld did this past June at the Sixth annual Khumo 12 hours at the Point.

Summit Point and the Washington DC region of the SCCA held its sixth annual 12 hours at the Point race on June 4th and 5th of this year. Racers Adams and Kintzi are veterans of this grueling 12 hour race having competed in the 2002, 12 hours of summit. That year, Aurora films featured Kintzi's team in a documentary on grassroots endurance racing. The feature was well received and was shown multiple times on the Speed Channel this past winter. The enthusiasm of the whole team and the racers had continued into this year with the urge to compete again. This year Harry recruited Craig Rosenfeld of Vision Porsche- Audi in Reading, Pa. Craig is no stranger to racecars as he and Harry met in 1986 at a NNJR Porsche driver's education event at Pocono Raceway. A friendship was struck and endured. Craig continued onto the SCCA PRO Series, campaigning a Lola successfully for a number of years until business concerns took him away.

Practice times of all three were within a second of each other. Weeks of preparation ensued, calls to previous sponsors were made and arrangements to freshen an already well-used 944 turbo motor were done. After Jeff and Harry removed the motor, George Johnson of Paxtonia Motors worked his magic to return the 18-year-old engine to nearly new condition. Once the motor was in, and the key turned, three days remained before the 944 turbo made it to the Daytona Rennsport Reunion at Daytona Beach for its trial run. After a few cautious practice sessions, with no leaks or glitches, the car and team was ready and concluded the Daytona race weekend with a very respectable second in class amongst one hundred twenty racecars in the group .

The "12 hour" weekend arrived; the team was psyched and ready. No television crews this time, but the enthusiasm was great. However, this quickly waned when suspension problems occurred during practice and the viability of the entire effort was in serious question. But with a good nights sleep and serious engineering expertise - duct tape, hose clamps and plastic ties bought during a 4 am trip to WalMart, and Craig Rubinic's skill, the car was whole and up to the 12-hour challenge. Toyo USA provided their great "no wear" RA1 tires and only one set of full treads, since there was no rain in the forecast. Also PIAA had a new "trick" set of wiper blades for the team to try. Well why not? After all there would be no rain. Much to the dismay of the entire team, the clouds rolled in and so did the rain. Saturday saw consistent pouring rain, which remained for almost the entire 12-hour.

Harry qualified the car in a respectable 16th spot. But within the hour, he brought the Vision Porsche up to 6th overall and was running strong. However, 18-year-old cars have surprises. The steering became extremely difficult entering the carousel at the beginning of the 2nd hour requiring an unscheduled pit stop. The problem was a lost steering pump belt, but worse yet, a broken bracket was the culprit effectively disabling the power steering for the entire race. "Can you steer the car?" "Well, yes but..." "Then DRIVE!!!" . And the race goes on.



A little pit lane scrutiny.



The pit crew executed flawlessly.

The remaining eleven hours ultimately remained without problems but the rain continued. The crew worked flawlessly refilling the gas, checking the suspension and tires, as well as the engine bay. Not one drop of oil was added, brakes were good, the only set of Toyo RA1 full tread tires were never changed, the duct tape/hose clamp/plastic tie suspension fix held, and each drivers' biceps became stronger with each lap. The PIAA lights and wiper blades turned night into day and the windshield stayed clear with the PIAA super silicone blades. Did I mention it rained? The TOYO RA-1's never protested getting stronger as the race wore on. Jeff, Harry and Craig managed to avoid a number of yellow flag incidents as well as fifty five SCCA competitors keeping the Club Sport Racing Team Porsche on track without any off course excursions, tow-ins or body damage .

At the conclusion of the race, the Club Sport Vision Porsche of Adams, Kintzi and Rosenfeld finished eighth overall, only six laps behind the first and second place finishers of Ellinger in a Mercedes and Coleman/Wisker (PCA'ers also) in the 993 Cup car, with a 3rd place podium finish in ITE behind Dave Coleman's 1996 Porsche 993 cup car. Considering this a remarkable effort and overall finish despite poor visibility, constant rain, a wet track, fifty five tough SCCA teams, no power steering, and one set of Toyo "rain" tires, the "over the hill" team of Adams Kintzi and Rosenfeld showed what three "nearly" senior citizens could do against some of the best SCCA racers and teams including two decades newer Porsche 993 and 996 cup cars.

Many thanks go to the incredible team effort of Craig Rubinic, Brian Bard, John Smith, Craig Fowler our crew chief, Matt Schneitzer, Tom Mayer who kept the drivers driving and the car running as well as the hospitality team of Susan Kimmet and Diane McChesney who kept the team well fed and dry. Special thanks go to Bill O'Connell and Aaron Fry who took some great pictures of the team and the race. Thank you to all of these great people who volunteered their time and efforts to make this years race a success for the club sport Porsche team of Adams, Kintzi and Rosenfeld.

By Harry Kintzi
Central PA PCA



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2005 Rules Change Proposals

Submitted for Racer Comment by the Rules Committee

The Rules Change Proposals are divided into three parts. First are those that the Club Racing Committee feel are worthy of consideration. The comments received by the racers over the next 30 days will weigh heavily in determine whether or not these changes are adopted. Second are rule clarifications and comments are welcome on these as well. Finally, the last category is a list of proposed changes which the committee does not recommend. If you feel strongly about one of these, please comment as well. Look for the final changes to be posted on the website in late November.

Rule changes recommended for comment

1. Allow after-market CD units from OEM suppliers (e.g. Perma-Tune) to substitute for the factory units. This would need to be a direct plug-in replacement that is not modifiable or programmable, and requires no change to the wiring harness.
2. Require stock class cars to use street gasoline, maximum 94 octane.
3. Establish a minimum weight for GTA cars of 2450 lbs.
4. Reduce the published weight of the '86-88 Rothmans 944 Cup cars by 100 lbs to 2575 lbs.
5. Allow aftermarket fuel injection in place of carburetors as a prepared change.
6. Allow the 1995 993 not updated to later 993 specifications to run at 2935 lbs to give it the same HP to weight ratio as the '96-'98 993s.
7. Allow all 993s to run a lightweight flywheel to compensate for the lightweight flywheel and improved gearing of the U.S. Carrera Cup cars.
 - 7.a. Allow D-class 911 RS Americas to run a lightened flywheel.
8. Change the weight of the 964 3.3 L Turbo to 3240 lbs per Porsche factory specifications.
9. Allow remote reservoir adjustable shocks only as a "prepared" change.
10. Address the current inequity in GTC3 through one of three methods. (Please comment on all 3):
 - Split GTC3 into 2 classes with 1999-2002 in one class, and 2003-2005 in another class. 2002 cars with programmable ECUs must have the original 2002 programming.

- Split GTC3 into 2 classes with 1999-2001 in one class, and 2002-2005 in another class.
- Keep GTC3 as one class, but equalize the cars with weight.

11. Modify the current "updating and backdating" rule in one of two ways. (Please comment on both)

- Allow no new cars into PCA Club Racing as updates or backdates. Any new stock class cars would have to meet the rules of the class of the original car as indicated by the VIN. Cars issued logbooks through 2004 could continue to run in their updated or backdated class.
- Set a cut-off date for updating and backdating; the suggested date was 1989. The rule would be modified to state "Updating or backdating between models up through 1989 is allowed....."

Reason: Basically no one gets this rule correct – the car must be "a duplicate in all regards." After 1989, it is just about impossible to do correctly, with all the electronic modifications, sensors, etc. See Donna's Sep-Oct CRN article.

12. Require roll cages in stock and GT-6 (already required for all others).

12.a. (Alternative to above) All open cars (including cabriolets, targas, 914s and Boxsters) must have a roll cage.

13. Repeal rule allowing any car equipped with a current FIA-approved seat and seat rails to run without a seat back brace. Replace with "Until the FIA-approval of the seat expires, a seat back brace is not required in factory race cars retaining the original seat, seat mount, and seat rails delivered by the factory. When the seat's FIA approval expires, or if any component is changed, the car must have a seat back brace.

14. The seat back brace for composite seats must have a minimum of 30 square inches contacting the seat back, a minimum width of width 12 inches, and must have 0.5" to 2" of high density foam padding between the brace and the seat back. The seat back brace cannot be bolted to a composite seat. If the seat is within 3" of the firewall, a seat back brace is not needed but the area between the seat and firewall should be padded with high-density foam.

15. Allow GTC2 and GTC3 cars to replace the pressure-cast aluminum control arms with steel control arms of identical specification.

16. Require tow hooks in both the front and back of each car.

17. Require high-density SFI-rated hard foam for roll bar/cage padding.

18. Allow Boxster-based cars with 996 motors to race in GT-2 or GT-1, as appropriate. The current wording of rule puts them in GTP as “non-996 based cars with water-cooled 911 engines.”

19. Allow the use of aftermarket wheels in GTC3 cars 2001 and earlier as these wheel centers are no longer available from the factory. Width, diameter, and offset must be per factory specs.

19.a. Allow the use of aftermarket wheels in all GTC3 cars. Width, diameter, and offset must be per factory specs

Rule clarifications

20. Stock Rule 3.D. Change "Wheel type and style is free....." to "Wheel type, style, and diameter are free....."

21. For GTC1 and GTC2, clarify that the style of wheels is free, but the wheels must be an original Cup size in width and diameter.

22. Define that a “race seat” is a one-piece solid seat, either composite or metal.

23. Change “Matter” to “Factory” roll cages in **Appendix A**.

24. In Appendix D, clarify that window nets must have provision for easy removal by the driver in the event of an accident.

25. Add to the roll cage specifications in Appendix A: The driver’s head must be below the plane of the main and front hoops.

26. Clarify that the spare tire may be removed in stock classes, but the recommendation is that they be retained in 911s for impact protection. If the spare tire is present, it must be secured.

Rule change proposals not recommended

27. Repeal the interpretation that 964s and 993s can run the single pulley configuration of the RS versions. These cars have been observed to throw belts when driven under track conditions. Allowing the single pulley configuration avoids that problem.

28. Allow the dual mass flywheel in the 964s, 968s, and 993s to be replaced with a one-piece flywheel as a stock upgrade. Technically, this is allowed now if the one-piece

replacement is not lighter than the dual-mass. We recognize that a flywheel that complies with that is not available. The issue of the failure of the dual mass flywheels is under study, but not proposed as a change at this time, because we believe this essentially means we would have to allow all cars to have lightened flywheels as a stock modification.

29. Require tires in stock classes or develop “street” tire classes to use DOT approved tires that do not carry a manufacturer warning “not recommended for highway use.” Alternatively, consider a “spec tire” for stock classes. One the first point, full tread highway tires are not recommended for racing. When driven hard on the track, they are not going to hold up. On the second point, the idea of a spec tire may be attractive, but no single manufacturer makes the necessary range of sizes.

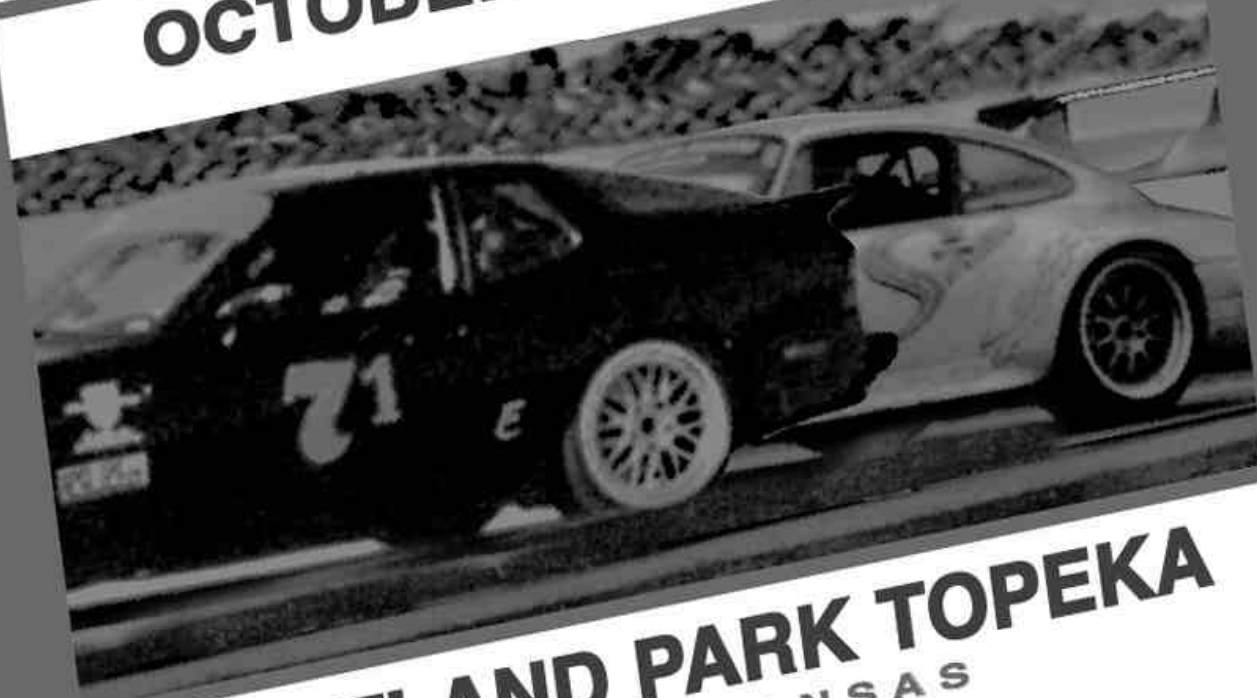
30. Allow gear changes equivalent to a ring and pinion change for cars where the factory did not make a short ring and pinion. An aftermarket ring and pinion is already allowed; this does not have to be a factory part.



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Think your racing season is over in September? Starting to put away your car for the winter? Well, then we invite you to join us for some good old Southern Hospitality as we hold our seventh annual fall **PCA Club Race** at warm and sunny **Carolina Motorsports Park**, a 2.3 mile, 14-turn challenging road course that tests your driving skills at every turn. Carolina Motorsports Park is located 18.5 miles north of Camden, South Carolina on Hwy 521.

Tentative Schedule:

Thursday Nov. 4th - **Test & Tune day**, hosted by *Carolina Motorsports Park*. Please contact them directly to register for the test day (<http://www.carolinamotorsportspark.com>) or 803-475-2448.

Friday Nov. 5th - Practice Sessions, Practice Starts, and Fun Races

Saturday Nov 6th - Sprint Qualifying and Sprint Races
- *Evening catered dinner at the Camden Shrine Club*

Sunday Nov 7th - Enduro Qualifying and 90-minute Enduro Race with a mandatory five-minute pit stop for optional refueling, driver change and minor repairs.

We anticipate another sellout this year and encourage you to send us your registration as early as possible. The event will be divided into three run groups with a maximum of 50 cars in each group.

Registration opens September 1, 2004 (no postmarks prior please)

Registration forms will be available soon for download on the region's web site: www.carolinas-pca.com or can be FAXed to you by special request: call (828) 327-6868 and give your FAX number to the receptionist.

Questions may be directed to the registrar: pcarace@charter.net (preferred) or leave a message at 828-464-1415 (no calls after 10PM EST please).

Hope to see you there!

John Alpaugh (Event co-Chairman)
jpa914@aol.com

Bryson Kiser (Registrar)
pcarace@charter.net

Steve Hauptmann (Event co-Chairman)
vwaudiporschefan@yahoo.com



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2004 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Sep 4/5/6	Road America*	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 11/12	Pueblo Motorsports Park	Rocky Mtn	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 17/18	Lime Rock Park	Conn Valley	John Howard 845.534.3358 race.director@cvrpca.org
Sep 17/18/19	Putnam Park*	Central Indiana	Jason Collins 317.858.1864 jcoll-1@rocketmail.com
Oct 1/2/3	Virginia International Raceway	First Settlers	Ramon Rodriguez 757.229.8123 RacingMD@aol.com
Oct 2/3	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 29/30/31	Heartland Park*	Kansas City	Sean Reardon SReardon@glpma.com
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 20/21	NP Raceway	Mardi Gras	Nick Hingel 504-782-3530 nick@hingelpetro.com
Dec 4/5	Roebing Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net

Note: For the latest updates on the Club Racing Calendar, visit pca.org/pca/clubrace; "" indicates an enduro.*

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1986 911. 67K miles. Koni sports, 23, 30 torsions, SRD's, schroth, ss brake lines, 7, 8 's, RSA tail, H-4's, chip, custom exhaust, camber bar, new clutch, recent trans rebuild. F logbook, street legal, needs carpet & ac repair VGC. spares \$19K will consider trade or partial trade for 87 or later 928. teportz@aol.com. Thom Portz 10721 Grayson St, Jacksonville, FL 32220 904-696-0517

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2000 Porsche GT3R. PCA logbook GT2R racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade. Complete and never damaged car with wand and spares, plus spare motor with upgraded oil pump for \$135,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

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1990 C2 "E" Class Front Runner based on 1990 C2. East Coast Car. Will email a word doc with photos, build details, logbook history, finishing positions and lap times. eric@theruperts.net or 410.458.4850 \$30K FIRM **1974 911 GT4,** \$49,900, 2.8L RSR with Dawes heads, Bilstein coil-overs, 2100#. Very competitive. Jhawtho911@Ameritech.net, 614-309-9645

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