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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 1347, Alexandria, VA
22151, and is published six times per year.

Statements made in the *PCA Club Racing News* are
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Send address changes to:
PCA Club Racing News
c/o PCA Executive Secretary
P.O. Box 1347
Springfield, Virginia 22151-0347

Printed By:

Artistic Printing
Salt Lake City, Utah

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

On the Cover:

*Tim McKenzie, 69, (GT4R) leads Paul Gutowski, 60, (GT3S) into Turn 1 at Road Atlanta.
Photo courtesy of Ken Hills.*

Deadline

The deadline for the next issue is:
April 15th

A Little 2005, A Little 2006

by: John Crosby, Chairman PCA Club Racing

A debt of gratitude is owed to all of the regional and national Club Racing volunteers as well as the 2,740 licensed racers that make this program the tremendous success that it has been. In 2005, 184 PCA members obtained their Club Racing licenses. Of these 184 licensees, 108 entered the program as rookie racers and the remaining 76 as provisional licensees. Race weekends in 2005 ranged in size from 42 to 268 racers, with an average attendance of 106. This is consistent with the average that it has been over the past several years and slightly up from last year.

The PCA Club Racing Program would not exist however if it were not for the 25 to 30 regions that host races every year. Actually the number of regions involved is higher than that since several of our races are managed by joint efforts of two or more regions or in some cases by a PCA Zone. The long term viability of the program will depend solely on new people from the region level coming forward and putting forth their time and effort to plan and organize club races. In some cases the impetus to host a race may be only a spark from just a handful of members. The task may appear very daunting from both a staffing and financial perspective. The budget for even a small race is usually over \$30,000 and those individuals may find it difficult to obtain the support of the region's Board of Directors. I would like to reach out to those of you that are out there, and are thinking about bringing a club race to your region, to let you know that significant help is just a phone call or email away. This is where the Club Racing National Staff comes in. The National Club Racing Procedures Manual provides a step by step guide on what to do and how to plan a race. A national steward will be assigned to your event as an advisor very early in the process. These folks possess a wealth of information, since in order to become a national steward; one must have been a region race chair. They have all attended a countless number of races and each one of the stewards is very familiar with what is required from the region's perspective. Club Racing National even has the capability of assisting a region planning a club race for the first time with underwriting some of the cost. So to all of you wannabe race promoters out there, please feel free to contact me by any one of the means listed in the *Club Racing News*, *Panorama*, or on the PCA web site.

Congratulations to Ray Quick from Chicago Region for having been selected as the recipient of the 2005 Michael Melton Rookie of the 2005 Year. Of the 184 Rookies who joined the Club Racing Program in 2005, fifteen were eligible for the Rookie of the Year Award by completing five or more incident free races during their first year. The finalists for the Rookie of the Year included Richard Bowman, Charles W. Boyer, Steve Coomes, David Gale, Thomas Hamilton, Shannon J. Ivey, Brian K. Kamery, Joe Lash, Jeffrey S. Lawrence, Patrick A. Martin, Colin Mazzola, Jonathan Pearson, Philip White and Andy J. Wolverton. Read more about Ray and his new racing career in this issue of the *Club Racing News*. Again congratulations to Ray as well as the other candidates.

There were also 248 of our seasoned veteran racers that completed at least five incident free races in 2005. They have each earned the Safe Racer Award for 2005 which is sponsored by OG Racing.

Finally, thanks to the help of Dave Derecola, Donna Amico, and the rest of the scrutineering staff, the rules have been worked out on the adaptation of 944 Cup and 944 Super Cup Classes for PCA Club Racing. These new classes will be called SP2 and SP3. For the details, check out the "Rules, Licensing, & Forms" page on the Club Racing web site.

See you at the track.



John



Read more about the CVR's Club Race at Lime Rock Park on Page 6.



Wanted: Your Input on Rule Changes for 2007

by: Donna Amico, Technical and Rules Chair

May 1st is May Day, my birthday, and the opening of the PCA Club Racing Rules Review process for 2007. Below is a description of the entire rules proposal and change process, and the ways that you can contribute to informing those decisions.

From May 1st to July 1st, you can submit your suggestions for proposed rule changes, with a rationale for the change through the Club Racing portion of the PCA web site. Look for the link under "Rules, Licensing & Forms."

When you submit your suggestion through the web site, it should automatically be e-mailed to John Crosby, Chairman of Club Racing, Dick Dobson, Chief Scrutineer, and me. If you have trouble with the link, just e-mail your rule change proposal to me at donnaamico@comcast.net. I will forward it to John and Dick.

For those of you without Internet or e-mail access, you can also use regular mail. Please mail to:

Donna Amico
8805 Blue Sea Drive
Columbia, MD 21046

In addition to racers, we also solicit input from the stewards and scrutineers, based on issues that they have observed. After July 1st, all the proposed changes are compiled, including notes where multiple people have made essentially the same proposal. The stewards and scrutineers have July and August to review the suggestions and develop the list of rule changes that are considered to be likely changes OR where we would like to hear more input on a possible change. These are posted on the PCA Club Racing website on September 1st and also published in Club Racing News.

Please note that the initial list on September 1st includes proposals where we would like more information on the advantages, disadvantages, and impact of the proposed rule change. You should not take it for granted that those proposals published on September 1st will be adopted. So please, read these proposals and comment on them, both for and against. No, it isn't a "vote." One racer with accurate, well-documented information will outweigh a lot of less well-informed opinions. We just want to make sure we locate the best available data on which to base a decision.

October 1st is the final date for submission of comments on the proposed changes. From September 1st to October 1st, the same link to John Crosby, Dick Dobson, and me will be available through the website, or you can send directly to me by e-mail or regular mail.

The input is compiled and circulated to the scrutineers and stewards for comment, and then the recommendations are discussed among John, Dick and I to develop the final list of changes and the wording of those changes for the rulebook. We aim to make the final revisions available as close to November 1st as possible.

Many times we rely on the racers for providing us with information on certain types of rule changes that may be necessary. Examples of these include remedies where stock parts are no longer available, or the stock parts are unreliable and/or seem to be failing unexpectedly with potentially serious consequences. Of course, we will verify these claims, but typically it is you who first notice these problems.

We are also very interested in comments and clarifications needed for the newly developed rules for three classes of 944 Spec cars. These were developed as closely as possible to use the same language of their series of origin, and should be reasonably well understood by racers who have participated in those series. However, we want to be sure they are equally understandable by PCA racers wishing to prepare their cars to those specifications. Comments on this new section of the rules are especially welcome.

The PCA Club Racing program depends on you to inform and guide our rules to continue to provide the close, fair and safe racing that you want and expect.



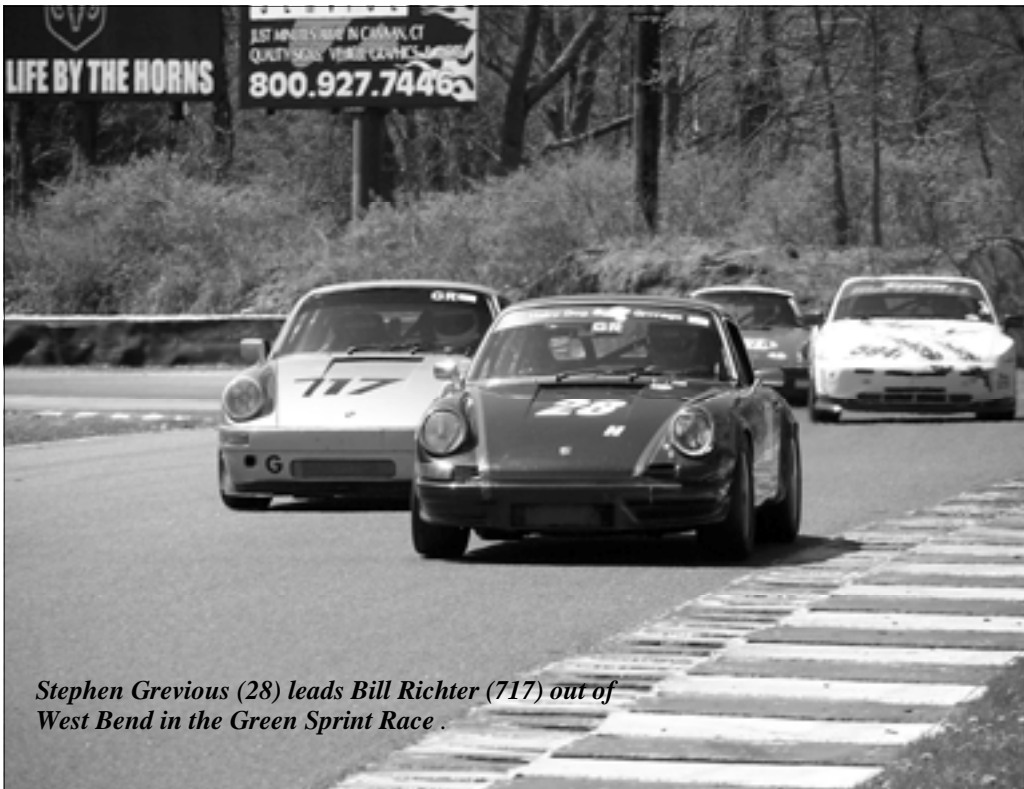
More on the 944 Spec Classes

As a follow-up to the article in the last edition of CRN, PCA Club Racing has adopted two additional 944 Spec classes: SP2 and SP3. These two new classes bring to PCA the East Coast 944 Cup and Super Cup rules effective immediately. The cars will race in their own class within Club Racing designated as SP2 and SP3. The car preparation rules are available on the official PCA web site. This class will be allowed at all races in 2006. However it will be made available for racer comment during this year's rule change cycle.

- Tim Comeau

The View from Huckleberry House

15th Annual Connecticut Valley Region Club Race at Lime Rock Park, by: Richard Strahota



Stephen Grevious (28) leads Bill Richter (717) out of West Bend in the Green Sprint Race.

For a while there, it seemed like a race director's nightmare in the making. It was the day before the club race at CVR's advanced driver's education day at Lime Rock Park (LRP). Many racers would use this day to dial in their set-ups for the upcoming weekend. The problem was, ALL the cars were loud – too loud to meet the local sound restrictions that enable this historic track to remain at relative peace with its neighbors and to stay in business as a racetrack.

Assistant Race Director Steve Cooney and I made the decision to shut down the event for a brief driver's meeting. We begged the drivers to take whatever actions they could to reduce the noise from their cars. Steve and I promised to work with track management to measure sound levels from different spots around the track. Our collective efforts paid off. During the flowing sessions, sound levels were lowered to legal levels. Let there be races!

And what great races they turned out to be! This year's event featured the first-ever PCA Enduros at LRP. According to the PCA Enduro protocol, Enduros of this length require a five-minute pit stop with refueling prohibited. Due to the tight pit lane at LRP, National Steward Ron Mistak wisely determined that required pit stops could not commence during a full course yellow. This would prove to be a key factor in determining the overall winner of our first Enduro held on Friday

afternoon.

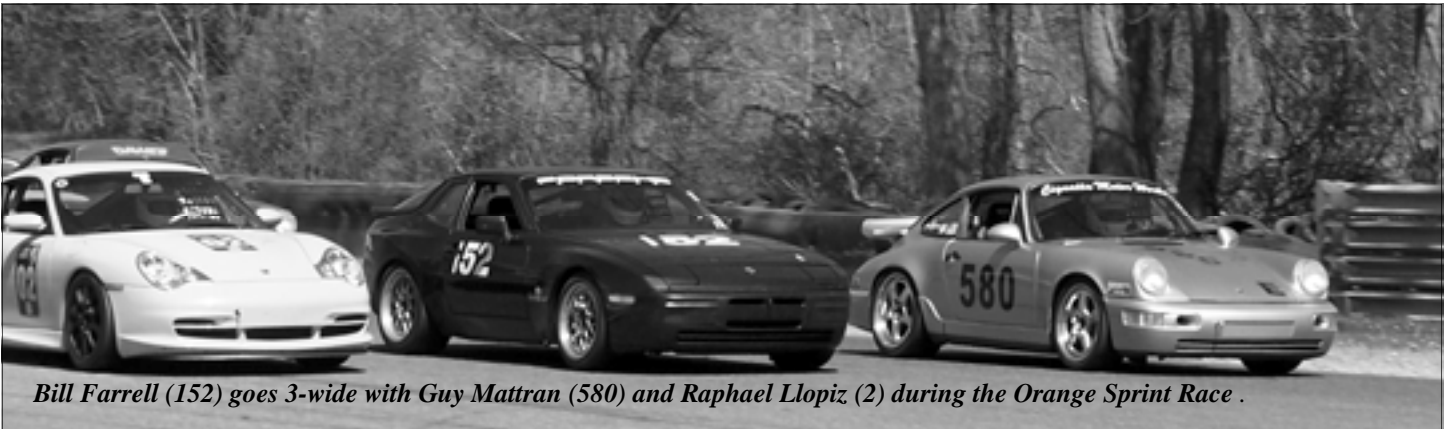
Early in the first race Bill Farrell (E class) was the best of the field. About sixteen minutes into the race, there was an incident involving Mike Grimaldi (G class) at West Bend. It was determined the cause of this incident was failure of the left front tie rod. Fortunately, Grimaldi was not hurt, but the car suffered a significant impact. Sensing his opportunity, Farrell's pursuer, veteran racer Jim Hamblin (GT5 S), immediately dove for pit lane to begin his pit stop, literally beating the display of the full course yellow by a couple of seconds. To his regret, Farrell did not pit on that lap and saw Hamblin's race winning move from his rear view mirror. Farrell, PCNA

Worker's Choice Award winner for this race, would finish in second overall, one lap down to Hamblin. That's Enduro racing, folks!

Saturday's races were just as exciting. The Orange sprint race showcased the talents of the former "F-Troup" drivers now competing in GTC 1. Bob Scotto ultimately bested Jeff Burger. Henk Westerduin came home fifth overall, right behind the GTC 2 cars of Russ Castanga and Cliff Sander. UCR member Ernie Jackubowski made the LRP racing debut of a Cayman S. His strong performance showed that the Cayman S is to



The number 55 of Peter Callaghan, a GT3R competitor, ran well in his 1974 911 based race car.



Bill Farrell (152) goes 3-wide with Guy Mattran (580) and Raphael Llopiz (2) during the Orange Sprint Race .

be a force in D class. Drew Brown (E) avenged his Enduro result (second in class) with a class win over Farrell in the sprint race.

In the Yellow sprint race, Bill Chadwick (GT1 R) drove a flawless race to win first overall just ahead of Constantine Loles (GTC 3). It was a big achievement for Chadwick to come back from a very close call he had during the practice day when another driver, just ahead of Chadwick at the time, inexplicably slowed at the track out of the downhill corner. Those schooled in the do's and don'ts at LRP can well imagine the "excitement" this caused for Chadwick. In what is believed to be an all-time PCA record at LRP, Spencer Cox (GT1 R) posted a blistering time of 50.011 during his battle with Chadwick. Unfortunately, Cox was not able to complete the entire race distance. Bret Stern (GT3 S) came home first in an extremely competitive class that included Roy Chong and Chris Musante.

In the Green sprint race, Rick De Man (GT5 R) came first overall followed by Hamblin. Bill Richter (G), who dominated his class the entire weekend, finished an impressive third overall. Richter even beat all of the F class cars on this particular weekend. Larry Dumoff set a quick pace (1:04.4) on his way to I class victory. It would appear that the 944 cars in I class do not even need rain to enjoy racing at LRP! Like Richter, Jim Colligan (H) would dominate his class during the entire weekend.

The final race of the weekend was the second Enduro featuring the bigger-bore cars. Wal Jarvis (GTP 1) earned the overall victory with his unique GT-2 powered 1970 911. On his way to victory, Jarvis bested the GTC 3 Cup cars of Constantine Loles and Mike Piera. Finishing behind Piera were two drivers who raced each other very hard – and very cleanly – for the entire race, including their time together on pit lane! In the end, Roy Chong held off Chris Musante in a

thrilling GT3 S battle.

Sandwiched among the race groups, about 30 advanced DE drivers shared the stage with the club racers. From all reports, everyone got plenty of track time and had a blast.

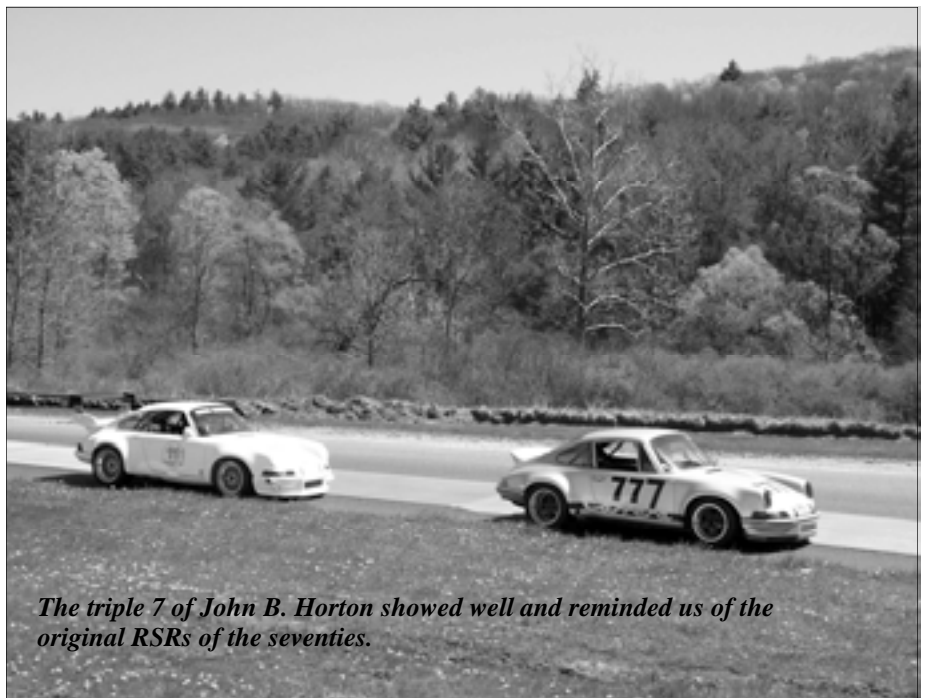
In the end, and despite the noisy way the weekend started, it was a near perfect spring weekend at Lime Rock Park - great weather, great cars, and great people.

Special thanks go to those who made this event happen – our local sponsors (especially long time CVR supporter Danbury Porsche), all PCA Club Racing national sponsors, the CVR Race Committee (especially Lisa Musante, Steve Cooney and Nancie Giacalone), the more than ninety other race volunteers, and the team from PCA Club Racing who supported CVR (especially Ron Mistak, Dick Dobson, Dick Ward, Kevin Gross, Bruce Boeder, and Susan Shire).

See you at the track!



All photos by T.E. Rogers.



The triple 7 of John B. Horton showed well and reminded us of the original RSRs of the seventies.

OG Racing 2005 Safe Racer of the Year Award

by: OG Racing



The PCA Club Racing program is defined by clean, safe racing and enjoying the sport of racing at a high level of wheel-to-wheel competition. In its fifth year as a National Sponsor, OG Racing proudly presents the **2005 Safe Racer Award** to the PCA Club Racers who have followed these principles by finishing at least five races during the 2005 season with no incidents on their records. OG Racing relishes the opportunity to enhance its commitment to PCA Club Racing as the National Sponsor of the Safe Racer Award. Sponsoring the Safe Racer Award is a natural extension of its business philosophy of “**Making Racers Safer!**”

In recognition of this achievement OG Racing, the largest North American distributor for Sparco products has partnered with Sparco to present each **Safe Racer Award** recipient with a Certificate of Excellence, a driving suit patch, a gift certificate for a one time 20% discount on any Sparco products from OG Racing, and a special opportunity to participate in a drawing for a customized Sparco Tech 5 driving suit. The winner of this drawing will be announced at the PCA Club Race in Road Atlanta, March 31 – April 2, 2006.

OG Racing has been “**Making Racers Safer**” since 1990 by offering a large selection of name brand safety equipment and apparel including equipment from Sparco, Simpson, Bell, G-Force, Brey-Krause, Longacre, Phoenix Fire Systems, Performance Friction Products, Hawk Brake, Pagid and Redline Oil. In 2005, OG Racing was recognized as both the Largest Volume Dealer of HANS products in the nation and the Most Valuable New Dealer!! OG Racing strives to provide the PCA Club Racing community with an unsurpassed level of product availability and customer service.

Please join OG Racing in congratulating the following recipients of the 2005 Safe Racer Award:

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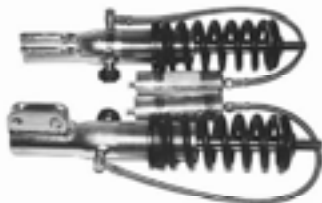
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How to Gold-Plate One's Porsche

Book Review by: Patti Mascone, Public Relations Coordinator

"The Gold-Plated Porsche, How I Sank a Small Fortune into a Used Car, and Other Misadventures" published by www.lyonspress.com, copyright 2004 Stephan Wilkinson.

There's a little Porsche book floating around, written by ex-*Car & Driver* editor, Stephan Wilkinson, that reads much like the forum posts or anecdotes of our fellow club members, only with better spelling and grammar. In it, Wilkinson describes the restoration process he undertook—of a 1983 911 SC—a journey that somehow includes plane building, pot smuggling, being fired from a job, the merchant marines and meeting our own Jim Lewis and Rick DeMan.

The book succeeds best in describing the idiosyncrasies of the 911 and its parts—especially when using phrases like this British-flavored one, "the greasy bits"—while raising the "garage idiot savant" to new heights. Because Wilkinson takes the opportunity to proudly pat himself on the back for his mechanical and other related or not-so-related failings, non-car lovers may cringe.

However, one admission the author makes, with regard to the lack of driver training, really hits the nail on the head. Wilkinson explains that, with the exception of those paying for expensive driving schools, "we are for the most part automotive klutzes." He then describes the "secret" of drivers education, offered through PCA and other car clubs. The revelation: If one goes to the track, one no longer feels the need to earn speeding tickets!

There was something about the 911s of the hippie era and just beyond—imperfect, often painted yellow and green and red—that jives with adventure. This book reads like a fanciful trip, one worth unveiling, especially if one remembers that Ferry did not build Porsches to be frilly, perfectly polished or hidden inside garages. He built them to be driven.



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PCA Club Racing Virtual Hall of Fame

by: Michael Wingfield, PCA Club Racing Time & Scoring

The Dark Ages

Earlier this year after the HCR/LSR Texas World Speedway (TWS) Club Race, I overheard some drivers talking about PCA Club Racing track records. While the conversation specifically applied to TWS, it had components that might apply to any track. For example, while one driver claimed to hold the track race record for a specific class, another countered that he held the record for the class but in a different session. Well, this lead to whether or not a record existed in anything other than a race or qualifying session. That is, do records set during a practice session count? This bantering about of track records intrigued me. Does PCA actually have an "official" list of track records and class records for each track?

I contacted John Crosby, Club Racing Chairman, and Susan Shire, Club Racing Coordinator and posed this question, "Is there any reason PCA Club Racing does not have track and class records for each of the tracks PCA Club Racing visits during a race season?" The answer was simple; no one had bothered to take on such a responsibility... until now.

A New Era

So if PCA did not have an "official" list of track records, how would one justify a claim to a track record, as illustrated in the discussion described above? The answer involved drivers tediously searching qualifying and race results posted on the PCA Club Racing web site. Since the PCA web site does not list practice times, some

drivers also searched MyLaps.com to obtain practice session times. This meant the drivers spent a lot of time researching track and class records for specific tracks. There had to be an easier way.

Enter the "The PCA Club Racing Virtual Hall of Fame," which includes an overall track record for each track, as well as track records for each race class, in each of the three categories of lapping sessions: Practice, Qualifying, and Race. The Virtual Hall of Fame is already underway. You can find the track records posted on the PCA Club Racing web site, under the race results for 2006. (http://www.pca.org/clubrace/2006_results/index.htm)

The Future

As the 2006 race season progresses and race weekends complete, the results from each race will get posted on the PCA Club Racing web site (URL listed above), and MyLaps.com. Likewise, the track records, overall and by class, for the track will also get posted on the PCA Club Racing web site, beginning with the 2006 race results. As time permits, results from previous years will get incorporated into the records for each track. Hey, I'm just a volunteer after all, and pouring over the race data from previous years is an arduous task. But I hope you enjoy browsing through the record book, looking for your name in "The PCA Club Racing Virtual Hall of Fame."



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Two Rookies at Lime Rock: Rico and #84

Story by: Ricardo Diaz, Hudson Valley Region

Introduction by Patti Mascone

944-Spec(SP1) racing, based on the US 2.5 normally aspirated engine, has come to PCA. Aftermarket chips, removal of the interior and a lower weight requirement aid the model over Class I, while a requirement for 15" Toyos mounted on stock wheels, specific shocks and stock rear suspension, among other specifications, temper those improvements for an exciting end result.

Please take this opportunity to comment on SP1 to the Tech Committee, as it fits in with the current offerings and your future interests. We would especially like to hear from West Coast racers, where this class originated.

I ran for the first time at the Lime Rock CVR Club race, a prepared, normally aspirated 1986 944, in a new class marked SP1. Both my car and I were rookies for this event.

Even though I have been driving DE events for several years with the same car, I was not prepared for the subtle differences in handling with the 15" "spec" size tires. The SP1 is a special class that comes very close to an improved stock setup, with a weight difference allowance, it seems to balance out with the smaller tires.

Feeling out the driving characteristics of the car

took a little time and I am not any way near where I think I could be. However, finding the class preparation rules (www.pca.org) and meeting them with low cost was pleasing to the pocket. After getting used to the slower times I turned at first, I almost forgot that I was driving a different car. I was reminded that the friction contact patch is less, so I drove more tentative than normal.

I am happy with the end results which caused me to change my driving to meet the car, instead of having expectations of performance exactly as I had before.

For all of you out there just starting out, remember you are not alone. Everyone at the event helped me along with all of the adversities in making my car meet tech and I am so thankful for the Event Steward who gave me confidence when I was ready to give in and up. The scrutinizers were on the helping end of making my car fit and safe for racing. (Ron Mistak, steward, along with national tech officials, Dick Dobson and Kevin Gross and local tech volunteer from the Automobile Associates of Canton, Jim Newton.)

I am continuing on in the prepared class of SP1. The next race is the Zone 1 Porsche Class at the Glen, which will have happened by the time you read this. But we are getting fit, now losing weight (#84 and Rico), to make the weight for the Glen as fit as possible. I am excited to continue to represent SP1, with more competition and support in the future.



Photo: SPEC cars start in the garage. Here is the red 1986 944 of Hudson Valley Region member, Ricardo Diaz.

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Mike Melton "Rookie of the Year" Award, 2006

by: Ray Quick, Rookie of the Year



Ray Quick proudly poses with his #32 at Sebring.

My interest in Porsches was sparked while living in Europe. Our first Porsche was a 1970 911T coupe, bought in 1976 when we moved back to the USA. We enjoyed that car until 1982. In 1995 I bought my dream, a 1987 911 coupe, factory wide-body, triple black while living in Louisiana.

We joined the PCA in 1995 and I drove in my first Driver Education event at Hallett while attending Parade in 1996 in Oklahoma ... I was hooked! And after that 12 hour road trip in the Porsche, my wife of 43 years *suggested* we needed a trailer / tow vehicle. The following year two of my 3 daughters joined me in DE events and a long string of wonderful memories started to accumulate. Having the family (3 daughters and sons-in-law, 4 grandchildren) involved sure was icing-on-the-cake to top off all the wonderful camaraderie with Porsche people. By 1999 we had also bought a 1997 Carrera S coupe, triple black, and began tracking both that and the 1987 911.

Over the last 10 years I have accumulated over 130 DE track days and have driven the majority of tracks east of the Rockies at least once. I even got to drive Bridgehampton before it closed -- super track. In 2000 I decided it was time to 'give-back', so I started as a DE Instructor, with my first orientation / training in Memphis, then St. Louis, Louisiana and Chicago.

No Problem Raceway in Louisiana opened about that time, and we had a 'local' track! We also had a DE program to develop and build. So in addition to instructing at various DE events from Road America to V I R, I became an Instructor Team Leader in support of our local DE activities. Complimenting that started actions to re-invigorate the dormant PCA Region of

'Whiskey Bay'. By 2001 I had become the region's president and involved in multiple PCA activities in the area. And then came my retirement from my business located in Louisiana in 2002, and the draw of 4 grandchildren in Chicago.

In 2003, we relocated to Chicago. Planning and building our special home was a heavy distraction from Porsche activities, but we persevered and did continue to enjoy our cars, and the people! As the new home was in its' final stage I began to see racing as a

real possibility. Volunteering at Club Races in Louisiana, Alabama and Road America had planted the seed in fertile soil.

Selecting a race car also involved selecting the people with whom I'd compete. I wanted a car that had at least the performance offered by our 993, and the competition in the GT Super class looked challenging. So I looked in earnest for a GT3 or GT4 car, and after 5 months found a GT3S, #168, in California that had a proven pedigree. I bought it in April 2005 and was able to participate in my first Club Race in July, 2005 at Gingerman in Michigan.

This has proven to be a more exciting experience than I ever imagined! Between July and September in 2005, I attended five events and was in ten races, and met a whole bunch of fun fellow racers. I even got to transport the Timing and Safety/Tech equipment from the Mosport to the Brainerd race.

It is always interesting to go talk after a race with a competitor whom you have just met on the track, let alone sharing experiences with those whom you paddock. The enjoyment just builds and builds, as you get to see them again at another PCA race.

With the prompting of my mentor in Club Racing, I shared my rookie experiences by writing an article for our regional newsletter. Apparently others saw some value in it and the article made the PCA *Club Racing News* late in 2005, along with my car on the cover. [Vol.05.4 p.15]

And then some friends in Louisiana inducted me into their group known as "Older Than Dirt Racing", while at the 2005 Club race at Road America. I have also had the pleasure of their friendship when racing at



Ray Quick's 1997 and 1987 911 variants.

Sebring 2006.

Entering 2006 I have changed the car number to '32' as part of cleaning up the graphics. Going to Sebring in February has happily made for a short winter here in Chicago. I am looking forward to Mid-Ohio, Autobahn, Gingerman, Mosport, Heartland, Road America, Daytona, and Carolina or NP Raceway. I'm hooked and looking for

more ways to participate in PCA Club Racing.

Thanks to the fine organization and staff plus all the volunteers who make PCA Club Racing a reality for me!



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2006 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Jun 9/10/11	<u>Portland Rose Cup</u>	<u>Oregon</u>	Jim Coshow 503.582.8000 Jim.Coshow@Labworks-NW.com
Jun 9/10/11	<u>Watkins Glen International*</u>	<u>Zone One</u>	Pete Tremper 856.881.7049 tremper9146@aol.com
Jun 9/10/11	<u>Autobahn Country Club Joliet*</u>	<u>Milwaukee</u>	John Fried 414.453.8653 jtfried@wi.rr.com
Jun 17/18	<u>Barber Motorsports Park</u>	<u>Alabama</u>	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Jul 1/2	<u>Gingerman Raceway*</u>	<u>SE Michigan</u>	Jerry Door 248.661.4362 jdoor@pressmasters.com
Jul 15/16	<u>Putnam Park Road Course</u>	<u>OhioValley</u>	Rich Rosenberg 513.530.9090 RJROL@aol.com
Jul 28/29/30	<u>Mosport International Raceway*</u>	<u>Upper Canada</u>	Susan Davis 313.506.5659 spdavis911@msn.com
Aug 4/6	<u>Brainerd International*</u>	<u>Nord Stern</u>	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Sep 2/3/4	<u>Road America*</u>	<u>Chicago</u>	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sep 16/17	<u>Pueblo Motorsports Park</u>	<u>Rocky Mtn</u>	Kathy Fricke 303.499.6540 walterfricke@msn.com
Sep 30/ Oct 1	<u>Miller Motorsports Park</u>	<u>InterMountain</u>	Ed Mineau 801.278.9681 emineau@comcast.net
Oct 6/7/8	<u>Summit Point*</u>	<u>Potomac</u>	Dirk Dekker 410.819.6789 clubrace@pcapotomac.org
Oct 13/14/15	<u>Daytona International Speedway</u>	<u>Florida Citrus/Florida Crown</u>	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 14/15	<u>Hallett Motor Racing Circuit</u>	<u>Cimarron</u>	Gary Bernard 918.254.1104 gary@bernarddesign.com
Nov 3/4/5	<u>Carolina Motorsports Park*</u>	<u>Carolinas</u>	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 18/19	<u>NP Raceway</u>	<u>Mardi Gras</u>	Nick Hingel 504.782.3530 nick@hingelpetro.com
Dec 2/3	<u>Roebing Road</u>	<u>Florida Crown</u>	Thom Portz 904.693.6993 TEPortz@aol.com

- Note: For the latest updates on the Club Racing Calendar, visit 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 c a g e , k i l l switch, window net, Kirkey seat & brace, Ultrashield passenger seat, extinguisher, Fiberwerks spoiler, phone dials, front & rear tow, transponder, never wrecked, \$11K, Rainer Dronzek, 630-281-4 0 8 , r a i n e r @ t o a s t . n e t , <http://members.toast.net/rainer>

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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 INQUIRIES ONLY!!** \$ 5 2 , 5 0 0 U S **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 Prosche. Contact Tony 800-546-2990x100 email 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 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 - Dorisanjim@sbcglobal.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 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

1993 964 GTIR/S w/993 Carbon/FG Widebody, Stock twin turbo-450HP, 6 speed G50/50, 25 gal cell; Stack dash/data, 3 sets 18X10/18X12 Fiske Wheels, air jacks, Tilton pedals, Alcon big brakes, Sparco & Momo-built for American LeMans series w/No expense spared, receipts for \$225,000 plus car. Excellent handling, Extremely reliable, Very Fast & easy to drive. Never damaged w/many podium finishes. \$89,000 Stephen Keneally 617-838-4648

1972 911T Coupe I Class, race ready, street licensed, current logbook, vintage racing eligible, many recent podium finishes and race wins, rebuilt engine and MFI system, 3 sets of wheels including new 225x50 Hoosiers. All of the suspension and powertrain upgrades to make competitive yet still stock class legal, \$19,000. Contact Thad Gessel 412-262-7205, email tgessel@derse.com for pics and specs

GT3 World Challenge Car Wolf Henzler / Farnbacher Racing car along with many sets of BBS Rims (also avail separately) . Contact Peter Goebel (farnbacherusa@aol.com)

1993 911 RS America Race Car, Red with black interior, Limited Slip, No Sunroof, A/C Removed. Fully prepared for PCA Racing class C. Only about 1,800 miles on rebuilt engine. Top competitive car. Great condition, ready to race. History, pictures, and detailed parts/mods information at <http://www.red93.com/forsale.htm>. \$45,000 with spares. Dave Parker, Meadow Vista, CA, (530) 878-3935, dave@red93.com.

1972 911 (GT4, GTS2) Holbert-Converted Racecar. New Boxster S front brakes, new R calipers, Hoosier R3S04s, new torsion bars f&r, new Koni sport front shocks26. 140 Steinel's hours June 2005 brake-chassis-body-electrical-control overhaul. Aug 2005 freshened trans and motor. Quiffe dif, Sachs puck race clutch, Shortshift, 906 cams, 2278lbs, beautiful. READY TO RACE \$29,000, Don 216-570-2500

1991 964 C2, Red, Well sorted "E" Stock Club Racer/DE, Race Ready, Mono ball suspension, custom valved Bilsteins(all new in Jan '05,) New Frt Rotors/PF pads, 2-sets Wheels-BBS-RE's 8.5" x 10's, 993 hollow spokes, 650/750Lb springs, B&B headers/dual out, Ltd slip, Bolt in cage, Recaro's, Spoiler, Runs strong!PCA Log Book-5 Races, Get in and go! Much, Much more-\$36,500. Details-203-520-8435, bill@american-machinery.com

1984 944 Racecar - Custom Graphics. New clutch, fuel pump and engine temp sensor, brake pads, New seats with 5 point harnesses, seat back brace, kill Switch, window net, Hoosiers mounted, roll cage. Track springs with Koni shocks, Weltmeister adjustable rear sway bar and upgraded front sway bar. Turbo radiator, K&N filter, SS brake lines, Delrin front bushings, throttle response cam, 1986 engine with performance header and

SuperTrapp exhaust. PCA, SCCA, NASA log books. Asking \$6400. Email:cup944@aol.com

1986 944 Turbo PCA GT3S carbon wide body, 8 315X17 CCW, Hoosiers, Carbon Rear Wing, Technodyne suspension, Sparco seat, New Big Reds and rotors, 89 S Motor/Rusakov Chips, 2510 lbs, \$18,900, 24' Pace Enclosed trailer available, Tony Morrelli, Ventura, CA morsail@west.net, 8 0 5 - 6 4 4 - 2 3 5 1

2002 GT3 SupercupWPOZZZ99Z25698065. Multiple podium finishes in 2002 Carrera Cup & Michelin Cup series, this car delivered pro racers Marco Werner & Frank Stippler to 2nd Place in the championship.Original Farnbacher/Infineon race livery. PCA Club raced with care since new Porsche sealed engine & gearbox with all updates to '03 including exhaust. Silver color, very cool & quick. Radio harness, Cool Suit & video race cam included. \$110,000 Jeffrey Freeman 206.419.7037

2002 Cup Car. Farnbacher/Infineon 2002 cup, brought Marco Werner/Frank Stippler to a second place in both Carrera Cup & Michelin Cup series. Porsche sealed engine/gearbox in '03 and club raced with care since. All engine updates including exhaust. Great Car! Original livery. Fast, reliable & fun. Includes cool suit, video & radio. \$110,000 obo 206.419.7037

2004 GT3-Cup, ex Klaus Graf/Christian Menzel SuperCup car, 3 PCA races on new motor and gearbox, 17 sprint races on car in total, as new \$ 128K New 2005 GT3-Cup motor \$ 39K. 1998 GT3-Cup, the one that started it all, great collector car 100% original, first all watercooled Porsche factory race-car, \$85K 202.258.5368 Hendrikus Wisker

1995 Factory GT2 Race Car with Evo '98 upgrades. Raced LeMans '95 & '96 and ex-Schumacher IMSA car. PCA First Overall's at Sebring, Atlanta, The Glen, VIR. Very fast and reliable factory car with too many upgrades and spares to list. \$155,000 depending on spares. Contact John Ellis at jellis@sagewater-usa.com or 703-739-0581.

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