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On the Cover:

Robert Saville is captured at speed at Road Atlanta.

Photo by: Bill Ibsen

Deadline

The deadline for the next issue is:
November 5, 2008

Club Racing Economics & More

by: Bruce Boeder, Chairman PCA Club Racing

There has been some chatter from time to time about the high cost of entry fees for some of our races and also complaints about how all regions are getting fat off the excess profits from their club races. Although there are a few club races which show strong “profits” after income has paid expenses, I can assure you that for the vast majority, the events are break even or less. Many region boards in fact struggle with the desire to hold a club race while not placing their region’s finances and other programs at financial risk.

A club race is a substantial financial commitment for any region (s) or zone that hosts one. Frankly, the total budget for our least expensive races comes in at about \$40,000. How can it be that high? Track rental is obviously the largest cost and continues to increase across the country. Track managers see all of our fancy, expensive Porsches rolling in with all kinds of trailers, transporters, and other fancy rigs and come to the conclusion that a PCA club race weekend is a potential profit center for them. I don’t begrudge them that, as frankly, running a race track is largely a tough business but our regions do deal with increases in track rental and sometimes significant increases over previous years. (For instance, Peachstate Region had a significant increase in track rental from Road Atlanta this past year, at the last minute, which they decided to absorb and not pass on to racers in the form of increased registration fees.) After track rental are a myriad of other items, from ambulances to wreckers and safety crew, corner workers to insurance, radio rentals, track security, housing for the national staff, refreshments, down to items such as postage (why do you think we appreciate the internet registration system so much) and paper for the copying machine so everyone can have a copy of each session’s timing results.

At \$40,000 and an average cost of \$400 for registration, that means a race needs 100 racers. Last year 17 of our 26 races had less than 100 racers in attendance, in some cases significantly less than 100. The regions made up the difference with Driver’s Education run groups and sponsorship money. In some cases local racers who have businesses have supported the races with substantial payments as “advertising” although they’ve admitted to me that

they don’t anticipate any increase in business but rather wish to simply support the program and their local race.

Our larger races have their own issues. Daytona, for instance, is the most expensive track we race on. I oftentimes refer to it as the “Pebble Beach” of racing and as with Pebble Beach golf course, they aren’t shy about charging. You could purchase a class winning stock class racecar for the cost of one day’s rental. Extras at Daytona are truly extras. I don’t begrudge them, as it is a great facility and making a profit isn’t a dirty word but our racers must understand that the cost of the race is high for our host regions. Daytona, for instance, requires a substantial cash deposit to hold next year’s date, to be received shortly after this year’s event is over.

With the recent financial news, it would appear that the USA economy is going to continue in a down cycle and may be heading deeper into that cycle. We’ve seen some drop off in attendance at our races but frankly, I’ve been surprised that the attendance is as strong as it has been. Gas prices look like they are going to stay high and may go higher. I’ve suggested to our event chairs that they look closely at their budgets to determine whether there are things they can cut so as to keep registration fees low. Yes, that means T-shirts and trophies and at some races dinner. Frankly, I’ve never gone to a race for the T-shirt or the dinner but rather go to race. Registration fees may have to go up. It’s a balancing act that our event chairs and region boards do a good job with but they are going to be challenged in the next year plus.

Recently I got back on track at Road America. Although I didn’t get as many laps as I might like because of a health issue (more about that later), it nevertheless was a wonderful time in and out of the car. However, there were a surprising number of incidents and many of them were, to say the least, “bone headed”. Passing under yellow was endemic. Bryan Henderson addresses that more fully in his column this issue but frankly, if our racers continue to pass under yellow, specifically when workers are exposed pulling cars out of gravel traps or drivers are sitting spun sideways on the track, we risk a significant incident that could have long term ramifications for our program. Guys, your

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fellow racers and the workers are human beings. Treat them with the respect that they deserve and SLOW DOWN and DON'T PASS under yellow, for crying out loud.

I recently had a somewhat surprising medical diagnosis. I was initially treated in the Twin Cities but didn't feel that I was getting the care and urgency that I needed. Accordingly, I reached out to my friends among club racers and sent emails to two fellow Nord Stern racers who are doctors, asking them if I was being unreasonable. Within fifteen minutes of sending the emails, my two fellow racers were calling me separately on my cell phone. The one was working on getting me into a specialist at the major cancer clinic in Minneapolis. The second had an appointment for me for 8 AM several days later at the Mayo clinic where he worked. I've ended up being treated at Mayo (it's really nice having two of the top clinics in the world within a 90 minute drive of your house). Thanks, John and Mark. The doctors at Mayo are very encouraging although this is a deadly disease and the statistics are sobering. I now also understand why I've been so tired this year!

Because of the health issue, John Crosby has stepped back in as temporary chair of PCA club racing. John told me that he "owed me 6 months" since in the immediate aftermath of Hurricane Katrina he'd had to step aside from the chair's duties and I took over. I'm optimistic that I'll be back in the saddle next summer. I'm scheduled to steward two races this fall and hope to work those (the bald head I've been told is coming won't be a fashion statement). As we all know, Susan really runs the program anyway. Bryan will continue as chief steward, with Donna as rules chair, Dick as chief scrutineer, and Michael Wingfield as chief of timing and scoring. John can be reached by email at: jlcrosby@crosbydevelopment.com and his office phone number is: 985-674-7500. Life is short. Race often.



2009 Rule Change Proposals

by: Rules Committee

The PCA Club Racing Rules Committee is soliciting racer input on the following rules proposals. Not every proposed rule is considered to have equal merit at this point. Thus, some proposed rules are being presented simply for comment at this time. Based on the information currently available, some of these are likely to be adopted and some are not. Your input is extremely important to make sure the decision on whether to adopt a rule change is made on the basis of accurate information, and the change effectively addresses a real need. When submitting comments, please clearly identify the rule section (e.g. "Stock/Prepared") and rule number for each comment. Comments on the rules proposals should be sent by email to: crrules@pca.org.

Stock/Prepared Classes

We are exploring interest in a new prep level similar to a "Showroom Stock" class. This could be added in 2010. These cars would run 1 class down from the "stock" class (the reverse of "prepared"); so no additional classes would be added. Is this of interest? If so, what modifications should be allowed?

Allow removal of AC condenser in stock for the purpose of installing additional oil cooling or facilitating additional air cooling to the radiator for water cooled cars.

Clarify that 997/987 models must retain the original carpet except for the driver's footwell, although this carpet is not glued or screwed in place.

Clarify which alternative ABS control units may be used in stock- and prepared-class 997s and Caymans. (Rule was adopted late last year and didn't make it into the rule book. Need to limit allowed substitutions.).

Allow any valve spring to be used.

Allow removal of sound-deadening material.

Allow full use of camber plates in stock class.

Reverse the rule allowing "remote reservoir" shocks in the stock classes, and make this a "prepared" change.

Non computer chip controlled fuel and ignition systems must be set to factory setting in stock classes.

Allow underdrive alternator and power steering pump pulleys as a stock (alternative: prepared) change.

Add underlined text to Prepared Rule 1. H. "Substitution of carburetors or mechanical fuel injection for CIS or motronic systems on 911s, engine unmodified from intake port to exhaust port, progresses up two stock classes."

Add to Prepared Rule 6. D., that for Cayman models, the allowable wing height, relative to the roof line is 10" below a level line parallel to the top of the roofline.

Allow lightweight flywheels as a prepared change for single as well as dual-mass flywheels.

Modify Prepared Rule 1.E., "Non-standard ignition system," in light of the 2008 changes that added Stock Rule 1.O. Prepared rule 1.E would allow ignition control (CD) units with integrated rev limiters. All other components of the ignition system must remain stock.

Add to Stock Rule 1.A.: "Cold air intake devices that operate between the air filter and throttle body are not allowed."

Limit updating and backdating to models sharing the same basic underlying chassis. Using 911 models as an example, updates or backdates would be allowed up to 1973, but not across 1973 to 1974, updates or backdates from 1974 – 1989 would be allowed, and from 1990 – 1994, etc. Cars converted before 2009 would be grandfathered; conversion date should be documented in logbook.

Reclass the 2005 Boxster S into G with the 2006-2007 models; factory-published HP is 280 and weight with driver is 3060 lbs.

Classify the 2009 Porsche models as follows (need weights):

2009 997 Carrera: Class I, 345 HP, 3225 lbs with driver

2009 997 Carrera S: Class J, 385 HP, 3281 lbs with driver

Published specifications for other 2009 models have not changed from 2008.

Spec Classes

Update SP1, SP2, and SP3 Rules to current series rules for 944 Spec, 944 Cup and 944 Supercup.

Officially adopt Spec Boxster as a class conforming to class rules adopted by other sanctioning bodies. This class was included on a trial basis in early 2008 and was successful enough to be adopted for the remainder of the year.

Officially adopt the car specifications from the Porsche Racing Challenge 911 Spec as a new class. This class was included on a trial basis in early 2008.

We are interested in a "Vintage 911" class for 1973 and older 911's prepared to meet class CP-3 in the '72 SCCA rules. We need for someone to provide either a copy of these rules, or a link to the rules from a current sanctioning body that presently has car specifications for a class that is similar before this class can be considered further.

Super Classes

Require GTA, GTC3 and GTC4 to install and run a videotape or digital video system to record all practice, qualifying and race sessions. The video will be available to stewards at all times.

Super Classes - GTC Classes

Allow any type of non-floating brake rotor with equivalent thickness and diameter and iron-based friction surfaces in all GTC classes.

Change GTC Rule D, "Body parts may be replaced with stock factory parts" to "Parts may be replaced by a factory part from a street legal version of the same model."

GTC1: Allow replacement of control arm and trailing arm bushings with monoballs.

GTC4: Factory ceramic brakes are allowed.

Super Classes - GT Classes

Superclass Rule 2.C. limits allowable fuels to gasoline, which is currently interpreted to allow up to 10% ethanol (E10). The Rules Committee is interested in fuel system specifications that could be adopted for the safe use of E85; we would like someone with experience in this type of fuel system conversion to provide guidelines.

Split GTA into GTA1 for 996-based cars and GTA2 for 997-based cars.

Split GTB into GTB1 for 996-based cars and 3.6L 997s up through 2008, and GTB2 for other 997-based cars.

GTB: Limit body work changes to what is allowed on a GT3 cup. If a wing is used, it must be a non-extended GT3 Cup wing.

GTB: Allow GT3 Cup lower control arms and adjustable rear toe links as well as GT3. (Unintended omission in 2008 Rules.)

Remove the 'S' and 'R' designation in GT and simply have 6 classes - GT1-6.

Change the GT suspension wording in Super Classes Rule 1.B. Current wording: "The suspension must be derived from a type found on some stock version of the bodywork type of the car. Additional pivot points are allowed." Proposed wording: "The suspension must have no more mounting points to the chassis than a suspension found on a stock version of the chassis type of the car."

Allow cars that meet the GT rules except for the bodywork requirement into GTP classes. The bodywork requirement is "Bodywork must be consistent with the underlying chassis."

Add to GT-class rules: Ballast over 150 lbs must be fully contained within a ballast box constructed of steel with a minimum thickness of 0.095". The box must be secured to reinforced mounting points and ballast within the box also must be separately secured. Ballast may be placed anywhere in the chassis if deemed safe by the scrutineers.

Require GT cars to have their GT class, engine displacement, engine type and minimum weight written in their logbook.

Allow GT-type cars with Boxster-based water-cooled motors in 993 or earlier chassis into GT, rather than GTP, and class in accordance with the GT formula for theoretical horsepower and weight.

Allow GT-type turbo-charged 6 cylinder water-cooled motors in 993 or earlier chassis into GT-1 rather than GTP-1.

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Safety

Require that head and neck restraints carry an SFI or FIA sticker indicating certification to SFI 38.1 or FIA 8858. There would still be no expiration date on head and neck restraints.

Allow plastic side windows in GTC3, GTC4, and GTA only; the windows must be those delivered from the factory.

GTA, GTC3 and GTC4 doors must be secured with bolts in the bottom of the door hinges. The actual rule would be that all doors must be adequately secured with appropriate hardware, but the problem has been factory race car doors.

Roll cages must be steel or must be the original roll cage delivered from the factory.

Roll cage bends must be made on a mandrel bender; there

should be no crimping of tubing thickness on the bends.

PCA Club Racing currently has relatively few specifications for roll cage design compared to other sanctioning bodies. While we do not propose to change that for 2009, please comment on whether we should move toward more design requirements. Of special interest is whether to require 2 door bars, and whether some or all classes should be required to have welded-in cages.

Eliminate the requirement to have the driver's blood type on his helmet.

Battery disconnect should be able to be operated by the driver while belted in.

Enduro Protocol

Change current rule: "All required pit stops shall be for a minimum time of five (5) minutes. Required pit stops cannot be made within the first fifteen (15) minutes of



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the race and must start before the last ten (10) minutes of the race.” to: “All required pit stops shall be for a minimum time of five (5) minutes. Required pit stops cannot be made within the first fifteen (15) minutes of the race and must start before the last ten (10) minutes of the ANNOUNCED RACE LENGTH.”

Add new rule: All required pit stops shall be started under Green Flag conditions. Drivers must also cross the Start/Finish line under Green flag conditions on the lap PRIOR to entering pit road to make the required pit stop.

Lengthen the mandatory stop time for refueling enduros (and only those) to seven or ten minutes.

Rules Clarifications:

Change Prepared Rule 6.A. to read: “Ducting of exterior body panels for additional cooling provided it does not change size and shape of factory panels.” (presently reads “coolers” not “cooling.”)

Change Stock Rule 6.G., second sentence to read: “Turn signals, headlights, parking lights and tail lights must be retained in any bumper replacement.” This replaces “running lights” with “parking lights.”

Clarify language about factory roll cages so that it is clear that factory race car cages are allowed even though there may not be a Matter sticker or the Matter stamping on the floor plate.

Make the dates for the rules change process consistent in the rule book. Proposed: April 1 to June 1 for rules submissions; August 1 to publish rules for comment; October 1, comment period over; November 1, final rules changes published.

Rule Adopted for 2008, but Missing from 2008 Rule Book

In stock class, allow any limited slip differential derived from a mechanical type that was delivered in a street-legal Porsche. No locked differentials will be permitted.



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View From the Tower

by: Bryan Henderson, Chief National Steward

Racing into and passing in yellow flag conditions.

We have a phenomenon at some tracks that can lead to a very dangerous situation. The situation occurs when an incident is very near a corner station. Our passing rule in a yellow flag situation is the pass must be completed prior to a line drawn across the track perpendicular to the track at the yellow flag. The no passing area continues until the car is past the incident and can see that there is a clear station ahead.

In the problem situation the driver can see the waiving yellow flag and see the car or cars involved in the incident from a position prior to the brake zone on the straight leading to the corner. In some instances the driver may be able to also see the next corner station. In some instances the driver assumes or has radio information that the next corner is green. The driver assesses the situation and believes that passing will begin again at or near track-out of that corner. To defend against being passed or even to keep from losing ground the driver continues at full race speed through the corner. This, my fellow racers, is a very serious incident waiting to happen.

This particular situation occurred twice that I am aware of this past weekend at Road America resulting in very dangerous situations. In one instance the incident was in turn 12, Canada Corner. A driver had spun into the gravel trap. The safety team was in the pit with a tow truck. Two guys were out of the vehicle and unprotected while trying to retrieve the wrecked car. There was a standing yellow flag on the straight leading into the corner and a waiving yellow at 12. The waiving yellow was because the two guys were unprotected. The incident was only about 20 yards past the station and on the outside of the corner. It was prior to the normal track-out point. Cars were using threshold braking coming into the corner with a normal release squeeze and full throttle exit. Any one of the many cars could have lost control in the same way the car involved in the incident did and tried to occupy the same space in the gravel trap with very ugly consequences.

In another situation a car spun at the track-out of turn 8. The car ended up facing counter race on track just past track-out with a dead motor. The following cars, as in the previous situation, continued at race speed.

It was brought to my attention that some folks on the internet forums were actually blaming the corner workers for not being more exuberant to let the drivers know this was really a dangerous situation as if some waving flags are not dangerous. Others wrote that in a race situation drivers should be expected to go a full speed as if that were ok. The fact is this is unacceptable behavior by the drivers not the corner workers.

I heard something weird this past weekend from multiple drivers. Specifically they emphatically claimed they had been passed under full course yellow and that those passes were completed with the full knowledge of the yellow conditions by the offending driver. The passes reportedly occurred in areas difficult for corner workers to see after the driver had driven behind the passed car for several corners at a slow pace while under double yellow. If this is true, it is not only dangerous and against the rules, it is willful cheating. The

driver is willfully gaining positions by breaking the rules.

These situations can only be corrected by drivers. Stewards, however, can help. Video of offending drivers will help Stewards assist drivers in changing bad habits. Because of both of these situations the Stewards will be asked to change their procedures slightly when it is appropriate and to vigorously apply appropriate sanctions to drivers who break the rules. For example you may see additional yellow flags used near or past incidents. You could hear rumors of the attitude control rule, 13-13 sanctions, being applied for willful cheating.

Why win practice?

There seems to be a disturbing trend of some drivers being over aggressive in warm-up and practice sessions. The guys in the tower are wondering why that is occurring. It used to be that we had virtually no incidents in warm-up and few in practice. Now days it seems incidents are spread almost evenly across all sessions at some races.

Winning practice makes no sense. The names of the sessions are appropriate. In practice it makes more sense to practice racing. One should learn the track in its current condition on line for fast laps and off line for passing practice. A driver would be smart to learn what can be learned about the competition. You should be very careful early in practice when new comers to the track are learning which way the turns go. It is very difficult for me to learn all the corners at once so I try to learn them 3 or 4 at a time. This causes me to be slow in some sections and faster in others early in the weekend.

As an old guy I only have so many ten tenths laps in me on a given weekend. I want to use those for qualifying and racing not practice. I find it useful to seldom go full out for a full lap in practice until very late in the practice schedule. Varying the pace from eight tenths to ten tenths allows me to hook up with and practice racing with lots more folks.

Warm up is just that. Most drivers do not learn to drive in warm up. Check what needs checking. Get your mind ready. Make sure the car is 100 percent ready and come in. Expect other drivers to be doing the same. In an enduro warm up in a strange car you may want to do more. Always be very aware of differing agendas in warm-up and remain appropriately cautious.

Think during practice. It helps stay clean and may make you faster when it counts.



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The Hard Charger Award

By: Michael Wingfield, Chief of National Timing & Scoring



This season, Timing and Scoring has the honor of computing a new driver award. This new award is called the Hard Charger Award and is resurrected from an award given some years ago. The award bestows recognition upon the driver in each club race that has the greatest improvement from the assigned qualifying grid position (“normalized” as explained below) to the finishing position, and completes the race incident free. Award winners receive a frameable certificate, a decal, and a driving suit patch. Club racer Chris Inglot of Inglot Electronics Corporation sponsors this new 2008 incarnation of the Hard Charger Award. Chris describes the award as, “meant to credit a well-driven race for someone that may not have achieved a podium finish. The intent is just for the fun of it”.

The description of the award winning criteria may seem simple enough. However, there are some small nuances to the award that may not be evident to the casual reader. This article gives details on how the award winner gets computed for a race, and explains why sometimes the racer that passes the most cars during a race is not the Hard Charger.

The first and simplest criterion to win the award is that the candidate racer must complete the race. For example, let’s suppose during a race a competitor starts at the back of a 60 car field, and then climbs past 57 competitors to obtain third position. However, if that racer fails to pass under the waving checkered flag at the flag stand for any reason, the racer becomes ineligible for the Hard Charger Award. While PCA Club Racing does allow a racer to maintain overall finishing position when receiving a DNF (Did Not Finish), a racer with a DNF is not eligible for consideration for the Hard Charger Award. The competitor in the example improved his position by 57, but by failing to complete the race, the competitor was eliminated as a candidate for the Hard Charger Award.

The second criterion to win the award is that the candidate racer must complete the race “incident free.” Incident free has two meanings here. First, the competitor must not be involved in any on-track incident which might result in post-race disciplinary action.

Second, the competitor must pass the post-race inspection (impound) process without incident. A racer who passes dozens of cars on track and completes the race, but is later found to have an illegal chip or be underweight during post-race inspection is eliminated from the Hard Charger Award consideration.

The final criterion to win the award is the computation of the improvement in the competitor’s position. The improvement is determined by the difference between the finishing position and the (normalized) assigned qualifying grid position. This difference is called the Hard Charger Index. The racer who meets all award criteria and who has the highest Hard Charger Index wins the award. The finishing position is easy to determine and appears on the official race results. However, the assigned qualifying grid position and the normalized qualifying grid position require some explanation.

First, let’s examine the assigned qualifying grid position. This is the grid position where the competitor should start the race. However, stuff happens and sometimes a competitor may be unable to report to grid in time to start a race from the assigned position. When a racer fails to report to the grid on time, the racer is placed at the back of the grid. For example, consider a pole position winner from qualifying that does not report to grid on time. The pole position racer is subsequently placed at the rear of a 30-car race field. During the race, this same racer slices through the field, passing 29 competitors, and ultimately wins the race. However, in this example, the racer does NOT win the Hard Charger Award since the racer was slotted to start the race from the pole position. The competitor’s Hard Charger Index (finish position minus the “assigned qualifying grid position”) is zero ($1 - 1 = 0$). The racer is NOT “rewarded” for being late to grid.

Next, let’s examine the “normalized” assigned grid position. A normalized grid is a starting grid that contains the actual number of competitors in the race, and eliminates any expected competitor that did not actually report to grid or compete in the race. Expected competitors that do not report to grid leave “holes” in the grid. Thus, the actual starting grid contains fewer cars than the initial assigned starting grid. This scenario is most frequently encountered at events where multiple race groups get merged into a single group race. Likewise, the last race of an event may have poor participation from attrition or as entrants load their cars and head home. The “normalized” assigned grid

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position is best illustrated through example.

To demonstrate a normalized assigned starting grid, consider a race grid built from two separate race groups. Each group contains 20 competitors. Thus, the merged race would have a starting grid containing 40 expected competitors. However, when the actual race takes place, only 28 competitors compete. This means the starting grid contained 12 "holes." These "holes" represent 12 phantom competitors not in the race, but could appear in the Hard Charger Index of another competitor. To illustrate, consider the racer that starts the merged race from the fortieth grid position and completes the race in the twenty-eighth position. This racer's Hard Charger index would be 12 ($40 - 28 = 12$). Without "normalization" this index reflects the racer passed the 12 phantom cars. However, we know this racer actually did not pass any competitors; he started last, and finished last. To make the award accurate, we must eliminate the gaps created by the phantom cars through normalization. Thus, the initial assigned grid position is normalized to the actual field of competitors, while maintaining starting order. This normalization reassigns our example racer from starting grid position 40 to starting grid position 28. Our example racer now receives a Hard Charger Index of zero ($28 - 28 = 0$), which accurately reflects the number

of positions gained during the race.

The need to normalize each race starting grid is why the Hard Charger Award is currently a post-event award and not presented at the track. The award recipients are notified after the event, and the stash of goodies (certificate, decal, and patch) mailed to each winner. Each race weekend has several award winners. Each race within the event generates a Hard Charger Award recipient, with the exception of gimmick races. Gimmick races are those races that employ handicaps and/or inverted grids. When more than one racer achieves the same highest Hard Charger Index (a tie), each racer receives an award.

Now, as you walk the paddock, socialize with fellow racers, and attend the drivers' meeting, take a look around for the Hard Charger Award decal and patch. When you see one, walk up and ask to hear the tale of the race that won the wearer the award. You may be surprised and entertained by the details. One such detail may include the surprise the recipient felt at receiving the award. If you are fortunate to be attending a race with Chris Ingot, be sure to give him a nod and thanks for bringing the Hard Charger Award back to PCA Club Racing.



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<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Sept 12-14	Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 27/28	Miller Motorsports Park*	InterMountain	Mark Boschert 801.596.8245 mboschert1@comcast.net
Oct 3-5	Summit Point Motorsports Park*	Potomac	Kevin Oyler 240.505.4332 kevinoyler@scmanage.com
Oct 10-12	Daytona International Speedway*	Florida Citrus/Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 18/19	Hallet Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott@valornet.com
Oct 31-Nov 2	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.736.3950 jpa914@aol.com
Nov 22/23	No Problem Raceway*	Mardi Gras	John Crosby 958.674.7500 jlcrosby@crosbydevelopment.com
Dec 5-7	Roebing Road	Florida Crown	Bob Linville 614.834.2047 cblinville@earthlink.net

* Indicates an enduro event



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1967 911S Viper Green Numbers Matching 2.0L # 308377S GT 5 S Full Roll Cage, Corbeau Monza Seats, and 5 Piece Race belts. 2 Sets Wheels & Tires, 15 Gal Fuel Cell, Turbatrol Oil Cooler, Weber Carbs, MSD Ignition, Short Gears - CFLOS, Lexan Rear Window, 2153 Lbs. Fully sorted and ready to compete. PCA Club Race and Rocky Mountain Vintage Racing Log Books. Pictures at : thesourceintl.com/67s Email: Dale Thero at : speedster1@thesourceintl.com

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