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Official Publication of Club Racing  
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*PCA Club Racing News* is the official publication of  
Club Racing of the Porsche Club of America, c/o PCA  
Executive Secretary, PO Box 5900, Alexandria, VA  
22150, and is published six times per year.

Statements made in the *PCA Club Racing News* are  
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**Postmaster:**

Send address changes to:  
PCA Club Racing News  
c/o PCA Executive Secretary  
PO Box 5900  
Springfield, VA 22150

**Printed By:**

Artistic Printing  
Salt Lake City, Utah

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Porsche Club of America



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**On the Cover:**

*Bill Chadwick, No 11 (GT1R) leads Thomas Pank, No 15 (GTC3) coming out of Turn 6 at  
Summit Point. Photo by Ken Hills.*

**Deadline**

The deadline for the next issue is:  
**December 15th**

# I Consider Myself Lucky...

by: John Crosby, Chairman PCA Club Racing

In case you did not already know, I live in New Orleans and around here the entire Katrina aftermath has been overwhelming. With all of the damage, especially due to the fact that I am in the property development and management business, the strain on our time and resources has been tremendous. Our properties north of Lake Pontchartrain, where my office is located, fared rather well, since this area did not get the severe flooding that you heard so much about. The office did not have electrical power for over two weeks so hooked up a diesel generator to the building so that we could at do some of the basics and get the computers going. Many of our employee's homes were severely damaged or destroyed so this has impacted our company operations. One of our 3 story office buildings flooded from the top down when a tree hit the roof, sliced into the attic, and severed a 4" fire sprinkler water main. On Saturday, August 27<sup>th</sup>, we moved into our new home. We decided to stay put and rode out the storm, which hit on the evening of the 28<sup>th</sup> and Monday the 29<sup>th</sup>. On Tuesday we spent all day clearing a path through the streets just to get out of the neighborhood. The power was out at the new house for about three weeks. For the first two or three days there was no telephone service, cellular or otherwise, no internet, and no other means of communication. I drove to Baton Rouge on Wednesday, two days after the storm, to make some calls and to let our college kids know that we were OK. Cathy and I slept the first few nights after the storm on a friend's boat, just to get a break from the heat. A contractor friend who had evacuated brought in a natural gas generator, which we connected to the house. Life got a little better. On Labor Day, which was the weekend that I had planned to be racing at Road America, we were allowed into the Metairie area for the first time after the storm. We have several rental properties plus our townhouse in Metairie. Some properties fared well others not so well. A 108 unit apartment community flooded and also sustained major roof damage. It was necessary to close the entire building and ask that all of the residents relocate. Despite all of this, we consider ourselves lucky. Something on the order of 150,000 homes in the New Orleans area were severely damaged or destroyed. Many people in New Orleans lost everything that they had and over 1,000 lost their lives. The demand for new homes and office space in the Mandeville area, north of Lake Pontchartrain where we are now located, has increased three fold. I guess one could say that is a good thing, but I certainly did not want the increase in business to occur under these circumstances.

With all of this going on, I asked Bruce Boeder, Susan Shire, and Donna Amico to cover for me until the end of this year. They jumped in without any hesitation and for that I am most appreciative. The emails and phone calls that I received from my PCA friends all over the country numbered well into the hundreds and for that I consider myself lucky as well. There have also been several fund raising efforts by PCA Regions to help the Katrina victims. It is a nice feeling to have so many friends around the country. Unfortunately, I had to cancel several planned trips including racing at Road America and stewarding at Summit Point. The club race here in New Orleans was also regrettably cancelled. There are just too many

other priorities right now for our region members.

I hope the New Year brings some normalcy to our lives and some time to make a few races. We are making plans to be at Sebring in February.

Hope to see you there.




John



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# 2006 Rules Process: How We Determine What Gets Considered and Adopted

by: Donna Amico, Chief National Scrutineer

---

The rule changes for 2006 have now been posted, and it seemed worthwhile to demystify the thought processes underlying these changes.

During May and June, racers propose rule changes; we also get input from scrutineers on what rules have seemed troublesome from a standpoint of safety or enforcement. A complete list is compiled for review by scrutineers and stewards, and this input is the basis for which rules are proposed for racer comment, and which ones have been rejected. Both sets are published on the Club Racing web site. It is unusual for a proposed rule that has been rejected at this stage to be adopted that year, but I do know of one time where it did happen. We are open to compelling arguments for all of the rules proposals.

Every race series has to have certain basic principles that help guide rulemaking, and PCA is no exception. We want fun, safe, competitive racing, with no commercial influences on the rules. The program has to be manageable by a small volunteer staff. We allow for participation by cars that can be driven to and from the track. We do not cater to small groups, and want to have sound reasons for deviating from the program as defined in the General Rules. I didn't make up these principles, by the way; it is taken from the fourteen "General Guiding Principles behind the Structure and Management of PCA Club Racing."

Just by reading the paragraph above, you can see why some of the rules that were not recommended for racer comment failed to be considered. For example, having a "spec" tire for the stock classes would be very difficult to accomplish without acquiring a "commercial influence," even if we could solve the problem of a single manufacturer having all the necessary sizes. Clearly, establishing a list of "critical updates" for a 993 RS created from a 993 raises two issues: 1) Why just this particular update? It would seem to be a deviation from the program (our updating and backdating rule) for the benefit of a small group; and 2) Can you imagine what our rulebook would look like if we started down this road? How many of us would it take to develop these lists for all possible updates and backdates, and could we ever make sense out of the mess if we did?

Racer input, over the years, has been relatively consistent regarding the stock classes. Most of you want to "hold the line" on changes to stock-class cars: No More Changes Allowed! You want the cars to retain stock equipment, and a relatively stock appearance. This group also wants the cars to retain the factory-published weight for the car model, and make sure that weight stays where Porsche put it, e.g., no more lexan, no removal of

interior or comfort components, etc.

I also hear from another group of racers that would like to relax these rules somewhat and focus on competitiveness, including weight and other adjustments to make competition within classes more equal across all models. So far, this group is very much a minority. Attempting to equalize competitiveness of all cars within a class is a perfectly rational principle for rulemaking, and it's the one followed for most professional race series. However, these professional series are dealing with a relatively small number of different car types and have professional staff to make competition adjustments. Also, in PCA Club Racing, variation in driver skill is still the dominant factor determining success as measured by race results, so good data that are truly representative solely of the car's capabilities are hard to come by.

It may be that at some point in the future, there will be a desire to redo the stock classes and attempt to adjust the competitiveness within each class at the same time. For the moment it is unlikely that we will try to equalize just 2 cars in a class, or one class. It needs to be an "across the board" change. Who knows, we might be faced with this in relatively few years, since we've run out of stock class letters for faster cars of the future!

For this year, we did not approve any of the weight changes proposed to improve competitiveness between models. Interestingly, the weight change adopted for GTA was to be more in line with the actual factory weight of the 996-based race cars. We did move the Rothman's 944s back to I where their weight/horsepower ratio always would have put them, but made an exception to the "factory weight" principle here so they would not have a weight advantage over the 944s. OK, I admit it, we didn't want to suddenly have a bunch of Rothman's clones.....

In the GT classes, three issues have come up year after year: 1) including weight as a factor in classification; 2) the supposed "generosity" of the turbo multiplier; and 3) the relative lack of competitiveness of front-engine water cooled GT cars (possibly a weight issue). This year we said, "Let's take some time and study this." Redoing the GT classes is a tall order for a bunch of volunteers within the time windows of the rules review process, and we'd certainly get it wrong. So we will be taking the next year to study this, and calling upon builders of these cars to tell us what's possible in terms of weight and performance for different GT-car platforms. Just because we will study this does not mean it will change. We also must respect the large number of cars that have been built to the current rules in determining the

*Continued on Page 7*

# 2006 Rules Changes

by: The Rules Committee

The Rules Change process is now complete, and the results are listed below in the following categories:

Rule changes to be adopted for 2006

Rule change proposals submitted for racer comment, but not adopted

Rulebook clarifications – these are not changes, but clarify the existing language to conform to the way the rule is enforced

There were 8 rule change proposals originally published that were not recommended by the initial screening process. During the rules proposal comment period, no compelling reasons for adoption were offered for any of these 8 proposals.

## **Rule changes to be adopted for 2006**

1. Modify the measurement of wing height on prepared 924/944/968/928 to allow the wing on these cars to be no higher, relative to the roofline, than a 968 Club Sport wing. Prepared 911s will retain the height standard of the factory (non-extended) 3.8 RSR wing.

Reason: The single reference standard in the rules was 911-centric; the same measurement on a 944 resulted in a “wing” virtually resting on the spoiler. However, racer input encouraged retaining the “roofline” measurement reference as most consistent, and racers also noted that in the stock classes A to K, the wing should look “stock.” This encouraged adoption of another factory wing standard for the 944s and other front engine water-cooled models.

2. Allow FIA-approved harnesses with 2” lap belts in all cars.

3. Allow FIA-approved harnesses with 3” shoulder belts with a narrower 2” section over the yoke of a HANS device.

Reason: Consistent with other professional and amateur sanctioning bodies. The change in Appendix B will combine 2 and 3 to allow any FIA-approved 5- or 6-point competition harness.

4. Require cabriolets to run either with the top down or with the hardtop in place.

Reason: The spines in the convertible top could be a hazard in a rollover if they broke.

5. The only allowable alternative to a window net is a factory plastic window designed and delivered in that

Porsche model as a substitute for a window net.

Reason: Limits the plastic windows to a window type and model application that has been designed and accepted by Porsche for racing. We have no safety information on other plastic windows.

6. Establish a committee to examine the GT classification rules (not technically a rules change, but a process that could lead to change). Issues to be studied include whether weight should be considered as well as displacement, the turbo multiplier, and the capabilities of water cooled versus air cooled engines. If changes are recommended, they would be published in 2006 for comment, finalized in 2006, and adopted in 2007 or 2008.

Reason: Concerns about these aspects of GT classification surface every year. While change is to be approached with caution, taking the time to study the status quo and the options seems warranted.

7. Change the minimum weight for GTA to 2550 lbs (additional 100 lbs over current).

Reason: The factory race cars (GT3R, RS, RSR, and GT3 Cup) all weigh at least 2550 lbs. The owners of these cars did not want to be forced to start lightening the body to get down to the 2450 lb weight.

8. Reclassify the '86-'88 Rothman 944s from H to I, at the same weight as equivalent horsepower I cars (2779 lbs).

Reason: At 18.19 lb/hp, the Rothman 944s were always within the lb/hp range for I cars. Documentation on the Rothman's 944s was received this year, and it shows the only changes made to these cars from stock 944s were suspension, exhaust, and elimination of some comfort/convenience items to save weight. Adding 104 lbs. to the Rothman's cars makes them equivalent to I-class 944s.

9. Add a GTC4 class to GTC for all 997 Cup Cars.

Reason: Consistent with GTC classification policy.

10. Classify the Cayman S in D class at 2954 lbs and 295 HP (lb/hp = 10.01)

Reason: Expect model to be available in early 2006.

11. Require helmets rated SA2000 or later after June 1, 2006.

Reason: SA2005 helmets began to be offered for sale on October 1, 2005, and we expect a good selection of manufacturers and all sizes to be available within the first few months of 2006.

**Rule change proposals submitted for racer comment, but not adopted**

1. Add weight to '68 & '69 911Ts to improve competition in J-class. (These cars have the same horsepower as '77-'82 924s but weigh 352-429 lbs less.)

Reason: This raised the larger question of whether we truly want to abandon the general principle of requiring cars to race at the factory-published weight. We have not generally used weight to handicap models within a class, and realigning only one class is questionable.

2. Prepared Cars: Cars may run 10% under their stock class weight as a prepared modification. Weight reduction may be accomplished only within the means currently allowed in the stock classes. This would be a one class progression on its own. Additional prepared modifications would result in a two class jump.

Reason: It is unlikely that this can be accomplished through purely legal means on most models, so it could encourage considerable hidden gutting of parts, including safety related parts. Again, this is a departure from the principle that the cars run at factory weight, and the weight should be where the factory put it.

3. Increase the number of track days required to obtain a PCA race license.

Reason: The 12 days currently required must be within 24 months, so increasing this by any substantial amount was considered a potential hardship for those from areas of the U.S. where few DEs are within a reasonable drive. More guidelines regarding the chief instructor checkout ride and other options for the required type of track days are under discussion.

**Rule Clarifications and Recommendations**

1. GTC3 (GT3 Cup Cars): Allow clutch change to the GT3 RS or RSR hydraulic clutch. Porsche Motorsport has acknowledged that there is a weakness with the Cup clutches. (Rule already in force, just need to get it in the rulebook.)

2. Under "Super Classes", change the description of GT-2R and GT-2S to read "All normally aspirated cars having engines over 3.4 liters displacement except 996- and 997-based cars classed in GTA."

3. Progress the Prepared B-class car to A-class instead of moving them to the Super Classes (change wasn't made in rulebook when A-class was established).

4. Stock Rule 1.A.: Change "No modifications after the air filter or before the exhaust port," to "No modifications after the air filter or before the exhaust headers."

5. Correct the weights for the '84-'86 911(Euro) (Missed correcting the Euro models when the U.S. weights were

adjusted last year):

911 Carrera: 2,662 lbs (need to change E-class Euro weight)

911 Turbo look: 2,772 lbs (need to change both US F-class and Euro E-class weights)

6. Add to the enduro protocol that fuel jugs can only be on the hot pit side of the wall after the car has stopped and the driver is out of the car. Caps must remain on the fuel jugs until after the jug has been lifted over the wall.

7. Add language from Super Class Rule 2.A. to description of GTP classes to include in GTP those chassis from air-cooled models running water-cooled 911 motors.



*Continued from Page 5*

changes that are made and the timeframe for implementation of these changes.

Finally, safety is ALWAYS important. In fact, safety rule changes can be made at any time, not just within the regular process. In this case, a new safety rule that had not been submitted for comment appeared among the final rules: the change to require SA2000 or later helmets by the middle of next year. Safety concerns were also behind the rule changes to require cabriolets to run with the soft-top down, and to restrict the use of plastic windows to the factory windows in the factory cars that came with them.

So, that's it for the 2006 rules. I expect another lively discussion this time next year, and those of us involved in the process promise to try to be consistent and thoughtful in our deliberations. It isn't always easy, and we don't get it perfect every time, but we sure do try.



# Will Work for Shirt

by: Michael Wingfield, PCA Club Racing Timing & Scoring



*Pictured above: Michael (foreground) and Simon Pontin (background) show that they “Will Work for Shirt” at the 2005 Sebring Club Race.*

You’re driving down the highway, on your way to your next race. Up ahead, you notice someone standing on the roadside. Dressed in a funny three-color vertical striped bowling shirt, the hitchhiker is holding a piece of cardboard. As you draw closer you make out the charcoal message scribbled on the rudimentary sign - “Will Work for Shirt”. You shake your head, maybe mumble something about vagrants needing to get a *real* job, and drive past without a second look. Meanwhile, the PCA National Staff assigned to work the very race to which you’re headed remains scattered on roadsides across the country, trying to get to the event.

Of course the scene above is fiction, well mostly. At club races you will see the PCA National Staff wearing three-color vertical striped shirts affectionately dubbed “bowling shirts” by some. Likewise, the staff does travel from homes all across the continent to work a race. However, unlike the hitchhiker above, the race staff assigned to work club races usually arrives via a combination of planes and automobiles. But the sign the

hitchhiker held does hold some similarity to the PCA National Staff assigned to work each club race.

There is one question that I often get asked at each club race I work. Someone will surprise me and ask, “How much do you get paid to work the race?” When I respond with, “I get a base of \$80K plus bonuses for each race I work,” the questioner stares surprised. When I laugh and then explain that I am a volunteer and do not get a salary to work the event, the questioner is usually more surprised.

Yes, the PCA National Staff assigned to work each club race consists of a group of volunteers. We do not get a salary for working a club race. We often leave family, friends, business, and spend our vacation time to volunteer to work as the support staff at a race. However, we do recover our actual expenses while at the race and the travel associated with getting to and from the race. Otherwise, that hitchhiker you passed just may have been a member of the staff assigned to work your race.

Now what about that sign? I first heard the catchy phrase, “Will Work for Shirt,” from PCA National Club Racing Scrutineer Ray Pruitt. Ray and I shared a room at Elkhart Lake when we worked the 2004 Road America Club Race together.

“Mountie Ray,” (as I call him since he hails from Okotoks, Alberta Canada, and strikes a commanding pose when he aims the club radar gun down pit road, ala RCMP he always gets his man), and I discovered during that race weekend that we had a lot in common. One of the commonalities was a question about salary when working a race. Ray’s response to the question, “Will work for Shirt.” While Ray’s response does not have the shock value of my “\$80K plus bonuses,” it does best describe the “salary” we often get paid for working a club race – a commemorative event shirt.

So next time you see a hitchhiker on the side of the road, wearing a funny three-color vertical striped bowling shirt, and holding a “Will Work for Shirt” sign, slow down and give that hitchhiker a ride. It is probably one of your club race National Staff trying to get to the race.





# Is Your Transponder Blue?

by: Michael Wingfield, PCA Club Racing Timing & Scoring

Is your transponder blue? No, I am not asking about the emotional state of your transponder, whether it is happy or sad, elated or depressed. Rather I am asking about the physical color of your transponder. When is the last time you actually looked at your transponder?

Most PCA club racers use a RED transponder, the AMB TranX260. These red transponders are available in both rechargeable battery and hard-wire direct powered models. Also, these red transponders range in size from the new BIC-lighter sized model to the older larger personal pager sized model. In all of the above design options, these red transponders are uniquely configured to provide a single transponder signal that converts to a single identifying number for the racer. It is this unique transponder number that identifies the racer and the racecar to the timing and scoring system.

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If you own one of these BLUE TranX Pro transponders, please notify Timing and Scoring (TnS) before you take to the racetrack. Be sure to provide the range of numbers for which your blue Tranx Pro may identify itself. Yes, TnS can track the multiple transponder numbers available from the TranX Pro, but only if TnS has the information before you take to the racetrack.

Consider the following, which occurred at the 2005 Road America club race. One car had registered on the timing and scoring system during the weekend with a single transponder number (as expected). However, during the Enduro, the car mysteriously began to record laps with a different transponder number, which means the timing and scoring system can no longer identify the car. Such an event can cause grief for your fellow TnS staff since initially it appears that the timing and scoring system has gone haywire. However, if TnS has advance

notice of the different transponder numbers available from the blue TranX Pro transponder, the car will get recorded on every lap without issue.

So next time you register for a race, take a moment to look at your transponder. Is your transponder RED or is it BLUE? If you have a blue TranX Pro transponder, be sure to provide all the numbers capable of being transmitted from your blue transponder. With all of your available transponder numbers, Timing and Scoring will record all of your laps completely and efficiently.



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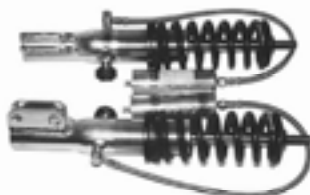
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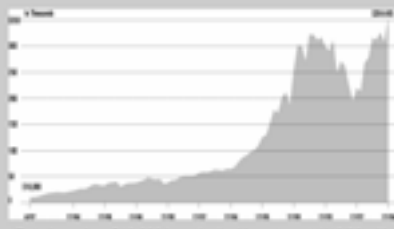
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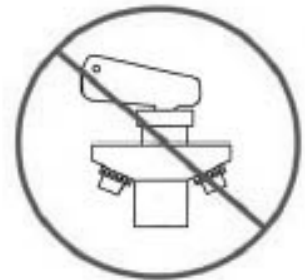


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# Northstar Motorsports Update

by: The PR Department at Northstar Motorsports



NORTHSTAR MOTORSPORTS announces the addition of Arai Helmets and Piloti Driving Shoes to its product line. Bell's Snell SA 2005 rated helmets arrive in most styles and sizes.

LAKE BARRINGTON, IL, October 24, 2004 – Northstar Motorsports, the country's premiere safety equipment company, has added Arai auto racing helmets and Piloti driving shoes to expand its offering of only the best in motorsports safety equipment.

Northstar has recently been named the Midwest Distributor for Arai auto racing helmets. Arai is one of the leading helmets in most forms of auto racing. Many professional drivers select Arai for their helmet choice. As a matter of fact, the vast majority of Formula 1 drivers wear an Arai helmet.

Northstar has also been named a Dealer for Piloti Driving Shoes. Piloti shoes are available in both Nomex lined for racing and Touring shoes for street driving. Piloti shoes are not only reasonably priced but are of superb quality and very stylish.

Northstar has just received its first shipment of Bell auto racing helmets made to the new Snell SA (Special Application) 2005 standard. These helmets could not be sold before October 1 and Bell has geared up production so all styles and sizes of these 2005 helmets are now available and ready to ship.

Northstar's president and owner, John Ruther said " We are very excited to have been selected by Arai to represent their auto racing helmets in the Midwest. These are some of the highest quality helmets made and provide a nice compliment to our line of Bell helmets. These products fit perfectly with our philosophy of carrying only the highest quality products of any product type. We believe only the highest quality products should be used when racing, due to the inherent dangers of the sport. At Northstar, we are racers, and if we wouldn't use the product we won't sell it." In addition to these new product lines Northstar is a distributor of Alpinestars, Brey-Krause, Corbeau, Diadora, HANS, Oakley, OMP, Pagid, Recaro, Red-Line, Sabelt, Schroth, Sparco, Stand 21, and many others.

For additional information regarding Northstar Motorsports and our products, please visit our website: [www.northstarmotorsports.com](http://www.northstarmotorsports.com).



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## Where's Waldo? Where's Andy? by: Andy Jones, Club Racing News Editor

Many of you are familiar with the "Where's Waldo?" series of books by Martin Handford in which children and adults alike search for a character known as Waldo who is strategically hidden in various illustrations. Some of you are likely wondering if a new series of books are about to debut with the title of "Where's Andy?"

For the past several months, you have not seen a new *Club Racing News* in

your mailbox or online. You should know that there is no need to contact the United States Postmaster General. Mid summer we released *CRN* 05.3. Then nothing.

Due to events beyond my control and my desire to continue to receive paychecks while attending to my clients, I have been away from my "command post" for some time. These events are work related and/or weather related. Though I live in the real northern



# 2005/2006 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Dec 3/4, 2005	Roebing Road	Florida Crown	Thom Portz 904.693.699 teportz@aol.com
<b>2006 Dates</b>			
Feb 10/11/12	<u>Sebring International Raceway*</u>	<u>Gold/Sun Coast</u>	Nick Hrycaj 941.697.4621 <a href="mailto:hrycaj@comcast.net">hrycaj@comcast.net</a>
Mar 4/5	<u>Phoenix International Raceway</u>	<u>Arizona</u>	Bryan Clingman 480.226.6668 <a href="mailto:bryan@clingman.org">bryan@clingman.org</a>
Mar 17/18/20	<u>Texas World Speedway*</u>	<u>Lone Star</u>	Jim Troxel 713.529.7050 <a href="mailto:geotrox@aol.com">geotrox@aol.com</a>
Mar 24/25/26	<u>California Speedway*</u>	<u>Zone 8</u>	Vince Knauf 619.287.4334 <a href="mailto:vvvince@aol.com">vvvince@aol.com</a>
Apr 29/30	<u>Heartland Park Topeka*</u>	<u>Kansas City</u>	Sean Reardon 785.766.7585 <a href="mailto:sreardon@kcrpca.org">sreardon@kcrpca.org</a>
May 13/14	<u>Mid Ohio Sports Car Course*</u>	<u>Mid Ohio</u>	Dick Snyder 740.775.3477 <a href="mailto:dicksnyder@adelphia.net">dicksnyder@adelphia.net</a>
May 27/28/29	<u>Motorsport Ranch*</u>	<u>Maverick</u>	John Sandusky 817.777.0421 <a href="mailto:clubrace@mavpca.org">clubrace@mavpca.org</a>
Jun 2/4	<u>Mid America Motorplex*</u>	<u>Great Plains</u>	Dave Nelson 402.614.2368 <a href="mailto:dn15012@cox.net">dn15012@cox.net</a>
Jun 3/4	<u>Las Vegas Motor Speedway*</u>	<u>InterMountain</u>	Jan Bjernfalk 801-541-3304 <a href="mailto:Bjernfal@es.com">Bjernfal@es.com</a>
Jun 9/10	<u>Autobahn Country Club Joliet</u>	<u>Milwaukee</u>	John Fried 414.453.8653 <a href="mailto:jfried@wi.rr.com">jfried@wi.rr.com</a>
Jun 9/10/11	<u>Portland Rose Cup</u>	<u>Oregon</u>	Jim Coshow 503.852.8000 <a href="mailto:Jim.Coshow@Labworks-NW.com">Jim.Coshow@Labworks-NW.com</a>
Jun 9/10/11	<u>Watkins Glen International*</u>	<u>Zone One</u>	Pete Tremper 856.881.7049 <a href="mailto:tremper9146@aol.com">tremper9146@aol.com</a>
Jun 16/18	<u>Barber Motorsports Park*</u>	<u>Alabama</u>	Bill Mitchell 205.251.9263 <a href="mailto:eas930@bellsouth.net">eas930@bellsouth.net</a>
Jul 1/2	<u>Gingerman Raceway*</u>	<u>SE Michigan</u>	Jerry Door 248.661.4362 <a href="mailto:jdoor@pressmasters.com">jdoor@pressmasters.com</a>
Jul 15/16	<u>Putnam Park Road Course</u>	<u>OhioValley</u>	Rich Rosenberg 513.530.9090 <a href="mailto:RJROL@aol.com">RJROL@aol.com</a>
Jul 28/29/30	<u>Mosport International Raceway*</u>	<u>Upper Canada</u>	Susan Davis 313.506.5659 <a href="mailto:spdavis911@msn.com">spdavis911@msn.com</a>
Aug 4/6	<u>Brainerd International*</u>	<u>Nord Stern</u>	Roger Johnson 763.557.9578 <a href="mailto:Rsamerica93@comcast.net">Rsamerica93@comcast.net</a>
Sep 2/3/4	<u>Road America*</u>	<u>Chicago</u>	Keith Clark 630.690.3381 <a href="mailto:kc_design@sbcglobal.net">kc_design@sbcglobal.net</a>
Sep 16/17	<u>Pueblo Motorsports Park</u>	<u>Rocky Mtn</u>	Jeff Mitchell 303.463.7668 <a href="mailto:jm.home@comcast.net">jm.home@comcast.net</a>
Nov 18/19	<u>NP Raceway</u>	<u>Mardi Gras</u>	Nick Hingel 504.782.3530 <a href="mailto:nick@hingelpetro.com">nick@hingelpetro.com</a>

**Note:** For the latest updates on the Club Racing Calendar, visit [pca.org/pca/clubrace](http://pca.org/pca/clubrace); "\*" indicates an enduro.

Photo by Ken Mills.

California (State of Jefferson for those in the know.), I have not been consistently "amongst my people." Instead, I have been on the road in my mobile command unit, listening to sports radio or Coast-to-Coast AM with Art Bell while working many a strange, long hour in various locations. I've even been in John Crosby's neck of the woods.

As a result, *CRN* 05.4 and *CRN* 05.5 became casualties of my work, weather, etc. However, these issues are online. Based on this recent experience of getting sideways in my extracurricular activities, I will be implementing some policy changes come January with regard to the *CRN*. The primary change will be that I intend to hold firm to my deadlines as the window of opportunity can easily be

lost as I cannot predict the future or the weather. There will also be some policy changes with regard to advertising and the payment thereof.

On a positive note, I have received essentially no "hate mail" over the current state of affairs. Instead, the Club Racing community pleasantly surprised me by sending me emails asking how they could help. Many have sent articles and photos that I normally spend time tracking down and extracting from people via various means. Photos, articles, story ideas and more have poured in to my respective mailboxes. Many have called to offer support. I appreciate all the materials and offers and it will not go unnoticed. Thanks, - Andy

# The Classifieds

**2000 Porsche GT3R.** PCA logbook GTA class racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade, 6 hours on engine, clutch and gearbox. Complete and never damaged car with 3 sets of BBS, plus spare motor with upgraded oil pump for \$100,000. Photos at [www.europeanlocators.com](http://www.europeanlocators.com) Dave Maynard 508-826-8614

**1988 Porsche 911 non-sunroof coupe** w/43,000 miles. Partially track prepared w/ Fikse FM 10's w/Michelin Cups, heavier bars, twin Recaros, Sabelts, adjustable Charlie bars. Motor and balance of car totally stock except for "Big Reds. Perfect foundation for stock class car. \$27,500 OBRO Photos at [www.europeanlocators.com](http://www.europeanlocators.com) Dave Maynard 508-826-8614.

**1995 Porsche Coupe** w/61,000 miles. K-B PSS9 suspension, 18" Kinesis (8.5 & 10.0 w/Michelin Cups. 2 sets of extra wheels, twin 5 point harness'. Very clean and well maintained. A good foundation for a stock racer or wonderful street car. \$36,000 OBRO Photos at [www.europeanlocators.com](http://www.europeanlocators.com) Dave Maynard 508-826-8614.

**1974 Carrera, Non-Sunroof Coupe.** Total restoration in '92 (glass out, panels off repaint, stock 2.7 and gearbox rebuilt) with 2,000 miles since completion. White over Metropol blue and perfect throughout. \$25,700 OBRO. Photos at [www.europeanlocators.com](http://www.europeanlocators.com) Dave Maynard 508-826-8614.

**2001 GT-3 Cup.** 04.05 Daytona 24 finisher 16 hours on 02 PMNA motor. Ohlins, Grand Am gears, quickfill cell, electric powersteering,diff . cooler, 4sets BBS, 2 new. Very fast well sorted car with good history. Car is blue in color and very cosmetically pleasing. \$93,000 obo 316-655-4040,316-634-1911, 316-682-7164

**1999 GT3 Cup,** very original unmolested early car raced only in 7 PCA events,00 and 01 (all wins), then stored until purchased by me in 04. 4 DE events in 05. 12 hours since engine/trans.- rebuild/upgrade in 01. Fast-Pocono .55, Glen 2.05, Summit 1.18. Three sets wheels, many spares. \$90,000. Contact Don, rvtstitches@aol.com 610 213 5087

**2001 GT3 SuperCup;**26 hours on engine,fresh paint; championship winning car for 2001;driven by Jorg Bergmeister;#5 Infineon/ Farnbacher Racing ;new set of Pirelli tires; new set of rain tires great condition ;\$79,900 Mike Klein; Mbklein20@aol.com , 914-273-5257 evenings & weekends

**1984 911 Coupe,** F class, street licensed, current logbook, prepared by ECI Motorsports, meticulously maintained, never hit/ damaged, B&B motor that is extremely strong, two oil coolers, racing suspension w/ Charlie bars, lowered/corner balanced, rebuilt trans, new clutch, OMP seats, 5 point harnesses, BK seat brace, SSI heat exchangers, bolt in roll bar etc with two sets of Fuchs 8s & 9sx16, 3 sets of MPSCs, one brand new, another with very little use, great value for someone getting into racing, a bargain @\$21500, Dave Morris, 610-388-3914 or [djmorris55@aol.com](mailto:djmorris55@aol.com)

**1985.5 944 I Class,** ready to race, logbook, 0 hour 8/05 engine, Club Sport sway bars, Weltmeister torsion bars, Koni struts, strut brace, Bursch header, straight pipe, drilled rotors, AutoPower cage, kill switch, window net, Kirkey seat & brace, Ultrashield passenger seat, extinguisher, Fiberwerks spoiler, phone dials, front & rear tow, transponder, never wrecked, \$11K, Rainer Dronzek, 630-281-4083, [rainer@toast.net](mailto:rainer@toast.net), <http://members.toast.net/rainer>

**1988 944 Turbo D Class,** red, reliable, competitive car, total prof. rebuild of engine winter 2005, new cup clutch, technodyne suspension, has only Vegas since rebuild, replaced everything from radiator back whether it needed it or not in the last 12 month.. documentation available. Just finished other

racecar. \$28-30 depending on how many sets of wheels.

Carl Feghali [cafeigh@aol.com](mailto:cafeigh@aol.com) 970-260-9655

**1983 930 TURBO** - street / track prepared. 3.4L engine, C.ratio trans w/ LSD, Fuel enrichment, two front oil coolers, Kokeln intercooler, enhanced suspension, RSR flywheel & clutch, beautiful condition-30K orig. miles on chassis, 2K miles on drive train, never raced, always garaged. too many upgrades to list. email for full description & pics: [esrgu2@aol.com](mailto:esrgu2@aol.com)

**1966 911 Racer Car 1973 RSR body on '66 lightweight 2000 lbs tub.** White w/blue Carrera lettering. Competitive PCA Club GT3 class w/PCA and VSCDA log books. Maintained by Johnson Autosport. Full molly cage, fire system, fuelcell, fabcar wing, 915 long box 5sp, 2 sets of wheels 10x18 and 12x18. Needs engine. \$27,500 - consider trade for street Prosche. Contact Tony 800-546-2990x100 email [Tony94701@yahoo.com](mailto:Tony94701@yahoo.com).

**1978 930 turbo** race car PCA GT1 10 hrs on new 3.3L 450 hp GD Racing turbo eng Twin Plug,Mahle,Corrillos,E/M electronics 29K turbo 2300LBS Fullcage,fuelcell25 gal,firesafe,Fibreglass RSR body RacersGroup full suspension upgrade02,930 box Fully sorted and Reliable \$100K Invested 1/3 price of GT3 Cup but faster \$40K [mjordan@wagnerprocess.com](mailto:mjordan@wagnerprocess.com) 510-303-1804 Woodside Calif.

**1999 Porsche GT3 Cup** with factory R body, Porsche Motorsport upgraded engine to R spec's with 2 hours time, 450 HP, Fuel Safe fuel cell, ABS Brakes, Air jacks, Electric power steering, Penske triple adjustable shocks, Transmission rebuilt 9 hours ago, Lexon windows, 3 sets of BBS wheels, 11 x 18 front, 13 x 18 rear, R muffler and straight pipes, Cage tied to Suspension, 35 hours total time on car, Most R upgrades. \$68,500.00 Contact Jim Thompson (408) 267-5320 (CA) email - Dorisan-jim@sbcglobal.net

**914 GT4R.** One of a kind car. Fully sorted and fresh. You won't find a car that is more fun to drive. Very stout cage. George Weathered 2.8 with Motec. Wevo dog box. 3 sets of BBS wheels. Simple, Light, fast, and reliable. 2:15@Sebring. 2:24@Road America. 1:10@Putnam. 10 Workers choice awards. \$55K. Drive train only \$35,000 Tim McKenzie 608-836-0900

**2003 26' ATC Stacker Trailer.** All aluminum including lift. Attic, cabinets, winch, 110 package. Light trailer with lowered tongue weight ideal for RV towing. Holds two cars easily or one and lots of stuff. \$26,000. Tim McKenzie 608-836-0900

**2000 911 GT3 CUP,** WPOZZZ99ZYS698014, successful World Challenge car driven by Dave Schardt and Mike Fitzgerald with multiple podium finishes. Many firsts in PCA GT2/GTA. PMNA high HP engine, 2001 body, upgraded clutch, GT3R rear suspension, trans. Low hours, Motons, 3 sets wheels, spares, perfect condition, \$89,000, Jim Schardt, 937-603-7662. 1:32 Mid-Ohio, 1:12 Putnam, 1:26 Mosport 1984 Porsche 944 Race car 54,384 miles. Fully prepared PCA I Class Club racer, #20 Gulf-Porsche Lemans paint that would make Steve envious. Blue and orange with black leather. This car is set up right with everything and very competitive. \$12,000 612-306-3175



1988 930 -GT3 RS, integrated roll cage, fire system, Billet short shift, Full coil over Bilstein front & rear with hyme joint rear trailing arms & aluminum hyme joint front control arms, Charlie bars adjustable sway bars front & rear, 6-piston calipers, 5 Speed G50/50, 3.4L Twin turbo, Twin plug,Carrillo Rods,Custom machine heads, much much more. Contact: [turbo9445@aol.com](mailto:turbo9445@aol.com), 914-772-7737

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