



# News

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Come Visit Our Web Site: <http://www.pca.org/pca/clubrace/>

**On the Cover:**

*On track action at Phoenix. Photo by David G. Pyles.*

**Deadline**

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

# A Steward & Scrutineer Meeting Report

by: John Crosby, Chairman PCA Club Racing

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The Stewards and Scrutineers met this past January in order to spend some time together and review, among other things, the Club Racing Procedures, rules enforcement, as well as the general direction of the Club Racing Program. A lot of time was spent on the issue of consistency among the Stewards and Scrutineers in regard to the enforcement and interpretation of rules and particular the 13/13 Rule. No two incidents ever present the same set of facts, so seemingly similar incidents can result in very different outcomes in determining the party at fault. The enforcement of the 13/13 rule is by far the most difficult and least enjoyable part of their jobs.

I would like to report on several significant items that came out of the meeting. Effective immediately, PCA Club Racing has adopted the west coast NASA version of the SPEC 944 rules. The cars will race in their own class within Club Racing designated as SP1. The car preparation rules are available on the Club Racing website. This class will be allowed at all races in 2006 however will be made available for racer comment during this year's rule change cycle. Other 'Spec' classes are being considered and will be announced when the details are finalized. Second on "the agenda" involves the mentor program. Each rookie candidate is assigned a mentor to offer assistance and guidance throughout the weekend. We are now asking the mentor to become more actively involved evaluating their "mentee" and reporting back to the race steward. The mentor will be allowed to go out in their own car in order to observe their mentee during practice sessions, even if they are in a different run group.

Several other issues and procedures were discussed and clarified at the meeting in January. The following, in no particular order, are comments on some of them. If a Black All is called during a race, once the cars are all back in the pit lane they will be reshuffled into the order that they were in crossing start/finish on the leader's last lap before throwing the Black All. This is really the only way it can be fair to all participants. Accordingly, if you are asked by one of the scrutineers to move out of line to have your car moved up or back, please cooperate. Incidentally, mechanical work on cars during a Black All is not allowed when the cars are in line. If your car needs work done, please have your crew check with the scrutineer before moving over to the pit wall. You will be allowed to do so under direction of the scrutineer but will go out behind the last car in line.

Club Racing allows double driver cars. However, when possible, the co-driver will move up a group and run in the next class that the car would fit in. If the car is already in one of the upper classes or at a race that only has two race groups, the car will run Exhibition. As an Exhibition car would naturally be expected to win that race group, we will not show an Exhibition car as having won the race group but rather add time to the car or cars, so as to place the Exhibition car(s) behind the first in class car in that particular race group.

We reviewed a proposal to change our standard procedure for the first lap of qualifying from Green flag to first lap of qualifying under Yellow. After some discussion it was determined that running the first lap under Yellow creates a many problems as it eliminates and therefore we are not going

to change our current procedure. At most races you are likely to encounter very little traffic late in qualifying and therefore should consider waiting to go out until later in the qualifying session if you are looking for clear track to set that fast lap. The Steward does however have the discretion to call for the first lap under yellow during qualifying if the conditions so warrant.

We will continue to show the results for all cars entered in a race in the race results, even cars that are not running at the finish of a timed race. If your car requires outside assistance to complete the race, such as a push start after a pit stop or a pull out of a gravel trap, you will be allowed to re-enter the race. We encourage participation in club racing and believe that this fosters that.

Car numbers and classes are a continuing problem in Club Racing. Please read the rules on this. Many of the cars currently running in club racing either are lacking numbers or class designations that comply with our rules. Many of the cars have numbers that might look good in the paddock but are almost impossible to read when passing at speed. This is as much a safety issue as it is a scoring issue. We don't want to be placed in a position to black flag the entire field to find a car that has a number that the workers can't read, and which is leaking gasoline or throwing off oil.

There was a great deal of discussion about head and neck restraints. Most professional sanctioning bodies are now requiring them. Club racing strongly urges all racers to wear at all times a head and neck restraint system. The cost and inconvenience is small in comparison to the effects of an injury.

Remember that in a race a full course yellow (double yellow flags displayed at all corners) means that the pace car will be dispatched at some point to pick up the leader. If you are the leader, you shall slow down to pace car speed, whether or not you are behind the pace car. Failure to do so or worse, speeding up to get in front of the pace car while it is exiting the pit lane will be dealt with by a stop and go penalty or removal from the race. Once the pace car has picked up the field, cars in the hot pits will only be released behind the field after it has passed. Although our general rule is that the pits are open under full course yellow, remember that this is at the steward's discretion and the steward may announce at a drivers meeting that the pits for this particular race will be closed.

National or Regional Event Sponsors will be allowed to have email lists of racers for a specific race that is being supported by the particular sponsor. This is for the purpose of advertising their products or services, determining the needs of the racers to better prepare their inventory or services, and encouraging their support of our races. Yes, this may mean that you will get an extra email or two, but this is a much better alternative than running out of race fuel or not having that set of tires that you need.

The New Year will bring several new venues for PCA Racing including Miller Motorsports Park in Utah, Autobahn County Club in Joliet, Illinois, and after many years of hard work, Daytona International Speedway. The complete 2006 Calendar may be found on the Club Racing website.

There are some Club Racing National personnel

# Getting to Know—The Grid Marshall

by: Patti Mascone, Public Relations Coordinator

“We may all have different backgrounds, but we share a common passion,” says Jim Gibbs, the Carolinas Motorsports Park “fixture,” known for choreographing racecars and their pilots on the grid. Along with his wife Elizabeth, a timing and scoring volunteer, he has worked the CMP races for PCA since the venue opened in 1998.

It’s clear this husband-and-wife team from West Columbia, South Carolina, pays attention to the fundamentals. The pair watched their local two-mile circuit being built, even talking with track’s designer, Alan Wilson, during the construction. Back even further, Jim started out as an avid *Hot Rod* magazine reader and fan, just as the Snake (Don Prudhomme) and the Mongoose (Tom McEwen) duked it out in NHRA drag racing.

Many race fans have other obligations—he is a customer service engineer for Hitachi and she, a program director and teacher at Midlands Technical College. While raising two children (who are now grown), they have worked races for SCCA, HSR and PCA since 1997. “We decided that if we wanted to go racing that the best way to learn how to do it right was to work and observe others.” As Jim develops a 914 in the garage and they attend SCCA solo events, he feels that “understanding the rules helps with the enjoyment of the competition.”

Although this experienced multi-tasker makes it all seem easy, a grid marshal must be ready to switch into high gear, yet exhibit a decisive calm. “HSR events would sometimes have over 400 entrants, with up to nine run groups,” he explains. “As soon as one group would enter the track, you were gridding the next group, so experience came fast and furious.” Neither Jim nor Elizabeth has left their posts since.

Headset, comfortable shoes and sunglasses in place, Jim keeps things humming and drivers at ease, with friendly instructions and demonstrative hand signals—as he relays information from race control and timing and scoring, along with the rest of the grid workers. Before cars are released to the track, the proper entrants must be lined up, in the proper order, with car lids, doors, nets, numbers and racing gear properly in place. Grid workers also have an important role in answering questions, reporting delays and relaying track updates or other information to the drivers. They are often key in guiding strapped drivers backwards into parking slots or grabbing those sunglasses from under the gas pedal!

changes already in place for 2006. Donna Amico has shifted from Chief National Scrutineer to the Technical & Rules Chair, replacing Lance Weeks. If you have a question about the rules, Donna is the person to contact. Email is the preferred method and Donna’s email address can be found on the website. Dick Dobson will be taking over Donna’s former duties as Chief National Scrutineer. Dave Maynard, a veteran scrutineer, has switched to the steward ranks. A complete listing of the members of the Club Racing National Committee and their email addresses may also be found on the Club Racing website. I would also like to thank Lance Weeks for his years of service and dedication to the Club Racing Program.

Finally, many racers have complained that they didn’t get the license renewal letter only to discover in a subsequent

Jim offers a short overview of the most commonly used hand signals:

The “five-, three- or one-minute” warnings. Unlike the single digit salute, he winks, these signals tell the parked drivers how much time is left before a session begins, using the number of fingers required (including the first digit!). The grid is usually closed to new arrivals at the five-minute mark and late drivers are sent to pit lane for track entry. The areas proximate to the cars and the driving lanes are later cleared of crew.

A “closed fist.” This signal can be used by both drivers and workers as an indication that the drivers are set to go and the grid workers have completed safety gear checks.

“Crossed arms above the head” signal. Although the drivers rarely see this one, it tells the race starter that all of the cars have exited the false grid.

Workers also use particular terminology to help them communicate clearly over their radios. For example, the grid marshals never use the term “rolling” to describe the cars as they leave the grid, as this term has another quite different meaning! Rather, they might say “the cars are proceeding.” Corner workers call on numerous alternatives, such as crimson, for the paint color “red,” so that control can order a “red flag” procedure without confusion.

One duty popular with drivers is the choosing of winners for the Porsche Cars North America (PCNA) Corner Workers Choice awards. Every race has this prize, “which, in the opinion of the workers, is the best driven and/or prepared car for that race,” says Jim. When this hardcore aficionado, who is keen on details, declares, “it’s often hard to pick just one,” that means something special. And more often than not, he’ll remember the winner’s name, car number and grid position, too.

conversation that they hadn’t bothered to open the December mailing because they had already registered for Sebring or weren’t interested in going to any of the advertised races. Please open and read all Club Racing mailers, even if you’re not interested in the races advertised, as it is one of the ways that we communicate with our racers and it may contain other important information (like your license renewal).

See you at the track.



John



# “944 Spec” Comes to PCA Club Racing

by: Tim Comeau, San Diego Region (Since 1985!)

Hey fellow Porsche racing enthusiasts!

I can remember back (1991?) when Alan Friedman sent out the questionnaire regarding the *possibility* of having wheel-to-wheel racing in PCA! Look at what it's become now...amazing.

You racers know how a racer's ego works in the heat of battle, right? “Everybody in front of me *must* have a faster car... and everybody in back of me *just doesn't drive as well as me!*” Well, what if we were racing virtually identical cars? That's exactly what we have with PCA Club Racing's newest class, 944 spec. Same chassis, same weight, same stock engine, same stock gearbox, same stock 7” wheels, same tires...Sound inviting? At last count, we had over 80 944's built to these specs in California and Arizona! Please see the pictures of the drivers/cars listed on the website: [www.944spec.com](http://www.944spec.com)

Post qualifying/race weight is 2600 lbs. minimum, *including driver*. That means the cars will typically weigh between 2400 and 2450lbs. They handle exceptionally well. At 130-135 rwhp, they aren't blindingly fast in a straight line. We only carry 120mph into the banking at California Speedway, peaking out at about 125 mph before braking for turn 3. For comparison purposes, a fast lap in a spec car at Fontana is about a 2:01-2:02. Far from boring! But, speed is relative when you're in a pack of spec cars with the same horsepower and on the same tires, which are TOYO Proxes RA-1 225/50/15's. Same tire on all 4 corners means they can be rotated so they last longer.

Here's the class philosophy: *944 spec will be a class for those individuals that wish to race a Porsche in competition with limited expense and low cost of operation. These rules are intended to control costs and reduce any performance advantage from the cars so that driving ability and race setup are the greatest factors in determining winners. The spirit of the class is for all cars to be equal in weight and horsepower. The focus will be on driver ability and not dollar ability. This class is not intended to be an engine builder or innovator's class.*

I've had this idea since I was managing San Diego Motorsports back in 1997. The idea was to create a Porsche racing class with very affordable, very simple, equal cars. The 944 seemed like the best choice. Having an idea and having the time and resources to bring it to fruition are two very different things. So the idea slept for a few years while the prices of the 944 and 924S cars continued to fall.



In 2002, two racers from NASA got a 944 spec class up and running in the Phoenix area. It then spread to other sanctioning bodies and geographical areas. In a sense, the snowball had started to roll down the hill and was picking up momentum and some girth (size and popularity). In 2004, I proposed to the San Diego Region Board of Directors that we, too, have a 944 spec class for local PCA Autocrossers and Time Trialers. With Vince Knauf's urging, they quickly agreed that this was, indeed, a good, healthful thing for the club. For 2005, I submitted the required "paperwork" to get the class accepted into the PCA Zone 8 rules for autocross and Time Trials and it was again accepted. People really liked this spec class! During this same year, some of us more experienced 944 spec guys from the different clubs got together and after about 500 emails, we re-wrote the rules to be more fair, more clear, even more helpful, and most importantly, more *standardized* among the various 944 racing groups. We were looking towards the future and the possibility of us all racing together. While I can't say how often the others will come race with the PCA, when they do, the field of 944's will be great to see!

This class concept is so popular it sells itself. I've just acted as a catalyst among the various groups because I believe wholeheartedly in the ideal and want to share it with others. This class is also something unique in Porsche racing. There's something about this “equal cars” formula that creates a different kind of bond among the drivers. We park the 944's together as a class in the paddock. We sometimes swap cars! We have dinner and drinks together. We give big bear hugs after our close races. We share videos. Have you ever seen a class line up for a picture? Rarer still, pose the class cars in a double echelon formation with the drivers on their cars?! If a 944 has a problem, the other drivers swarm on it to ensure that the car makes it to the grid for the race! They realize it's more fun with more 944's out there!

You guys who are already racing 944s in the I stock class know these cars are an absolute blast to drive, but wait until you take several hundred pounds out of them and bolt on a racing suspension! You guys running 944's in GT-4S can convert your car to spec rules and have a chance of winning! These cars are now more affordable than ever. Any 83-88, U.S. delivered 944 or 924S is eligible. After prep, no year is better than any other.

The cars can run on pump gas and can be kept street legal. I pack my 87 924S and drive it to the track. No truck, no trailer. When stripped, these cars can hold a ton of stuff. Of course, you don't have to have your car prepared to the max extent of the rules to start participating in this class.

The rules are on the PCA Club Racing website at <http://www.pca.org/pca/clubrace>. I'm just one more driver who sees the value in this class. It's all about close, exciting racing where we might be out driven, but not outspent! You can either BE fast, or BUY fast. This class sorts the two out really well. Please help spread the word about this great class. Gather your 944 buddies and start building cars to the spec rules. You'll have incredible racing, on a level playing field, in multiple clubs.

At your service,  
Tim Comeau

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# On and Off Track Fitness

by: Bill Chadwick, North East Racing News ([bill935K3 at porschenet.com](mailto:bill935K3@porschenet.com))

A little regular self analysis and evaluation is always a good idea in any sport whether it is strictly recreational or seriously competitive. This month I'd like to share with you the program I have been using to address perceived problems.

As my forty-ninth birthday rapidly approaches I had better consider my physical condition if I'm going to continue competing and improving my performance in motorsports. The improvements of my driving skills set and the capabilities of the car over these several years have increased the stresses I need to be able to handle physically. There is no doubt that fatigue affects both our ability to react, plus perception and judgment during the decision making process. In my particular case I want to be able to be competitive for a full ninety minutes in PCA's GT-1 class enduro races. To reach my objective I need to be ready to handle a steady diet of 1.6 to 1.9 G loadings while performing high level motor skills in eighty to one hundred ten degree heat.

I really enjoy participating in sports. I wish all the sports I like were like skiing and scuba diving where you can work yourself into shape gradually while doing the actual activity. Unfortunately racing is not one of these. There is no way to get enduro race ready within the limits of the track days and session times available. Further it is very hard to simulate

that extra percentage of intensity and effort that actual race conditions impose for the entire contest while running practice laps.

Unfortunately, I have never been a person who particularly enjoys exercise in a gym environment even though the benefits of a regular program are well known. But in quest of better health and performance in competition I'm really trying to buckle down and get myself into the "exercise habit". In prior months I have mentioned Pete Donohoe and his great facility in Boston, Focus Fitness. I remain impressed with Pete and his staff and most Saturday mornings you will find me there at 8 AM working with Pete for an hour and one half and then leaving with my updated program that will be performed again on Tuesdays and Thursdays.

Although I have been athletic much of my life and competed in high school and collegiate sports Pete has introduced me to two new things already; core strength and constant heart rate monitoring.

What core strength training means to me is using certain postures and exercises while training that engage and develop muscles deep in the body. Most often you do this by doing a fairly tradition exercise while using one device or another that forces you to maintain your balance at the same



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photo by dan muttre



time. The results of this core training along with proper stretching for someone like me who has degenerated lower back discs is greatly improved posture and a noticeable ability to do more physical activities without having lower back pain .

I was a bit skeptical about this new “core strength” term and these new fangled exercises when I started. But two things have changed my mind so that now I’m sold on the concept. One is the obvious results I’ve enjoyed. The second was recalling my history in sports and why I had enjoyed certain success in them. When I was thirteen we started spending summers in Westport Pt. MA. My father who grew up working on the family chicken farm could not stand the thought of me wasting away my summer being a beach bum. So he shrewdly made friends with a local bay lobsterman. Before I knew it I had spent a day lobstering and as we walked up the dock the captain handed me forty dollars cash and asked, “Want to go tomorrow?” For the next six summers I was a deck hand, ten hour days starting at 4:30 AM were the norm. A day off for me meant taking a truck to New Bedford and forking all the barrels the truck would hold full of bait and then jack-assing the barrels into a cooler in Westport. Then I could have the rest of the day off. How does this relate to core strength? Well my normal days were on the pitching deck of a thirty-four foot boat in all kinds of weather doing heavy manual labor. I was constantly maintaining my balance subconsciously while performing the tasks at hand.

I never thought about it much then but the pay off was I was much stronger and had better balance and coordination (without every seeing a gym or weight training) than your average high school jock. Here are some examples. At sixteen, I

could stack wet one hundred-ten pound wooden offshore lobster pots five and six high on a rolling deck. My senior year in high school, after not playing any football since the 7<sup>th</sup> grade some friends asked me to go out for the team due to a need for another lineman. I ended up starting at offensive tackle and made honorable mention all league. That same year the wrestling team was short someone for the unlimited class (same deal I had only played lacrosse after the 7<sup>th</sup> grade) as they did not want to forfeit the six team match points. This one was a much harder sell for my buddies but after two weeks they talked me into this one too. By the time pre-season was over my weight had dropped to 178 pounds and I was eating everything I could get my hands on! My record for the season was 4W-7L and I only got pinned twice. The smallest guy I wrestled that season weighed 220 pounds. Now the point of this is not to brag about past glory days, it is that although I was not aware of it at the time, these exploits were only possible because I spent three months every summer training my core muscles.

Another new aspect of training Pete has opened my eyes to is heart rate monitoring. These inexpensive devices that allow you to constantly monitor your hear rate via a wrist watch type readout. This is particularly important for old farts like me. We don’t get too enthusiastic and overstress the old ticker before we have worked our way into reasonable condition do we! Currently after having worked up to them over three months my workouts from Pete take one and a half hours. I warm up on a striding machine for ten minutes bringing my heart rate up to about 145. Then thirty to forty minutes of various stretching, strength and balance exercises. I try never to let my heart rate drop below 145 during the entire time and



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occasionally it will peak briefly in the low 170's during particularly strenuous sets. Rest and recovery periods between set rarely exceed one minute. The final phase of a Focus Fitness designed workout is twenty-five to thirty minutes of cardio work on a strider, bike, rowing or stair step machine. During this period a sustained hart rate of between 150 and 160 is maintained.

With a slight reduction in junk food I have seen my body fat drop four percent, and even though I'm gaining some dense muscle mass my weight is down five pounds.

My goals in making this effort are to address first the areas of fitness I have trouble with while racing. Body fat is a real enemy of endurance racers. It is a very efficient insulation and can really make a driver pay a very real penalty by getting overheated during a long race on a hot day. The next most important item is strengthening my neck muscles. Some tracks seem to really tax my neck during long races. Finally these workouts are geared toward helping me maintain my concentration and sensitivity during a 1.5 hour race while dealing with the elevated hart rate caused by the physical effort and excitement of the event.

I'll try to keep my readers informed how this program works out for me and is adjusted over the course of the 2006 season. Two races at Sebring FL are right around the corner and I'm chomping at the bit!



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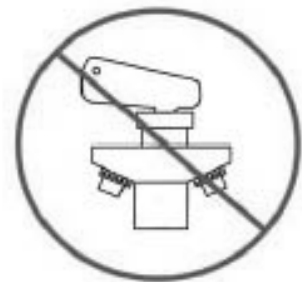
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# 2006 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Mar 31/Apr 2	<u>Road Atlanta</u>	<u>Peachstate</u>	Paul Phillips 770.426.1679 <a href="mailto:ClubRace06@peachstatepca.org">ClubRace06@peachstatepca.org</a>
Apr 28/29	<u>Lime Rock Park*</u>	<u>Conn Valley</u>	Dick Strahota 203.656.1541 <a href="mailto:clubracedirector@cvrpca.org">clubracedirector@cvrpca.org</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 3/4	<u>Las Vegas Motor Speedway*</u> Cancelled due to track renovation	<u>InterMountain</u>	Jan Bjernfalk 801-541-3304 <a href="mailto:Bjernfalk@es.com">Bjernfalk@es.com</a>
Jun 3/4	<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 9/10/11	<u>Portland Rose Cup</u>	<u>Oregon</u>	Jim Coshow 503.582.8000 <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 9/10/11	<u>Autobahn Country Club Joliet*</u>	<u>Milwaukee</u>	John Fried 414.453.8653 <a href="mailto:jtfried@wi.rr.com">jtfried@wi.rr.com</a>
Jun 17/18	<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>	Kathy Fricke 303.499.6540 <a href="mailto:walterfricke@msn.com">walterfricke@msn.com</a>
Sep 30/ Oct 1	<u>Miller Motorsports Park</u>	<u>InterMountain</u>	Ed Mineau 801.278.9681 <a href="mailto:emineau@comcast.net">emineau@comcast.net</a>
Oct 6/7/8	<u>Summit Point*</u>	<u>Potomac</u>	Dirk Dekker 410.819.6789 <a href="mailto:clubrace@pcapotomac.org">clubrace@pcapotomac.org</a>
Oct 13/14/15	<u>Daytona International Speedway</u>	<u>Florida Citrus/Florida Crown</u>	Dave Rodenroth 904.251.9552 <a href="mailto:racer914@earthlink.net">racer914@earthlink.net</a>
Oct 14/15	<u>Hallett Motor Racing Circuit</u>	<u>Cimarron</u>	Gary Bernard 918.254.1104 <a href="mailto:gary@bernarddesign.com">gary@bernarddesign.com</a>
Nov 3/4/5	<u>Carolina Motorsports Park*</u>	<u>Carolinas</u>	John Alpaugh 803.551.1786 <a href="mailto:jpa914@aol.com">jpa914@aol.com</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>
Dec 2/3	<u>Roebing Road</u>	<u>Florida Crown</u>	Thom Portz 904.693.6993 <a href="mailto:TEPortz@aol.com">TEPortz@aol.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.

# The Classifieds

**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>

**914 Race Car** Very fast turbo beater 3.6 290hp 915 tranny w/wevo HD 1/2 shafts and CV's Outstanding handling RSR coilovers, Konis dblad, Weltmeister, 944 turbo brakes 23 mm master, fire system, new fuel cell, Sheridan panels, 1830# only 4 hours on motor, packaged w/HD trailer. Car is Race ready. Much Much more. [Wseymour@msn.com](mailto:Wseymour@msn.com) for pics and spec sheet or 304,267-0537, \$45,000. [www.homepage.mac.com/wseymour1/PhotoAlbum4.html](http://www.homepage.mac.com/wseymour1/PhotoAlbum4.html)

**1967 911S # 308377S** Viper Green 2.0L/Webers - long list of additions including(Enclosed Haulmark Race Trailer, all parts to return to street-Seats, glass, panels etc & delivery up to 1,200 mi.from Denver Area) **SERIOUS INQUERIES ONLY!! \$52,500 US Contact: Dale Thero 303-832-4181 Ext 117 week days**  
**1966 911 Racer Car** 1973 RSR body on '66 lightweight 2000 lbs tub. White w/blue Carrera lettering. Competitive  
**911 Race Car 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 Porsche. Contact Tony 800-546-2990x100 email [Tony94701@yahoo.com](mailto:Tony94701@yahoo.com).

**'94 968 PCA class F stock** racer? It's cheaper to buy mine than upgrade yours. Bodymotion improved and maintained. More money in upgrades than price of car - \$20k. Add a Jeep Grand Cherokee Orvis edition and steel trailer for only \$10k more. [homedef@comcast.net](mailto:homedef@comcast.net) 732-614-4483

**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@sbglobal.net

**911 SC Race Car:** PCA/POC Class IP Time Trial set up. Stk eng. & drive train refreshed 2005, IROC airdam & tail, susp. 24/28, slotted brakes, 2 sets Fuchs 8/9s, lexan w/shld, roll bar w/5pt, wt. 2610, no accidents, sorted, ready to race. Open trlr w/strg. & tire rack incl. \$15K firm, Costa Mesa, CA, beech60@earthlink.net.

**2004 PORSCHE 996 GT2 BI-TURBO** racecar. All carbonfiber. 996Turbo race engine- 640 HP at 1 bar. 6 speed with GT1 limited slip, GT2 clutch, pump and cooler. Big brakes, Stack, electric fire system, 120 L fuel tank, 3-way adjustable suspension, plus more. Spares available. 160,000 Euro, FOB Germany. For pictures or more information, please contact Steven Stomski at [SMS@STOMSKIRACING.COM](mailto:SMS@STOMSKIRACING.COM) or at (410) 571-9779.

**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.

**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

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