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Volume 07.2 April-June, 2007

**Inside**

**4 Settling In**

*Bruce Boeder takes a look at the first few months of 2007.*

**6 How to Get the Most from Your Rules Questions**

*Donna Amico gives us the recipe for a successful question and answer.*

**8 View from the Tower**

*Bryan Henderson speaks on blocking and the mysterious 13-13.*

**11 Transponder Q&A**

*Michael Wingfield answers the Transponder common questions.*

**14 Pros versus Joes**

*Michael Wingfield wonders how PCA Timing & Scoring compares to  
other governing bodies and their respective "stop watches."*

**16 Rookie of the Year for 2006**

*Bruce Boeder introduces us to Dan Thayer, Rookie of the Year.*

**18 Sponsorship Update**

*Steve Rashbaum reports on new sponsor, Farnbacher Loles.*

**20 From the Club Racing Office**

*Susan Shire answers more common questions.*

**20 OG Racing Safe Racer Award**

*OG Racing announces who kept it clean in 2006.*

**22 2006 Award Winners**

*Steve Rashbaum tabulates the winners from 2006.*

**25 The Calendar**

*Your guide to planning 2007.*

**26 The Classifieds**

*The most widely read and studied page in the Club Racing News.*

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**On the Cover:**

*Some Cup Car action captured at Lime Rock Park. Photo Courtesy of Tim Rogers.*

**Deadline**

The deadline for the next issue is:  
**August 1, 2007**

# Settling In

by: Bruce Boeder, Chairman PCA Club Racing

---

The 2007 Club Racing season is humming along, having gotten off to a bang up start with the first couple of races this season. As I mentioned in my last column, the program set an all time high of 307 registrants at Sebring, coupled with the largest gathering of factory cup cars anywhere started this year. Susan Shire reports that license renewals are coming in at a record rate and the number of rookie candidate applications is well ahead of the last few years. The majority of our races have been up in attendance this year and overall we are well up from the last few years.

Unfortunately some of our smaller races have had disappointing attendance. That can be troubling and potentially harmful for the program. We need a reasonable number of races that are spread out geographically enough that no matter where a racer is, they have access to a reasonable number of races. If this program becomes one that is only enjoyed at the large, famous tracks, in the long run we are all going to suffer. More importantly, I don't think many racers realize how much fun all of the small races are. I can't think of a track that we race at that wouldn't be fun to race. The smaller races are oftentimes less stressful, more laid back and in many ways a better quality experience. If you haven't tried one, give it a whirl.

In my last column I said that the first reason I give someone who asks why they should go club racing is to point to the camaraderie factor. We're a club that went racing. The second, in my opinion, is that we have close, clean racing. Our rules are an attempt to create a reasonably level playing field for all participants. They foster the closeness of the racing that we all see at Club Races. The cleanness is a function of our 13/13 rule, which is enforced across the board unlike any other sanctioning body in motor racing. I can't tell you how many times corner workers come up to me at club races to comment on how close but how clean our racing is. Let's see if we can keep that up.

A couple of other items. First, Donna comments in her column about how this is a program run by volunteers and accordingly how you shouldn't expect an immediate reply to all your emails but will get a reply within a reasonable amount of time. That also goes for our only paid employee, our national licensing administrator, Susan Shire. Remember that she is oftentimes very busy getting registrations together, etc. for an entire series of races and may not be able to respond to your particular question. And the next racer who calls Susan at her home on Sunday morning, in an attempt to get his pro racer buddy licensed to co drive with him in that afternoon's enduro, even though the

buddy isn't a PCA member, doesn't have a current physical, hasn't attended the Orientation Meeting and hasn't filled out the other paperwork is going to get banished to race in Yugo demolition derbies in Bosnia. She isn't an indentured servant and shouldn't be treated like one.

I've seen a lot of chatter on Rennlist's racing forum (yes, some of us do quietly monitor that) about chopping and blocking. All of our stewards are very active racers and all of them are very opposed to either chopping or blocking. Don't hesitate to step up and speak with any of them at an event, if you've got specifics. Better yet, show us the videos that are showing up on Rennlist at the event. We will take steps to handle it there. Bryan Henderson, by the way, has a wonderful column this issue on what we consider blocking.

The stewards would also ask that if your car breaks down on track, stay in the car, fully belted up and with your helmet on. I've seen several drivers get out of their cars, and stand next to the car looking at the problem, even though the track is still hot and racing is going on. I don't think many of us carry spare tires and jacks and don't know of anyone who carries tools on track and even if they did, they wouldn't be allowed to try to fix the problem with a hot track. Stay in the car, you are safe there.

Finally, the rules change proposal period opened on May 1<sup>st</sup> and will continue until the end of June. If you have rules change proposal, please email it to [crrules@pca.org](mailto:crrules@pca.org). It would be nice if you would include your club racing license number in the email, as we prefer to take rules change proposals only from licensed and active club racers. If you've got a reason for the proposed change, please also state that and try to be somewhat specific with the proposal. We will consider all of them.

See you at the track!

Bruce Boeder





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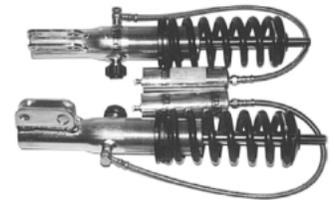
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# How to Get the Most from Your Rules Questions

by: Donna Amico, Technical and Rules Chair

---

A large part of my role in PCA Club Racing involves answering questions on the rules, and interpreting between the lines of the rules when the issue isn't black and white. Mostly, this involves near-daily e-mail correspondence on my home e-mail account, [donnaamico@comcast.net](mailto:donnaamico@comcast.net). The questions are interesting, and it's very useful to hear about what modifications and aftermarket parts are currently considered desirable. I enjoy this correspondence with my fellow racers, and I care about providing answers that accurately interpret the written rules and preserve the spirit and intent of our great racing program.

It is important that you keep asking those questions; it's far better to ask first instead of making an expensive mistake. However, I don't want you to be frustrated if you don't get an immediate reply, or don't get the answer that you expect. This article is to help you understand the process of asking, and answering, rules questions.

PCA Club Racing is run by volunteers, and our PCA work must fit in the time between business and family commitments. For work, I have evening functions to attend and occasional business travel, sometimes to foreign locations with limited Internet service. For fun, I run off to track events on the weekends to drive or scrut, and take an occasional vacation with my husband. Frequently, I may go 2-3 days without time to work on my PCA e-mail, and a few times a year it may be even longer.

I try to respond to nearly everything within 2-3 days, but here's another factor to consider: Sometimes I don't know the answer. The response you get may be "I have received your question, and I need to consult with others before answering." I am well aware that I do not know everything racers need to know about Porsches and PCA Club Racing! I hold this job mostly because I know who to ask. If it appears the issue is going to break new ground, I know a group of experts to ask. In that case, it will probably take at least a week to get the guidance that you need. I also look through my records to see if the issue has been addressed in the past.

Everyone benefits from consistency in rules interpretations. When I issue rulings on potentially controversial issues, we are going to have to live with them for a while. It's better to take the time to get them right. I know from your point of view that it's hard to predict what might be in that category. Obviously, it's better for you, me, and your mechanic if I can get these questions before the car is apart and tying up a lift. It's an even bigger problem if you only have a week before your next race. If you try to plan ahead, patience and research

is sometimes rewarded. If you need an answer now, the answer you will get will have to be a conservative one that breaks no new ground. That answer is likely to cite General Rule 4, and it's unlikely to be the answer you want.

General Rule 4 (page 5, 2007 Rules) is worth repeating here, in its entirety: "Any modification not specifically listed is not allowed. In other words, if the rules don't say you can do it – DON'T." I do get a lot of rules questions that could be avoided by reading this rule. If you find yourself writing "I can't find in the rules where it says I can't.....," please remember General Rule 4. You can't. Contrary to popular opinion, I don't enjoy making racers unhappy with my answers, and I'd have a lot fewer unhappy racers if I just didn't get those questions in the first place.

For stock, prepared, and GTC cars, there is a deliberate philosophy that we want to hold the line on additional modifications unless there is a compelling reason. The two reasons that the national committee will generally find to be compelling are safety and parts availability. I have been known to allow aftermarket substitutions on these grounds occasionally even outside the normal rules change process. However, you have to do the research to make your case. This means documentation. If it is a safety issue, then I need the following:

- Pictures of failed parts
  - Justification that this failure would be unexpected and not a result of neglected maintenance
  - Justification that failure could have serious consequences while racing
- A proposed replacement that addresses the failure mode and confers no performance advantage.

Parts availability is an inevitable problem given the age of some of our race cars. If you wish relief because you cannot find the correct part, please provide:

- Documentation of your search for the part: what sources did you contact and what were the results? It is not sufficient that your mechanic couldn't get it through the local dealer with whom he has a parts arrangement. A proposed replacement that confers no performance advantage.

I recognize this may be more difficult; the aftermarket tends to respond to safety issues but can be

*Continued on Page 12...*





# The 2007 Premier Financial Services **CAROLINA TROPHY**

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## September 9-14, 2007



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# View from the Tower

By: Bryan Henderson, Chief National Steward

---

The season is underway now and several items have come up at various races that deserve our attention. In this column we will visit blocking, the mysterious 13-13 you received when you did not have contact and a type incident that has become very popular lately.

## Blocking:

Blocking is something many racers complain about after the weekend or after an incident. However, blocking is seldom reported to the Stewards during an event. It is not something that the corner-workers pick up often. The Steward can't do much about it if he/she doesn't know that it is going on. If you observe blocking or unsafe situations visit with the Steward or one of the Scrutineers as early as possible in the weekend.

Blocking is misunderstood by many racers. Blocking is a problem because it is not fair in competition and because it is unpredictable and therefore unsafe. It also gets drivers agitated.

We have seen several good articles on blocking and some of those have been published in *Club Racing News*. The problem is that the most used phrase to describe blocking is "you get one free move". This is looked at by some racers as meaning you get one free attempt at blocking. That is not what is meant. I would prefer to say that any move that is made exclusively to impede or reduce the momentum of the other car is blocking. The free move indicates you are free to select any realistic line including a defensive line at a reasonable point on the track. Simply put, if you change that line purely to keep from being passed it is blocking. Let's examine the situation.

For this example let's assume I follow you out of a left hand corner that leads to a straight followed by a right hand corner. I have exit speed and intend to pass you on the straight. You track out to the right edge of the track. I also track out to the right edge. At the point you would normally move toward the left edge to set up for the right, you make a choice of lines for the next right. If you move to the left to set up for a wide arc in the next turn, that is your one move. If you move back to the right it could be blocking.

If you stay on the right to set up for a defensive line into the next corner, that is also your one move even though you did not actually make a move. If you stay on the right and decide later when I start around you on the left to move left ostensibly for a wide arc in the next corner that could be blocking. Remember, the "one move" can be described as you exercising your option to select a line at a reasonable point on the track. Changing

that line could be blocking.

Let's assume you move left after track out and I move up on the right in the brake zone for the next right. As we discussed in the last column, if I don't get even with you, you have the corner. If we are not overlapped and you cut down all the way to the apex on a normal line, it is not blocking even though I may have to slow. The difference here is you are following a normal line not changing your already selected line because I am trying to pass.

Now let's add a third car. You come out of our left behind a third car. If the third car stays on the right and you move to the left to pass then back to the right as I follow you to select an inside line for the next right it may not be blocking. One move is a pass move; the other is a line selection move.

Sometimes what is reported as blocking by a driver after an incident, usually to explain why he became impatient and did something unwise, is not blocking but is simply inefficient driving. The driver in question is slow and seems to drive down the center of the track. This would be blocking if it is done only when a pass attempt is possible. That would be changing the line to keep from being passed and not following a reasonable line. However, sometimes when you look at the video the slow driver drives that way even when traffic is not a factor. To him that is a reasonable line. He just leaves way too much room at the apex and at track out. You must be patient when passing this fellow. If you are the driver in the center of the track get some good coaching.

## Mysterious 13-13:

Several drivers have asked how a car on a start could get at 13-13 and not be involved in contact. Here is an example of how that could occur.

You are mid pack on the left at the start and full in the gas. Your line is moving well and you start to pass cars in the right lane. Just as you shift from 3<sup>rd</sup> to 4<sup>th</sup>, the car to your right front jumps left into your lane and you impact him with your right front into his left rear. You both come in to black flag. You are upset at the driver you ran into who jumped into your lane with no room for him to fit. He is upset at the car in front of him. He says the guy in front of him hit his brakes and he swerved to avoid the other guy.

The Steward looks at your video. He asks the Scrutineers via radio to find the car in front of the car

*Continued on Page 10...*

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you hit and another car. The other car is a white 911 two cars in front of the car you hit. The Steward then shows you on your video where the white 911's rear wheels emit a puff of smoke and the car slows radically. The guy behind him slams on the brakes avoiding contact. The guy behind the racer hard in the brakes is too close and jumps left into your path.

This situation started when the white 911 shifted from 3<sup>rd</sup> to 2<sup>nd</sup> rather than 3<sup>rd</sup> to 4<sup>th</sup>. This missed shift was a driver error. He did not zing the motor and quickly recovered. His missed shift however started a chain reaction that created an unavoidable situation a few cars back. If the Steward determined that the car you hit was most likely going to hit the car in front of him even with max braking and his swerve was to avoid imminent contact and the Steward determined you could not avoid contact he/she would likely find the white 911 at fault in a 13-13 incident.

This situation is somewhat like a car spinning and having cars hit each other trying to avoid the spinning car. The spinning car would likely be found at fault even though he may have not hit anything. The driver who makes an error that creates an unavoidable incident behind him is usually at fault.

#### Miscellaneous:

We have recently had several incidents where faster cars thought they were being given a corner by a slower car only to have the slower car turn toward the apex resulting in contact as the faster car tried to pass. Remember, if you don't have a position even with or ahead of the other car at turn in he "has the corner". You must be very careful making this pass. His requirement to co-exist may cause this to be a double 13-13 at best for you, one to each driver. His responsibilities do not relieve you of your responsibility to make a clean pass and to co-exist. In this situation you must retain the ability to maneuver in the corner. If you are the overtaking car in a corner and there is room on the inside for your car to fit or you should have been able to back out of a pass that wasn't there, the penalty will most likely be all yours.



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# Transponder Q&A

By: Michael Wingfield, PCA Club Racing Timing & Scoring

*Q: Must I have a transponder to be scored at a PCA club Race?*

A: Yes. The PCA Club Racing web site has a section titled, "Obtaining a Club Racing License" (<http://www.pca.org/clubrace/license.htm>). Step 4 of the licensing process states:

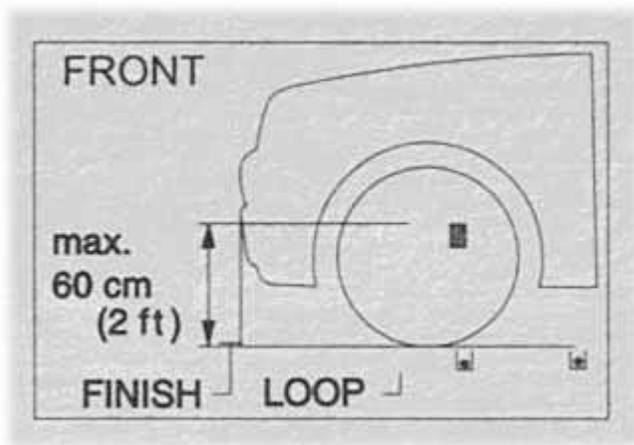
"In order to be Timed and Scored, your car must be equipped with an AMB transponder."

*Q: Where should I mount my transponder?*

A: The PCA Club Racing web site (<http://www.pca.org/clubrace/docs/TransOrderForm.PDF>) contains the AMB TranX260 Transponder Order Form. This form stipulates the location of the transponder as:

•TRANSPONDER MUST BE MOUNTED INSIDE OF LEFT FRONT WHEEL WELL.

Likewise, the AMB TranX260 Transponder Placement Instructions (included with the transponder) provides additional installation information as shown in **Figure 1** below.



**Figure 1: Transponder Placement Illustration**

*Q: Does it matter how I mount my transponder?*

A: Yes. The placement of the transponder must follow the AMB placement instructions which specify that the transponder be mounted vertically (top and bottom are clearly marked), with NO obstruction between the

transponder and the track surface. Likewise, the transponder placement should not exceed a vertical distance of 24 inches from the track. The closer to the track, the better, but keep it high enough not to get damaged should an off course excursion occur.

*Q: Does improper mounting of my transponder affect scoring?*

A: Yes. An improperly mounted transponder does not send the signal properly to the timing loop (the wires in the track that record you passing over on each lap). Obstructions between the transponder and the track surface (sheet metal, plastic, carbon fiber, etc.), or an improperly oriented transponder (upside down, or side ways) can significantly degrade the reception of your transponder signal by the timing loop. Timing and Scoring (T&S) sees this degraded signal on the timing system. A severely degraded signal may cause you to not be scored by the timing system for all of your laps during a race. To ensure you get scored on every lap, T&S may visit you or send a Scrutineer to visit you to check on your transponder installation.

*Q: Does a transponder last forever?*

A: No. Transponders have a life span just like any other electronic component. Most racers report five or more years of use from a transponder. However, the amount of use (vibration, heat, etc.) can affect the longevity of a transponder. As a transponder begins to age, it will generate a weak signal to the timing system. Timing and Scoring (T&S) sees this degraded signal on the timing system. A severely degraded signal may cause you to not be scored by the timing system for all of your laps during a race. To ensure you get scored on every lap, T&S may visit you or send a Scrutineer to visit you to check on your transponder installation. If your installation is correct, then your transponder may simply be aging and need replacement.

*Q: I forgot to bring my transponder to the race, or my transponder has failed during the weekend. Can I get a replacement at the track?*

A: Yes. PCA Club Racing has rental transponders available at every race. No reservations will be accepted

**Continued on Page 12...**

***Continued from Page 11...***

for a rental transponder before the race event. Upon arrival at the event, find Timing and Scoring (T&S) and T&S will be happy to rent one to you for the weekend. The rental transponders have rechargeable batteries and thus need no wiring to install. You simply clip the transponder into the mounting bracket (also provide by T&S), attach the bracket to your car, and you are ready to race. Be sure to return the rental transponder after your last race. Otherwise, PCA Club Racing will presume you liked it so much you wanted to keep it and bill you the purchase price of the transponder.

*Q: I own a rechargeable transponder. How do I know when it is fully charged?*

A: The indicator light on rechargeable transponders will blink red while the transponder is charging in the charge base. When the transponder is fully charged, the light will turn green and become steady on (not blinking).

*Q: How can I tell how much "life" is left in my rechargeable (or PCA Club Racing Rental) transponder?*

A: The indicator light on a charged rechargeable transponder will blink green when the transponder is out of the charger base. The number of blinks indicates the approximate number of days of charge ("life") left in the transponder. If the transponder is not blinking green, it does not have enough charge to last one day. A fully charged rechargeable transponder can last four days.

*Q: Does Timing & Scoring know if my rechargeable transponder is low on power and needs recharging?*

A: Yes. Timing & Scoring (T&S) can tell through the timing software when a rechargeable transponder has less than a day of charge remaining. T&S will make a rotation on the results sheet indicating that you need to recharge your transponder. When time allows, T&S will deliver the message personally. Like you, T&S does not want your transponder to fail during a race.

*Q: Does Timing & Scoring have any "Horror Stories" when it comes to transponders?*

A: Absolutely. Timing & Scoring has seen some strange transponder installations. The Top Five most noteworthy appear below:

1. Tied to a roll bar in the back seat of a 911.
  2. Mounted with a peep-hole, drilled or cut in the metal below the transponder.
  3. Loose in the trunk or glove box.
  4. Taped to the bumper – yes, it fell off during a race. Mounted to a separate switch, which seem to get turned on/off during races, especially when a pit stop is required.
- Moral: if your transponder works off the ignition key, don't kill the ignition before you pass the loop – especially if you are coasting to a pit stop during an Enduro!

Thanks to Jon Beatty and Chuck Perelli for contributing to the Top Five list.

***Continued from Page 6...***

slow to fill the gap purely for availability. If you can't propose a perfect substitute, at least research the options and explain why your proposed approach has minimal effect on performance.

Finally, my preferred means of communication is e-mail. My home phone number is published, but phone conversations have no documentation. If you e-mail a question, and I e-mail a response, you have a record that you can print to show to a scrutineer, and I have a record of the question and answer in case a similar issue arises in the future. Sometimes a phone conversation can save a lot of "back and forth" on a complex issue, but it's in both our interests to have the final result in writing.

So remember these tips when rules questions arise:

- Use e-mail

- Allow time for a well-considered answer
- Remember General Rule 4
- Provide documentation for your special requests.

Finally, be patient with your local Club Race official; he or she is a volunteer.



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# Pros versus Joes

By: Michael Wingfield, PCA Club Racing Timing & Scoring

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The 2006 PCA Club Race at Daytona attracted a diverse collection of racers. The race had the expected amateur racers, but also drew some semi-pro and professional racers. Walking through the paddock, I heard some of the professional racers commenting on how the PCA Club Race compared to professional venues. So I thought to myself, "How does PCA Club Racing Timing and Scoring (T&S) compare to T&S of professional race organizations?"

Just for fun, I decided to research how professional and semi-professional organizations conducted Timing and Scoring. I contacted the obvious road racing organizations, SCCA, Grand-Am, and ALMS. I then expanded my research to include IRL and the Champ Car World Series since they do hold road races, albeit in open wheel cars. Finally, as any good researcher knows, I had to include a control case, one that does not typically fit the model for which I am researching. As such, I contacted arguably the largest and most popular form of racing in America – NASCAR. NASCAR does conduct road course races at tracks in the USA, Canada, and Mexico.

While you might think that PCA Club Racing and NASCAR are worlds apart, they are very much alike when it comes to T&S. Since I found my "control case" much more interesting than my road racing sample set, I thought I would share with you both the similarities and differences of T&S operations between NASCAR (the Pros) and our amateur club sport (the Joes).

## Hardware

Both the Pros and the Joes use fully redundant hardware and software systems (backups) with an Uninterruptible Power Supply to ensure constant timing and scoring of race events. The Pros carry redundancy a little farther, by having four redundant systems and fail-over generator power.

Both the Pros and the Joes use AMB transponders. PCA racers must own their own TransX206 transponders and can rent a rechargeable transponder at the track if necessary. The Pros on the other hand, own all of the TranX Pro transponders (see CRN 05.6) and distributes them to the race teams at each event. The Pros use the rechargeable transponder while most PCA racers typically have the direct-power version.

Both the Pros and the Joes use AMB transponder decoders, to receive the racer's transponder signal. The difference between the Pros and the Joes decoders is the decimal accuracy recorded in the racer's lap time. The Pros have a higher accuracy (3/10,000th of a second) than

the Joes (3/1,000<sup>th</sup> of a second).

Both the Pros and the Joes use scoring loops at the Start/Finish line and on pit road. However, the Pros use additional scoring loops around oval tracks, and connect them via fiber optic cable to the central scoring location, a 53' trailer.

Both the Pros and the Joes each have two sets to T&S equipment. This allows both organizations to score races on the same weekend in different areas of the country.

The Pros haul their T&S equipment, including computers and decoders, to the track in a dedicated 53' trailer, which is all set up and ready to operate. The Joes have two trunks, which hopefully get transported to the next race by a devoted racer with some space available in their car hauler. The Joes T&S staff has to unpack, setup, and pack up all of the equipment at each race. The Pros have an advantage here, with most hardware already in place within the 53' trailer.

Both the Pros and the Joes score races from a central location. The Pros score races from inside the dedicated 53' trailer. The Joes score from whatever location they can get; which may be a room in a control tower, an out building or shed, back of a vehicle, or any other location provided by the host region.

## Software

Both the Pros and the Joes use AMB Race Timing and Scoring software. The Pros use AMB TimeGear for oval track racing with multiple timing loops, and some additional internally developed customized add-on software extensions. The Joes use AMB Orbits single timing loop road racing software right out of the box.

Both the Pros and the Joes use a database to manage the race competitors at each event. The Pros have a central database used for each race. The Joes have to build a new database for each race event.

## Personnel

Both the Pros and the Joes use people to run tape (manual scoring) as a back up. The Pros have over 40 people manually scoring in a suite. The Joes use as many volunteers as available, which sometimes is none.

The Pros use a mixed crew of volunteers (tapers) and professional staff to score races. Two professional T&S teams travel around the country to score each event for the Pros. This adds consistency to the Pros scoring operations, which involves millions of dollars in prize

money for each finishing position. The Joes use an all volunteer staff to score races. The dozen or so volunteers that make up the National T&S staff join with local regional volunteers to score the PCA Club Races, where the prize money is the same for first place as it is for last place, and the ultimate prize is to have fun!



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# Rookie of the Year for 2006

by: Bruce Boeder, Chairman PCA Club Racing & Rookie of the Year, Dan Mayer



Rookie of the Year, Dan Mayer, is captured on film at Sebring.

I'm pleased to announce that the recipient of the Michael Melton Memorial Rookie Award for 2007 is Dan Mayer, of Rocky Mountain Region. But first, for those of you who didn't have the privilege of knowing Michael Melton, a couple of comments on him.

Michael was an international law professor at Boston University Law School, after having worked for the IRS and various firms earlier in his career. Michael was an avid supporter of PCA and specifically PCA club racing. He also was a school boy athlete (football and lacrosse), dog lover, lover of good food and drink, raconteur, and quietly the life of any party or group he ever attended. After attending and volunteering at numerous club races, his friends at European Performance Engineering convinced him to jump into club racing in his 1969 911T, running in J class. Michael thereafter disparagingly referred to himself as "The Rookie". Michael was the second editor of *Club Racing News* but unfortunately passed away in 1999 of pancreatic cancer. His friends at EPE in Natick, Massachusetts have given this award in his memory ever since.

The award winner is chosen by the stewards, who review a large group of rookie racers who have taken part safely and successfully in at least five races in their rookie season. This year Dan Mayer rose to the top of that group. I'll let him tell the story in his own words.



March 20, 2007

RE: PCA Club Racing's Michael Melton Rookie of the Year Award for 2006.

Dear Bruce

Thank you for including me in your selection process for the PCA Rookie of the Year Award. If there ever was a Rookie, I would be the definition in Webster's Dictionary.

BOTH FEET IN seems to be my motto since becoming a Rocky Mountain Region/PCA Member in July of 2005. It is amazing how peer pressure from a couple of dear friends can make walking the plank so much fun! "Shiners" would be a good way to describe how my friend Dan Carlson and I lived life as Porsche owners. That was until he entered his wife Leslie in a Ladies day DE at Second Creek Raceway near Denver.

He figured if the Cool Aid was good for her it had to be OK for us also. So on Saturday Leslie did her Ladies day DE and on Sunday Dan and I did the second open day of the RMR DE. Having really no idea what a DE was about or transforming a Shiner to a Track Car for the day made sleeping the night before my first track event a little tough.

Well the rest of my story moves pretty fast, because once you get to understand what a Porsche is REALLY about and the people that make up the Regional Clubs across the country, I was both feet in.

After that first DE, local Master Technician Extraordinaire, Pat Moyle new I was hooked. Within a month of that DE he had me driving from Colorado to Ohio to pick up my new 944 H Track Car. I laid out my plan to attend 14 DE's to obtain my PCA rookie racing license. In 15 short months from join PCA and doing my first DE, I competed in my first PCA Club Race at Pueblo Colorado. My race group had 45 cars entered from F to J. The first race of the weekend was the Fun Race where you have 2 practice starts and the 3<sup>rd</sup> goes live for about 8 laps. At the finish of the Fun race I was in the middle of a group battling for 19th place with 4 cars crossing the line within 1.4 seconds of each other. I don't know how much better a beer-thirty could be discussing how much fun we had. Two weeks later, I entered the Inaugural PCA Race at Miller MotorSport Park. Racing is on of those things where my brothers and sister would watch, but I was the only one that would jump in. At Miller I had great family support as a sister and her husband flew in from Hawaii, another sister came from Alaska and a brother and his wife from Wisconsin came to see what PCA Club racing was all about.

The most interesting thing for me about PCA Club Racing is the long term motivation to master what is a lower horsepower car. I'm able to enjoy the same driving sensations at the middle to back of the pack that the big horsepower cars enjoy further up the grid. The reward to share with others is it is not about spending money to go faster but rather learning to be a better driver.

Since I'm so new to the Club, I'm not eligible yet to train to be an Instructor, but I sure like the help all the instructors have provided for me. I also discovered that when a big smile is all over your face when you get out of the car, you are targeted by Region Club Brass to volunteer for future Events. So I figured how hard could it be, plus the people are great. Thus I raise my hand to be the sole Chairperson for a DE in Aspen, Colorado in July of 2006. The Club provides great guidelines for hosting a DE and having such a cool venue made for a great experience for all participants and especially me.

In 2007 I have been to Sebring for the Club Race and the next event I'm entered in is Topeka in April.

Needless to say, my Porsche's have moved up the pecking order of my hobbies when I'm not coaching my daughter's basketball and volleyball teams. Emily 14 and Ellen 10 can't wait to get behind the wheel. Today we enjoy Colorado Skiing, renting racing go-carts and travel.

Thank you for your consideration and all that you do as a key volunteer for PCA Club Racing.

Sincerely  
Dan Mayer



# Sponsorship Update

By: Steve Rashbaum, Sponsor Coordinator

As the season progresses, we are all faced with the need for technical and mechanical support, either for upgrades or replacements. Club Racing has a wide variety of support available for our racing community. I don't spend a great amount of time "surfing" but I often find myself on the Club Racing page of the PCA web site. Please note that there is a page for our Sponsors and that valuable information can be found (even learn about them as we have some new sponsors) to help you with your questions. Please visit this page and our sponsors web sites.



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- Paul Tracy

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- Patrick Carpentier

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- Ron Fellows

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Registration for both the Club Race and the Ultimate DE will be limited and opens May 15 at [www.clubregistration.net](http://www.clubregistration.net). For additional information contact Susan Davis at [spdavis911@msn.com](mailto:spdavis911@msn.com) or at 313.506.5659



# More Frequently Asked Questions

By: Susan Shire, Club Racing Program Coordinator

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*I race in another recognized racing venue and have a current medical on file with them. Will you take that medical to fulfill the medical form requirement?*

PCA Club Racing will accept a fully completed medical form from another racing venue (SCCA, NASA, HSR, etc) assuming that it collects the same information as the PCA Medical Forms. The expiration date will be determined by the Club Racing Medical Committee and will never exceed two years from the date of the examination.

*Am I required to complete the Applicant's Medical History Form when I renew my Medical Form on file in the Club Racing Office?*

Yes. The Applicant's Medical History Form (completed by you) must be submitted with the Physical Examination Form (completed by your physician) each time you update your Medical Forms.

*I have had a change in my medical condition since I submitted my last Medical Forms to the Club Racing Office. Am I required to notify the Club Racing Office of the change?*

Yes. Please call the Program Coordinator to discuss the change. Additionally, each registrant on [www.clubregistration.net](http://www.clubregistration.net) is required to answer the question "Has your Medical Condition changed since your PCA Physical?" every time they register for a Club Race. If the answer is YES, the registrant will be contacted by the Club Racing Program Coordinator to discuss the change. The printed Club Racing Rules state that in the event of an injury or significant change in medical condition, the Club Racing Committee may require an updated medical certification. The printed Club Racing Rules also state that the PCA Club Racing Program is designed to be fun, safe and competitive. Good sportsmanship, honesty, and a sense of fair play should exist at all times. Conduct that is inappropriate to the intent and spirit of the PCA Club Racing Program, jeopardizes safety or results in dangerous or damaging situations, will not be tolerated. To not inform the Club Racing Office of a change or to not answer YES to the question on [www.clubregistration.net](http://www.clubregistration.net) is in violation of the PCA Club Racing Rules.

*I had a physical examination seven (7) months ago but did not send you the Medical Forms at that time. Now the Medical Forms on file in the Club Racing Office has expired. Will you accept the seven month old form or must I schedule another physical exam.*

The seven month old Medical Forms may be sent to the Club Racing Office for review and acceptance to update the Medical Forms in your file.

*I have a friend who wishes to apply for a PCA Club Racing License and has a medical form from another racing venue that is six (6) months old. Will you take that medical as part of the License Application?*

No. The printed Club Racing Rules state that a Medical Form submitted with a License Application may be no more than sixty (60) days old when received by the Club Racing Office.

*I need to renew my PCA Club Race license for 2007. What form do I use?*

Please use the License Renewal Form to renew your license. The License Renewal Form is on the Club Racing web page under the sub button *Rules, Licensing and Forms* (at the bottom of the page).

*I have a PERMANENT CLUB RACING LICENSE. If it is a permanent license, why do I need to renew it every year and pay the license renewal fee?*

In the first years of the Club Racing Program license cards were issued that said Permanent and had a picture on the back. The printed Club Racing Rules require submission of the License Renewal Form and an annual licensing fee in order to stay active in the Club Racing Program. The 2007 license card shows the year across the front of the card and the expiration date (12/31/07) in the lower left hand corner. If you wish to show your Permanent Card to the registrar at a race event, please show your current license card as well.

The Club Racing Office can be reached at 847.272.774 on Monday – Friday during normal business hours or at [clubrace@pca.org](mailto:clubrace@pca.org) or by fax at 847.272.7785

# 2006 OG Racing Safe Racer 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 **2006 Safe Racer Award** to the PCA Club Racers who have followed these principles by finishing at least five races during the 2006 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 30 – April 1, 2007.

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 2006, 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 2006 Safe Racer Award:

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*Continued on Page 24...*

# 2006 Award Winners

By: Steve Rashbaum, Sponsor Coordinator

The following is a list of people who won awards at PCA Club Racing events throughout the year. This information is "as reported" by the regions. If we have omitted various parties, we apologize up front. In addition, we would like to give a special thanks to the Sponsors of these awards. Without these sponsors, PCA Club Racing would simply not happen. Award sponsors are Porsche Cars North America, Trailex, OG Racing, Northstar and GT Racing.



<u>Sponsor</u>	<u>Award</u>	<u>Description</u>			
PCNA	Worker's Choice	Best Race per the Corner Workers			
Trailex	Novice Racer	Best Novice Racer			
OG Racing	Safe Driver	5 Races w/o Incident - Patch and Certificate			
Northstar	Northstar	Drawing per Race - Gift Certificate			
GT Racing	Best Prepared	\$100 Gift Certificate			
<u>Race</u>	<u>Workers Choice</u>	<u>Rookie Racer</u>	<u>Best Prepared</u>	<u>Novice Racer</u>	<u>Northstar Award</u>
<b>TW S</b>	Steve Marshall Mike Hardage	Correy Turley	Steve Patti	Kevin Smith	Jess Warmbrand
<b>California Speed way</b>	West Dillard Shawn Howard Loren Beggs	Michael Van Zandt	Jack Miller	Jim Patrick	
<b>Road Atlanta</b>	Steve Goldman Rock Webb Bill Martin Bruce MacPherson Stewart Teterault Michael Gaucher Ernie Jakubowski	Derek Skea	Eugene McGillicuddy	Wade Caughman	Michael Ipaluccio
<b>Lime Rock</b>	Sonny Reid William Farrell Chris Musante Jeff Burger Spencer Cox	Karen Wright	Roger Funk	Kris Taylor	
<b>Heartland Park</b>	Bill Richter Al Hess Bruce Phillips Eric Erz Jose Manuel Gutirez Dale Tuety		Andy Wolverton	Shawn Graham	Jesse Wurmbrand
<b>Mid Ohio</b>	Ronnie Randall Gregory Brown Jack Borys Scott Good James Lang Walt Jarvis	Jack Borys	George Mueller	Chuck Grantham	Phil Rochelle

<u>Race</u>	<u>Workers Choice</u>	<u>Rookie Racer</u>	<u>Best Prepared</u>	<u>Novice Racer</u>	<u>Northstar Award</u>
<b>Milwaukee Cup</b>	Tim McKenzie Jeff Phillips Justin Draper Wayland Joe	Dave Voitik	Rick Riley		Greg Turek
<b>Motorsports Ranch</b>	Eric Erz Glen Gatlin Ned Cullen Lee Wilkins David Baker	Tom Mitchell	John Crosby	George Abdalla	
<b>Mosport</b>	Peter Downs Donna Amico Justin Draper Peter Overing Stephane Veilleux	Joseph Viola	Dhora Lee	John Scaramella	
<b>Brainerd</b>	Mike Hoke Bob Youngdahl Ed Tripet	Dale ?Roberts	Ed Tripet	Jim Leslie	
<b>Road America</b>	John Crosby Ray VanZelst Keith Clark Jerry Greene Bob VanZelst	Bill Georgas	Paul Thieme	Jack Bor ys	Dave Voitik
<b>Pueblo</b>	Jason Cobb Michael Martin Jesse Wurmerand Bruce Busby	Scott Mercer	Michael Martin	Grant Pemington	Dale Ther o
<b>Summit Point</b>	Jason Scott Jeffrey Burger Donald Jacobs Donald Mattran Dan Freedman Manny Alban	Peter Swift	Jason Scott	Robert Turgeon	Tom Vahle
<b>Hallett</b>	Julie Bailey Brian Almond	Earl Schott	Steve Coomes	Charles Machala	Jesse Wurmbrand
<b>Carolinas</b>	R. Derek Richesin Richard DeMan Barry Bays Gregg Brown Patti Mascone Tom Vail	Gene Kendrick	Wes Taylor	Michael Stenko	Robbie Strickland
<b>NP Raceway</b>	Ken Laborde Bruce Busby	Julius Ridgeway	Scott J. Johnson	Gail Churinetz	Lane Sutton
<b>Roebing Road</b>	Gene McGillicuddy Corey Feldman		Mike McMenumin		Rock Webb

## PCA Club Racing National Committee

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# 2007 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
May 26/28	MotorSport Ranch*	Maverick	John Sandusky 817.777.0421 clubrace@mavpca.org
June 1/3	Rose Cup Races at Portland Intemational Raceway	Oregon	Steve Haywood 425/830-5540 steve_haywood@hotmail.com
June 1/3	Watkins Glen Intemational*	Zone One	Pete Tremper 856.881.7049 tremper9146@aol.com
Jun 2/3	Motorsport Park Hastings*	Great Plains	Dave Nelson 402.614.2368 dn15012@cox.net
July 7/8	GingerMan Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
July 21/22	Putnam Park Road Course	Ohio Valley	Rich Rosenberg 513.530.9090 RJROL@aol.com
Jul 27/28/29	Mosport Intemational Raceway*	Upper Canada	Susan Davis 313.506.5659 spdavis911@msn.com
Aug 4/5	Brainerd Intemational*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Sep 1/3	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sep 15/16	Pueblo Motorsports Park	Rocky Mountain	Kathy Fricke 303.499.6540 katfricke@msn.com
Sep 29/30	Blackhawk Farms Raceway*	Milwaukee	John Fried 414.453.8653 clubrace@porschepark.org
Sep 29/30	Miller Motorsports Park*	Intermountain	Mark Boschert 801.596.8245 mboschet1@comcast.net
Oct 5/6/7	Summit Point Motorsports Park*	Potomac	Mike Klassen 703.459.5091 clubrace@pcapotomac.org
Oct 12/13/14	Daytona Intemational Speedway*	Florida Citrus/Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 13/14	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bemariddesign.com
Nov 9/10/11	Carolina Motorsport Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 18/19	No Problem Raceway*	Mardi Gras	Paul Tellaico 318.487.9874 ptellaico@nbalawfirm.com
Dec 1/2	Roebling Road	Florida Crown	Bob Linville 614.834.2047 cblinville@earthlink.net

\* Indicates an enduro event

# The Classifieds

**1983 911 TURBO RACE CAR:** fast and reliable DE track car, fully sorted, many PCA race podiums, all performance upgrades, 1989 5-speed transmission (G 50), fresh 3.3-liter motor rebuild (w/ few hours) 300+ HP/ 2880 lbs., custom roll cage, "fuel safe" fuel cell, Corbeau/ Monza seats with 5-pt harnesses, custom window net (removable), Fikse FM10 wheels. \$32,000 Bert Cossaboon [lbcossaboon@mtmail.biz](mailto:lbcossaboon@mtmail.biz) for pics.

**1977 EURO 930 Turbo Coupe.** PCA CR Prepared Stock Class D or DE and street legal! Podium 2:36 at TRAC, 2,650 lbs., no sunroof. FABSON AG engine overhaul 6 hours. Safety Device cage, fuel cell, Quaife, crank-fire, larger '85 turbo brakes, carbon fiber adjustable low drag rear wing. Kevlar and carbon fiber high down force front end with twin oil coolers and 4 brake cooling tubes. Recaro FIA seat, lateral head support. \$29,750. [dmate@wi.rr.com](mailto:dmate@wi.rr.com) 414-774-2264

**1987 930 Turbo Racecar:** POC & PCA race ready. Very fast, very clean. 3.4 liter turbo built by 911 Design; Motec M48 engine management; JRZ suspension set up by GAS Motorsport; 2 sets of 17" BBS wheels; 27 gal Fuel safe cell; gears, cams, headers; full cage; \$49,000 firm; Contact Jeff Melnik 805-895-7000 or email: [summbeach@aol.com](mailto:summbeach@aol.com)

**2004 GT3 CUP,** Silver, fresh Porsche Motorsports engine. Ready and LEGAL for PCA GTC3, SCCA GT2, New 996 GT3 cup POC/ PCA series, new USERA endurance series, collectors, or future vintage racing (has Supercup history). See <http://www.analogman.com/911/gt3> for more info. Can be seen in Danbury, CT. Asking \$125K, new 997 cup car coming in December. Mike (203) 778-6658

**1988 944 Turbo S Race Car:** Big Reds, Charlie Arms and caster blocks, new top end, hoses, seals and airlines replaced, 17in Fikse FM10's, 944 S2 ring and pinion, suspension points are Delray bushings, Porsche Motorsport suspension, camber adjustments, rear coil overs, additional oil cooler, helmet cooling system, fiberglass intercooler intake and rear European style bumper and much more. 35K Todd 407-342-0259 or [tfosnow@cfl.rr.com](mailto:tfosnow@cfl.rr.com)

**1970 911 Race Car GT4R,** w/935 Glass, Fresh 2.7L, 290HP, 901 Trans w/Quaife, Coil Over, Fuel Cell, 10s & 12s, Complete Restoration w/New Roll Cage, w/20' Enclosed Trailer. IMSA, PCA, POC. \$35K Dennis Tholen at [dtholen@charter.net](mailto:dtholen@charter.net) 775-972-3257

**1969, 911T-Porsche,** Full fiberglass 1974 RSR body. PCA-GT4, CVAR, SCCA GT2 orig. log-book from '79, New white/blue paint, 2.8L engine w/only 10hrs, w/linebore/shuffle pin, pematune, rev-limiter, carrillo, 46 webers, 930 brakes, coilovers, ATL, aero-quip, fire sys, full cage tied to suspension, 2030 lbs, '74 fiberglass, \$19k David Beauregard, 15622 Sunfish Dr., Willis, TX. 77318, 936-890-8470 (wk), [david@professionalbakeware.com](mailto:david@professionalbakeware.com)

**2002 911 GT3 Cup.** Competitive ex Farnbacher/Infineon cup car. Race the car that Marco Werner drove to victory in worldwide Michelin Cup races in 2002. Fast, dependable & hot looking in original race trim. Car is updated to 2003/2004 specs with adjustable shocks, new gearbox & clutch, new exhaust, cool suit, race video, brake cooling ducts, etc. Motor is strong. It is a Porsche sealed Cup engine new in 2002 AFTER the series ended. No races on engine. sets wheels, rains, wand, transport hubs incl. \$92,000 obo. Jeffrey Freeman 206.419.7037 [bmh993@porsche.net](mailto:bmh993@porsche.net)

**1987 944 Turbo Cup racecar.** Built by Porsche

Motorsports in Weissach for Escort series racing use. Maintained and updated by Steinel's Autowerks in Twinsburg, Ohio. Many safety and performance mods. Many race wins in SCCA-ITE and PCA-GT3. Safety, reliability, performance, and collectibility – this car is the real thing. SCCA and PCA logbooks. 2 sets Fikse wheels, 1 set BBS wheels. \$31,900. Don Velcio 440-886-1660.

**1994 968 Street Legal PCA class F stock racer:** Midnight Blue, 85k mi \$16.5k Bodymotion improved and mnt: Quaiff differential, camber plates, solid torsion bars, Bilstein coil-overs, aluminum sway bars, A-amms, and associated steering components, a pair of 5 point harnesses & OMB carbon fiber racing seats, weld-in chrome-moly custom fit roll cage; pinion gear replaced; Includes additional set of wheels, orig seats, bra, car cover, radio. Add a Jeep Grand Cherokee Orvis edition and steel trailer for only \$8k more – an entire track package.

**2001 GT3 Turbo Cup Car (GT1R class)** for sale. 2001 Kadach Cup car, converted by DeMan Motorsports to twin turbo GT1 style engine. Very fast, upgraded brakes, 996tt intercoolers / plumbing / rear body work hybrid turbos, Haltech EFI, engine data logging. 1.25's at Mospot Zero hour complete engine rebuild by Reiser Technik now ready to go. Approx 5 hours on trans rebuild. \$120kOBO / interesting trades considered. Some spares available only with car. Competitive in GT1R for overall wins. Featherlite 20' enclosed trailer with nitrogen setup & tire rack available. Would separate car from engine for the right offer. Email [jrsullivan@stuy.rr.com](mailto:jrsullivan@stuy.rr.com) or [jmreiser@frontiernet.net](mailto:jmreiser@frontiernet.net)

**1973 RSR look alike – GT4R,** 1,970 lbs., 6 events on motor - 2.8 early alum case, Haltech inj, Schrick cams, extra wheels, new fuel cell, 3 nozzle fire, MSD, Bremtek, Quaife, full cage, C/F wing, spares, logbooks & open trailer. Photos avail. \$38,000. Gary McNair, Napa, CA . 707 252 2363. [gmttrackman@sbcglobal.net](mailto:gmttrackman@sbcglobal.net)

**1973 911 with GT-2 wide body kit** and wing. 2.7L 250 HP engine; elgin mod S cams; dual carburetors; turbo brakes; 2.7 lt case with time certs and race head studs, Carrera suspension; bilstein shocks; adjustable sway bars, full cage, G-50 combination transmission; front mounted oil cooler. Weighs approximately 2100 lbs. Built and maintained by RPM. Minimal hours driven. Please contact Mark for more information: [msilveman@steptoe.com](mailto:msilveman@steptoe.com), 202-429-6450.

**1974 RSR Replica built on '86 chassis** 2.8L, 915 transaxle, ready to race or be shown. Many new parts including; fuel pump, Wevo shift, 27 gal. FuelSafe, Dual Fluidyne coolers, Aeroquip fuel/oil lines, wheel bearings/ hubs, fire system, serviceable dash, pull cable throttle, composite body panels, (2) sets BBS wheels/Yoko slicks, detachable steering wheel, dual mastercyl, cockpit adj. brake bias, Recaro Hans seat, Willans belts, dyno'd 8100 Penskes, quality wiring harness, \$90,000.00 USD Contact: Chris Musante 860-291-9415 [chris@musantemotorsports.com](mailto:chris@musantemotorsports.com)

**Porsche Factory 993 Cup RSR Race Car** Original 993 Cup 3.8i RSR; WPOZZZ99ZRS398073; Fresh 3.8 engine 400HP; GT2 EVO2 body; 2,350 lbs; MOTEC; G50 6; Big red; 2 sets BBS; central bolts; Endurance cell; Many parts. US\$69,000 (CAD\$79,000). [jgailleur@hotmail.com](mailto:jgailleur@hotmail.com) 514-578-3601 <http://993cupforsale.googlepages.com>

**1990 944 S2 Firehawk Race Car** Penzoil car from Canadian series. Yellow w/ black Complete vehicle rebuild by Precision Motorsports (over \$20k spent). PCA Club Racing E Class legal at 2,900 lbs w/driver! Asking \$29,500 race ready. Will 908.310.4858 NJ.

**1989 Porsche 944 Turbo S** Red. Powerhaus Turbo, Motec M4 Pro engine management (data logging, add'l memory, lambda sensor upgrade), 475 hp, 50 hrs; new clutch, brake bias, adjustable 968 RS wing; Recaro SRD seat; welded roll cage w/window net; 2 sets of 18" wheels w/Hoosiers, composite fenders, hood, doors, nose, splitter; Lexan windows. Will 908.310.4858 NJ.

**1999 996 Cup Car** brand new transmission & clutch 2 sets of wheels, 40+ hrs great leak down #s. Never been in an accident cleanest 1999 out there! 2006 GTC3 class wins at Midamerica, Autobahn, Topeka (track record). \$65,000.00 obo Contact Bill Berard (952) 921- 4955 ex1 [mma-bill@aol.com](mailto:mma-bill@aol.com)

**1984 911 CARRERA, PCA GT-3S,** low hour race 3.4, fresh 915, short ratios, L/S, Sachs; engine and tranny coolers, 20 gal. Fuel Safe, Koolshirt, Sparco seats, 6 pt. cage, carbon fiber doors, fenders, hood, dash; weighs 2100 lbs., twin-turbo brakes (new front rotors & pads), 3 sets 993 wheels & tires, new Hoosiers, 3.8 RS wing, coil-overs, monoball, fresh paint, current log book, much more. Fast, reliable, low maintenance race car, beautifully built by "Foreign Affairs" in Florida for 5 times the cost. Ultimate cheap thrills for \$32,000. Greg Gosar, 719 852-5950, Monte Vista, Colorado, 81144. [gosar@amigo.net](mailto:gosar@amigo.net)

**1984 911 Carrera Race Car:** E Class with chip or F Stock w/o chip. Same owner since 1989, raced in PCA and HSR since 1994. FRESH 3.2 Ltr. with \$7K rebuild. Full custom cage, ATL, Mocal, fresh 915 with Swepeco 201, 23/31 torsion bars, Steve Wong chip, FIRE BOTTLE, MUCH MORE. RACE READY \$35,500.00 TAMPA, FL. LARRY HOFFMAN 813-288-9117.

**1993 964 GT1 R/S Race Car.** Stock Twin Turbo 450 HP, G50/50 6 speed. Pro-Car, Built for American Lemans series no expense spared., Current PCA GT1S lap record holder Road America. 1<sup>st</sup> Place at Road Atlanta in 2005. 1<sup>st</sup> Road America 2005. Stored since. Very fast, Reliable, Safe-best of everything \$85,000. View details & photos: [www.dna-motorsports.com](http://www.dna-motorsports.com) Steve Keneally 617-838-4648 e-mail: [steve@dna-motorsports.com](mailto:steve@dna-motorsports.com)

**Classified Advertising.** Classified ads are free to Club Racing members. There is a 60-word limit per ad. Ads may be subject to editing and abbreviation per the requirements of available space. **Ads with pictures are being accepted at a prepaid price of \$30 for two issues.** (Larger ads can be purchased at our regular advertising rates.) Ads will run for two issues **unless renewed**, or the notification of sale is received. **Submit ads to the CRN editor via mail or email.** (Andy Jones, PO Box 990447, Redding, California 96099-0447; [clubracing@jps.net](mailto:clubracing@jps.net)) **Ads are limited to vehicles and trailers. We do not accept business related ads in the classifieds.** Advertisements for parts and accessories will be respectfully refused.

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