



Club Racing News



PCA's Club Racing Newsletter Volume 04.2
Sponsored by Porsche Cars North America



WE'LL KEEP YOU ON TRACK.

JD Motorsports is your best source for Michelin® racing tires—and your only source for Michelin racing slicks. Our full support services include:

- New tire sizes
- New competitive pricing
- Mounting and balancing
- Racing experts ready to answer all your tire questions

To pre-order tires via phone, call 1-800-722-3234 and our sales representatives will be happy to assist you.

Visit us at www.JDMotorsports.com



JD MOTORSPORTS



Official Publication of Club Racing
of the Porsche Club of America.

Editor

Andy Jones
P.O. Box 990447
Redding, California 96099-0447
Phone: 530-241-3808
clubracing@jps.net

CRN Advertising Coordinator

*Please direct all advertising inquiries to the
Program Coordinator, Susan Shire.*

Susan Shire
Phone: 847.272.7764
Fax: 847.272.7785
Email: PCAClubRace@aol.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. No pictures are being accepted at this time. **Classified ads are to be sent directly to the editor.**

Commercial Advertising

Inquiries regarding commercial advertising should be directed to the CRN Advertising Coordinator, Susan Shire.

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

Statements made in the PCA *Club Racing News* are those of the authors and do not necessarily reflect the opinions of the Porsche Club of America, the National Committee of Club Racing or the editor. The editor reserves the right to edit and/or omit all materials submitted for publication.

Copyright

Permission is granted to reproduce any portion of the *Club Racing News*, provided that full credit is given to the author and PCA *Club Racing News*. All photographs are copyright of the respective photographers.

PCACRN is not responsible for the return of unsolicited materials. PORSCHE, the Porsche Crest, Carrera, Targa and Boxster are registered trademarks of Dr. Ing. h.c.F. Porsche AG.

Postmaster:

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

Printed By:

Artistic Printing
Salt Lake City, Utah

Copyright 2004
Porsche Club of America



Volume 04.2 March/April 2004

Inside

4 Safety and the Challenge Series

5 Top 10 Things Porsche Club Racers Don't Understand

6 Rules Revisited by the National Scrutineers

8 Blastin' the Bayou

11 924/944 Modifications

11 The 2004 Season Takes to the Road

14 2003 Northstar Motorsports Award

17 2004 Club Racing Calendar

18 The Classifieds

Photo by Jason R. Meredith.

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

On the Cover:

A painting by Michael Jerkot of the Nord Stern Region.

Deadline

The deadline for the next issue is:
April 15th

Safety and the Challenge Series

by: John Crosby, Chairman PCA Club Racing

When we think about safety, as it pertains to auto racing, a most often overlooked aspect is that of safety in the paddock. A race paddock is a hotbed of activity. There are racecars going on and off the track, crewmembers scurrying around for fuel and tires, spectators cruising the paddock often with kids, and almost any kind of motorized and non-motorized vehicles known to man. There are golf carts, motorcycles, bicycles, motorized skateboards, scooters, and four-wheelers just to name a few. I have even seen a motorized lounge chair at a race... I'm not kidding, folks! All of these vehicles are buzzing around in any and every direction while dodging pedestrians. The race drivers are usually wearing their helmets and have restricted vision, especially these days with head and neck restraint devices that limit movement. The point that I am coming to is that there have been a few accidents involving injuries at PCA track events (both DE's and races) over the past year, and none of them have occurred on the race track. Please keep this fact in mind at your next race and pass this on to your family and crewmembers.

Now for safety on the track. The SCCA's *SportsCar Magazine* March issue contains their annual review of safety apparel. There is also a comparison on the various types of head and neck restraints. I found this well worth the time to read.

What happened to the Challenge Series? The concept was intended to create a venue similar to SuperCup racing within the Club Racing program, but in a way that would provide an added benefit to the overall program. In order to achieve this additive characteristic, the Series was based on holding separate Challenge Series races at Club Racing venues that are not fully subscribed. These events have the excess capacity to accommodate a separate cup car run group. The benefit to the program would be to bring additional entries to some of our smaller events. In order to insure an adequate number of racers, a pre-registration commitment was required by the Series competitors. Although points races and a championship series would be a departure from the traditional PCA Club Racing Program, the added benefit to the smaller races would make it justifiable. The added benefit to the racers would be a national championship series and the opportunity to race in a full Challenge Series race group at each dedicated Series race. This of course would require some modification to one's planned race schedule for the year. Based on the initial surveying of our cup car drivers the interest level was high. By the January 15th entry deadline however, there were not nearly enough entries to make the series viable. The feedback received generally indicated that the majority of

potential competitors decided that the additional travel requirement was not worth the effort of participating in the series. Although they would typically run five or six races per year, the general sentiment was that they would rather go to the ones closest to home, series or no series. The lesson learned by the Club Racing Committee is that based on this result, the current program currently well addresses the competitive motor racing interests of PCA members.

Finally, PCA has just completed a survey of its membership, which currently stands at over 53,000. The survey entailed virtually every aspect of PCA including a few items on track events and racing. In the interest of saving money, it was sent to approximately 8% of the membership, representing a cross section of PCA members. Some interesting feedback as it pertains to PCA track events (both DE and racing); 41% currently participate in PCA track events plus another 33% stated that they were thinking about giving it a try. Combined that is a huge percentage of PCA members. Keep in mind that currently only 4% of the entire PCA membership has racing licenses, which tells me that there is a strong future in racing activities. For regions involved in hosting races, another question was designed to determine the involvement of members in club races in some aspect other than a racer, such as a race organizer or worker. Nine percent (9%) responded that they currently do so, while an additional 22% responded that they would like to. That's a lot of people out there willing to help. You just need to find them and they may be outside of your own region. There was also question regarding Club Races and the Porsche Parade. A very high percentage of racers indicated that they would be more inclined to attend a Parade if there were a race within a close proximity. Almost 50% of the non-racer respondents stated that they would like to see a race at the Porsche Parade. Well folks, they are going to get that chance this July.

Club Racing will be an integral part of the 49th Annual Porsche Parade in Fort Worth. Not only will there be a Club Race on Friday and Saturday of parade week, but also a special Club Race car display at the concours on Monday (no serious judging) and a separate tech quiz section on Club Racing covering the rules and history of the program. I'll be there the entire week and hope to see you.

Be safe.



Top 10 Things Porsche Club Racers Don't Understand

by: Donna Amico, Chief National Scrutineer

There are a number of misunderstood rules, procedures, or just plain misconceptions out there, and the scrutineer at the black flag station hears about most of them over the weekend. So, in an attempt to make our lives a little easier, I've created a "top 10" list. I can assure you that I personally encountered at least one person confused about each item on this list at Sebring. If I'd surveyed the entire scrutineering crew for the weekend, who knows how long it would be? So, in the spirit, if not the humor, of the more famous Top 10 lists, here's my offering.

10. You must come in to black flag during a practice session after a spin, even if you never left the track. Most of you understand about coming in after going off the track to have us look over your car. However, we also do this to settle down drivers who might be getting a little over-exuberant in the practice sessions.

9. You do NOT have to come in for a spin or off-track excursion if it occurs during qualifying or during a race, even the fun race. Now, if it's your 3rd spin of the session, the steward may decide to black flag you for a chat with a scrutineer, but in general, you can continue during qualifying or a race.

8. If you leave the track and hot pit area and go into the paddock during qualifying or a race, you will not be allowed to return to the track. If you need to fix something, you must do it in the hot pit lane.

7. Passing under a yellow flag or under a black-flag-all is dangerous and a very serious infraction. Many of your fellow racers think that the penalty for passing under yellow should be immediate execution, and even that's too good for them. If called for passing under yellow or black, don't be surprised if the steward decides that your session, or even your race, is over.

6. If you should be passed after a full-course yellow or black-all, do not get irritated and decide to pass to take back your position. (I had a really hard time explaining to one racer that yes, it was a pass under yellow when he did that....) In fact, even if you are pointed around, don't retake the position. When the flags are first displayed, the corner workers are very busy. They try to catch all the infractions, but it's nearly impossible (see items 5 and 4). When everyone is in line, they WILL see the pass to retake the original position, and that will be treated as a pass under yellow. If a couple of you wish to straighten

things out, signal each other and do it after the track goes green.

5. The corner workers do not all have photographic memories. They are responsible for the track downstream of their corner, which means they have to recall and report car numbers on cars that have already passed them. Try it sometime. They will report all problems that they can, but cannot be expected to be perfect and catch all of them.

4. It's still important to be able to read car numbers, even though we have transponders for timing. Not only are the corner workers trying to report on cars that have passed them, they are trying to read unreadable numbers. "Red 911" is not very helpful for identifying a car. They might need to communicate something important, such as your car is on fire. And you'll never win that Worker's Choice award if the corner workers can't read your car number. Do them a favor. Look at your car from their point of view (from a distance, from all angles) and fix the numbers!

3. If there is any contact with a car or vertical obstacle that may have caused car damage, all cars involved in that contact must come in immediately, even during a race. Racers, regardless of who is later determined to be "at fault," we want you to know that all of you have an incentive to choose to avoid any avoidable contact.

2. No matter how innocent you are, once you come in for a contact incident, you won't be allowed back out that session (or race). Occasionally, a very innocent bystander will get collected, which wrecks his or her race. (P.M., yes that would be you, at Sebring, and we're sorry, but that's the rule. And you did the right thing by coming in.)

And finally, the number 1 thing that Porsche Club Racers don't understand:

1. Racing Luck is Real. No matter how quick you are, or how much effort and testing you've poured into setting up your car, or how perfect your race strategy, it can all be undone by racing luck, or lack of it. Porsche Club Racers seem to have a particularly hard time with this one. Most of us can afford this hobby because we have considerable control over achieving success in the rest of our lives. Try not to think you also control everything that happens on a racetrack. You don't. Get over it, and just go have fun!



Rules Revisited by the National Scrutineers

by: Lance Weeks, Technical and Rules Chair

The 2004 race season is underway and there are quite a few cars still under construction or at various levels of alteration. Thus, this is a great time to ask questions and be sure that your car complies with the 2004 rules. And don't forget that existing "logbook cars" must conform to the new rules as well.

When the National Scrutineering staff gets together to review the rules, we are really doing two things. First, we are clarifying the new rules and the best manner to enforce them. Second, we are answering any questions about the existing rules and how they are interpreted. Our goal is to strive for balance and a fair understanding of the rules, so that you the driver will hopefully always get the same response regardless of which event you attend.

New rules always leave some questions as to the intent or interpretation of the rule, to which car model the rule pertains and how best to enforce any discrepancies. The following should answer a few of those questions.

Rule Stock 6.B. Sheet metal modifications in the rear deck, trunk and spare tire compartment as required for installation of a fuel cell are allowed.

This pertains to the installation of fuel cells in the front engine cars, allowing these cars to have a fuel cell installed below the rear deck. This installation is safer than mounting a fuel cell on the rear deck.

Rule Stock 6.H. The driver's side door panel and window glass may be removed to facilitate the installation of side impact protection.

While in the past this has been disallowed, allowing side door bars to protrude into the window cavity may provide some further degree of safety. Only the driver's side door may be modified with this protection. If side impact protection is not installed then the window glass, rails, mechanism and door panel must remain as delivered from the factory.

Rule Super Class 2.A. Non-996 based cars with water-cooled 911 engines shall be classified in GTP by displacement. The turbo multiplier shall be applied as necessary.

This extension of the existing rule needs to work with the description of Classes under GTP-1 thru GTP-6. The issue here lies within the "prior to 1999" and Rule Super Class 1.A. "must have a Porsche chassis consisting of a stock tub". This rule allowance opens up the ability to continue the development of early 911 chassis cars

using water-cooled 996 motors, even with logbook cars whose logbooks are issued subsequent to the 1999 rule. "Prior to 1999" is no longer applicable to these cars. The key point to be made is that the tub rule is still in force, -no new tube frame cars will be allowed in GTP other than factory built prototype race cars.

The subject of tie rods for 911's came up again at the end of 2003.

Rule Stock 2.C. Bump steer kits using rack spacers on 911's are legal, provided the tie rods are not modified in length, using anything other than stock or turbo tie rods without extenders.

This rule allows modifications that do not require machining of factory suspension components, and the suspension geometry is not altered beyond what is possible with stock factory parts.

Have a safe and fun, racing season. Hope to see you soon.



Want to Know More about Tires?

THE RACING & HIGH-PERFORMANCE TIRE

by Paul Haney

Information You Can't Get Anywhere Else!

Following up on *Inside Racing Technology* and *Inside Racing: A Season with the PacWest CART Team*, Paul Haney presents a new book revealing the complexities of tires, how they influence vehicle dynamics, and how to use tires in the operation of racing and high-performance cars.

Viscoelasticity dominates the friction characteristics of rubber and tires. The resulting sensitivity to temperature, sliding speed, inflation pressure, and applied load means that tires are as complex as they are useful.

More than 150 photos and drawings help the reader learn the unique characteristics that make the pneumatic tire one of the most complex and important devices made by humans.

Chapters on Rubber, Rubber Friction, Rubber Compounding, Tire Behavior, Balance and Control, Race Tires, Basic Vehicle Dynamics, Suspension Geometry, and Tuning for Grip and Balance explain how tires work and how you can get more from your tires.

Retail price is \$59.95. Available with a credit card on www.insideracingtechnology.com for \$55 including shipping. Or send a check for \$55 to:

TV MOTORSPORTS
31 Tophill Lane
Springfield, IL 62704

Do you know a group of people who would benefit from a low-cost, high-value seminar on tires? Call 217-793-1763 for details.



2004 NORD STERN LOONACY PORSCHE CLUB RACE

THE FASTEST TRACK IN NORTH AMERICA

BRAINERD INTERNATIONAL RACEWAY

AUGUST 6, 7, 8, 2004

Mark your calendars.

**Don't miss the fabulous
Nord Stern Loonacy Club Race
August 6, 7, 8**

**Great people.
Great track.
Great area.
Great fun.**

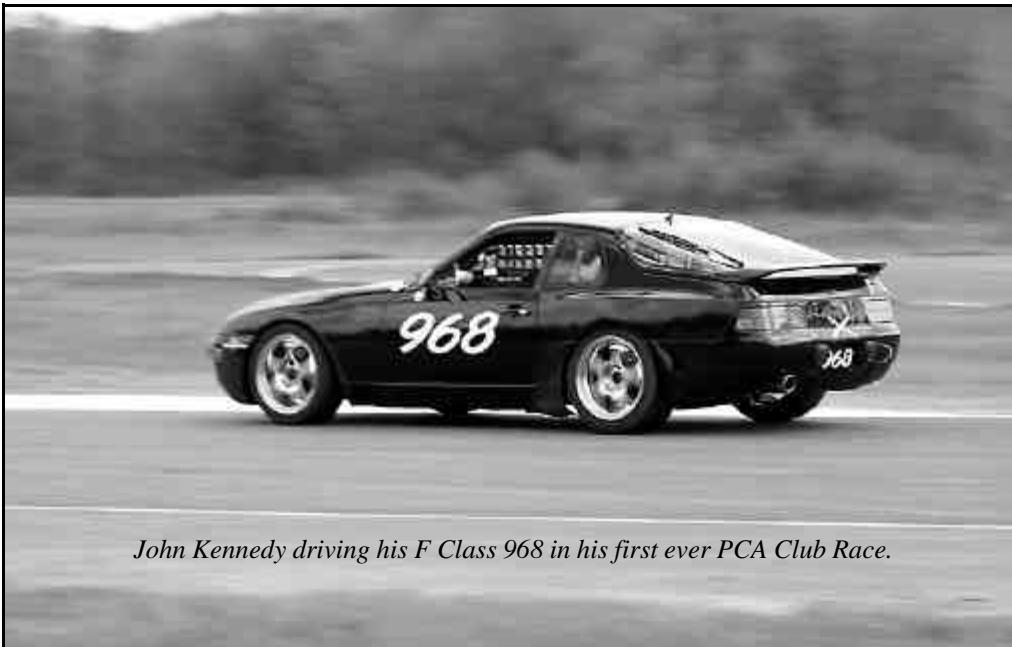


Cup car owners: don't forget to register for the Challenge series by January 15th. Nord Stern plans to put on a very special Challenge race. Be sure to include Brainerd in your Challenge schedule! It will be well worth the tow.

We will be sending out a couple of email announcements as our plans come together. If you want to be included or just want more information, **email Roger Johnson at rsamerica93@comcast.net.** Also going to Road America? We can arrange for a place to park your truck and trailer in Minneapolis for the time between the two events.

Blastin' the Bayou

by: Scott Foremaster, Member of the Mardi Gras Region



John Kennedy driving his F Class 968 in his first ever PCA Club Race.

Deep in the sugarcane fields of Southeast Louisiana resides the 1.8 mile, 14 turn road course known as No Problem Raceway Park, which served as the venue for the Second Annual Blastin' the Bayou Club Race presented by Greff Motors and hosted by the Mardi Gras region PCA. Unlike last year, when the race was run in April, the decision was made to move the event to the weekend before Thanksgiving, when the temperatures are very mild and the Club Racing schedule has only one other event for the month of November.

This proved to be a good move, because the weather was indeed mild. In fact, the weather was beautiful and the race attracted a total of 44 racers, almost doubling the field of the inaugural event. The race was run in conjunction with the last of six DE's the Mardi Gras region hosted this year which helped to make sure the paddock was always full. Friday was a test and tune day that was run under DE rules and allowed those who had not previously visited NPR the opportunity to learn the technical challenges that the track provides.

One remark that was commonly heard about last year's race was that the Mardi Gras region knows how to put on a party and it was viewed as a challenge by this years race committee not to disappoint. Friday evening, after the track festivities were over, everyone was invited to attend an oyster barbecue with all the fixins at the sports bar located at the start of NPR's drag strip. It did not look like too many people passed up that opportunity.

Saturday opened to cool temperatures and sunny skies and promised to be a beautiful day. There were two race groups and two DE groups for the weekend. Race Group 1, which consisted of classes F through J and a lone GT5S car, took to the track for their first practice session followed soon after by Race Group 2, which consisted of the rest of the GT cars and stock classes B through E.

The three practice starts and fun races were run without incident in both run groups and provided spectators

near turn one, a fine example on how to run close together and still leave competitors room to get through safely. Once the action on the track was complete, the Mardi Gras region arranged for a police escort from the track into nearby downtown Donaldsonville for all the competitors who were so inclined to drive their racecars to dinner, as well as anyone else who wanted to be part of the convoy to Café Lafourche. This turned out to be great fun and we ended up with approximately 130 people who packed the restaurant, which was open only to the PCA. And how was the drive back? All I will say is, the police escorted only those who drove their racecars to the restaurant and it was a return trip that will not soon

be forgotten by those who participated.

Sunday's weather was a carbon copy of the day before, if not a tad warmer. Fastest of the qualifiers in Race Group 1 was Texan James Buckley in his very clean 1970 G class 911 with a time of 01:23.9, followed closely by local Tom Quinlan in a borrowed 88 944 Turbo that normally runs in E class. But because the owner, Chris Wilken, was running it in Race Group 2, Tom ran out of his class in Race Group 1 and set a time of 01:24.2. Another Texan, Bryan Henderson, was third overall on grid and fastest of the F class runners with a time of 01:28.8 in his dark green 1984 911. Steve Bujenovic, who is no stranger to NPR, was eighth overall and first of the I class runners with a very respectable 01:27.5. Starting fourteenth on grid and first among the H class cars was Gary Small in his Euro spec 944. Although Eric Engles of Tulsa was only a tenth of a second back in the other H car. Trusty Joe Macon McGlohen, in his bright yellow 914, was the first of the J cars with a qualifying lap of 01:33.4. Yours truly, was busted after qualifying for being under weight and had to start my 1985.5 I class 944 at the back of the pack. In the future, I've got to start remembering to put my ballast in before heading to grid! Nudge, nudge, wink, wink.

Race Group 2 put everyone on notice that, not only were their cars fast, but they were evenly matched. Title sponsor, Randy Greff, was the fastest qualifier and set the fastest lap of the weekend with a 01:17.3 in his 1979 GT2R 911. Ronnie Randall, who made the drive from Tennessee, qualified his 1976 911 GT4R second overall with a 01:17.4. Mike Hardage, in his beautiful 2002 GT3 Cup Car, was third on the starting line with a time of 01:17.5 (are you beginning to see a trend?). Dan Pastorini, one of six drivers competing in their first PCA race, was fourth fastest with a time of 01:17.7 in his 1996 993, proving that playing quarterback is not the only thing he's good at. The first seven overall qualifiers were all in GT classes and were separated by only 1.7 seconds. Scott Bolduc

FORGELINE

Forged Alloy Wheels

Introduces the new

SK3-R

LIGHTWEIGHT COMPETITION WHEEL

- Designed and warrantied for racing use
- Titanium fasteners
- Forged 6061 T6 centers
- Heat treated 6061 T6 rim halves
- Large caliper clearance
- Powdercoated for durability (silver or gunmetal)
- Recessed bolts for easier cleaning
- 3 lbs lighter than the standard 3-piece wheels
- Available in 18x7.5 - 18x13 virtually any offset.

ForgeLine Motorsports

3578 S. Kettering Blvd., Dayton, OH 45439
Tel: 937-299-0610 Fax: 937-643-0070



RS 2-Piece

WC 3-Piece

RS 3-Piece

VR Viper Only

Fiberwerks™

DESIGNED TO PERFORM!



Fiberwerks offers exclusive high performance body designs for your Porsche, making it truly stand out from the crowd. Not just a weight reduction or a better look, a Fiberwerks design is an important performance upgrade that can be measured on the track. Design features include modern aerodynamics to increased downforce with minimal drag and improved airflow to oil coolers, radiators and brakes.

As for styling, Fiberwerks' designs are race inspired and have been called the "ultimate update" for older Porsche's and an "exotic touch" for the newer generation.

All of Fiberwerks' designs have been painstakingly developed with "easy installation" in mind. Therefore, Fiberwerks components are among the best fitting on the market. Installation is further simplified since Fiberwerks provides the mounting brackets and written instructions with all parts that require them.

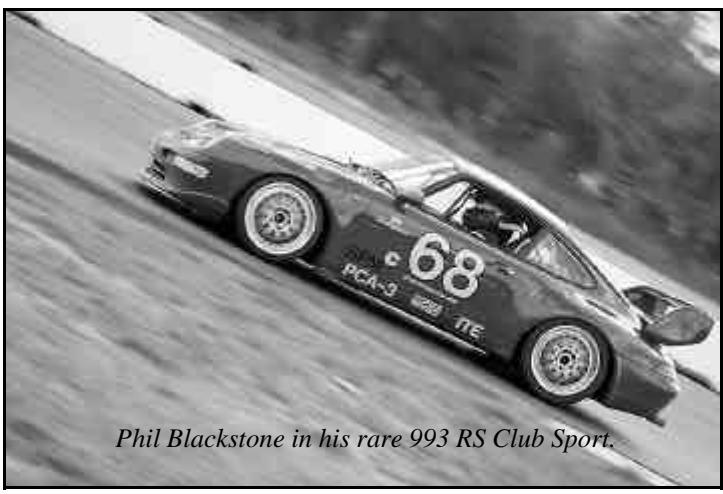
Call us at
850-944-9454

or

visit us at

Fiberwerks.com





Phil Blackstone in his rare 993 RS Club Sport.

drove his B class 2003 996 twin turbo to a time of 01:20.5. The first of four C class drivers was Jim Collier out of Dallas, driving his white 1993 RS America to a fast lap of 01:20.9. Mardi Gras region president, Chris Wilken, drove his 1988 944 Turbo to his first ever E class pole with a lap of 01:22.6, just edging out John Crosby by just under a second.

The racing in both groups was close but as it had been all weekend, proved to be clean. Both run groups participated in two heat races consisting of a twelve-lap race followed by a fifteen lap finale. First to the finish line in group one in the first race was Tom Quinlan followed by Dave Beauregard in his F class 1986 911 Targa. James Buckley was 2.4 seconds behind Dave with Michael Lapp 0.8 of a second behind James. Jon Grand was the first of the I class runners across the line in his 1984 944. I was fortunate enough to finish eighth overall (second in class) after starting twentieth, so I was thrilled.

In the first race for the folks in Race Group 2, Mike Hardage and Randy Greff had an epic battle up front. Greff started on the pole but Hardage finished first, only 0.4 tenths of second ahead of the hard charging local hot-shoe. After Greff, the finishing order was Dan Pastorini, Bruce Busby, Hank Godfredson, Scottie Bolduc, Jim Collier, Phil Blackstone, and Byron Burkhardt rounding out the top ten, all of whom finished within a minute of each other.

The fifteen-lap race in group one was won by James Buckley who started second. The next five finishers were all fellow F class competitors with Jon Scheurich the first among this group followed by Bryan Henderson, Michael Lapp, Dave Beauregard, and Corey Jump in his white 1987 911. As in the first race, Jon Grand took I class honors and seventh overall followed by Ricardo Goncalves in his G class 911. Joe Macon McGlohen in his J class 914 finished 1 second ahead of his J class rival, John Cotter.

The second race for group two had the exact same finishing results through the first six positions as the first race with Mike Hardage and Randy Greff continuing their battle from the first race. Keith Olcha broke into the top ten in his 1993 911 RSA and your faithful national PCA Club Race Chairman (John Crosby) finished first of the E class runners and eleventh overall.

The workers choice awards were as close as the racing on the track. Rusty Tilton in his GT5S 1976 914 won in group one for his clean and skillful driving. Randy Greff won by one vote over Mike Hardage. Both Mike and Randy suffered mechanical problems Saturday afternoon (Randy's tranny ate second gear while Mike broke a half-shaft) and had to work late

into the night to fix the problem but still managed to put on quite a show for everyone the next day.

In a 111 honesty, everyone was a winner at this event. The racing was close, the evenings were spent with good friends or new acquaintances, and no one went home with bent sheet metal. Hope to see you next year.

Note: Photos Courtesy of Shawn Bosarge of Action Photos.

HEAD Reconditioning Race Proven by the Legendary Leo Goff



Tuner and machinist extraordinaire.
For the complete story click
www.memphismotorwerks.com
MEMPHIS

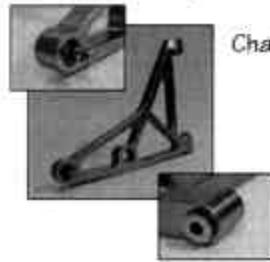
MOTOR WERKS
901-757-1009

9063 Macon Rd • Cordova TN 38016

Autometrics MOTORSPORTS

Track Car Preparation for PCA, POC, HSR, and Grand-Am

- Engines and Transmission
- Roll Cages
- Upgrades and Overhaul
- Ground-Up Conversions
- Safety Equipment
- Precision Alignment and
- Suspension Systems
- Corner Balancing



Charley Control Arms for 944/951/968

Absolutely the Finest Control

Arms Available

\$1,600 Shipping Included

For Sale

Autometrics Motorsports
3.8 RSR the Ultimate GT2
Club Racer. Visit our web site
for more details.



(888) 767-6269

www.autometricsmotorsports.com

Located in Charleston, SC

924/944 Modifications

by: Patti Mascone, Public Relations Coordinator

Money, obviously, remains a major force in guiding the upgrade process. You may not be able to build a competitive, modified H car overnight, but Arzola, owner of a race prep shop also in the DC area, says, if you are taking a car from I to H, "you need to be prepared to go the whole way."

No matter the budget or class, safety should always be the first priority. The control arm is one component you should consider carefully--and keep an eye on after each race. As often is the case, the car you purchase may have its original control arm in place, never mind that the early and late-model 944s are also different beasts in this area.

In fact, continual factory tinkering to the suspension can be found throughout the NA and Turbo (T) models, and several variations to the M030 option as it evolved. The M030 options, however, provide you with proven Porsche factory limits (ball joint angle, ride height and sway bar size) for both safety and performance. A knowledgeable racer/mechanic can help you wade through what you have, suggest upgrades and help you avoid common pitfalls. Arzola maintains that, along with keeping the control arm level, a brand new Porsche control arm or one of the aftermarket versions will put you in good stead.

The wing also draws much attention to the platinum 944 Arzola piloted at the Summit Point race. If you want a wing for your car, Arzola explains, balance is of key importance. A wing simply pushes the rear of the car down at high speeds (such as in Turn 10 at Summit), so the resulting effect to the front end has to be considered in tandem.

As far as the engine goes, oil starvation is another concern, a result that is often the function of the RPMs and/or G-loads being too high. High RPMs, such as those allowed by

chips, may feel great under foot, but they don't necessarily translate to efficient power on track nor do they contribute to extending engine life, while a chassis that leans too much can slosh the oil back and forth.

Believe it or not, the driver is the simplest solution to this problem: Find the peak power range in the car, drive there and then shift accordingly. For example, when driving the #20 H-car at Summit, Arzola explains, "I did not drive at the ragged edge red line, but at peak torque."

One great feature H cars can use to full advantage is the addition of bigger brakes, either from the late 944T M030 option or from a 928 S4, as Murphy did on the #20. Interestingly, this type of racecar can hold the braking and power to the road with typical 8" rims and 245-45-16 tires.

Because race weekends over the past two years have been rather wet, Arzola weighs in on his success in the rain. While many drivers are unnerved by the prospect of slipping and sliding, Arzola has taken every opportunity to practice and race in the rain. And this experience, along with a somewhat compliant car and fresh tires, gives him a comfort level, even when rain comes unexpectedly, as it did at Summit. "You've got to try it," he says. "You have to feel the car in every turn at medium speed, to see what it allows you to do."

It's hard to argue with any of this advice. No one wants to park his or car—for any reason—that's for sure.

(For those of you driving other types of Porsches, look for future installments about your car.)



The 2004 Season Takes to the Road

by: Patti Mascone, Public Relations Coordinator

All of us would attend every race if we could, but there are always decisions to make and other demands to schedule around. The PCA Club Race schedule (as of February 6) boasts 28 races, so maybe there's room for just one more race on your schedule...

If you want to experience the thrill of co-driving with family members or friends, PCA offers so many opportunities—the first five races of this season include enduros, not to mention five more of these longer races are scheduled later in the year! There are quite a few other interesting items of note for the 2004 Club Racing season. The non-PCA Daytona Rennsport Reunion, on April 23-25, offers a once-in-a-lifetime opportunity to participate in a world-class event, not to be outdone, of course, by the Alabama-hosted race at the brand-new Barber Motorsports Park over the June 4-6 weekend.

If you look further into the season, the Potomac Region race has shifted back into summer, with the dates of August 21-22 at Summit Point. Soon after, First Settlers takes

PCA racers back to Virginia International, with an October 1-3 slot. Another race not to miss is the Connecticut Valley race, which has moved to the wonderful racing month of September (17-18), relegating the danger of 'spring showers' to the past. The Zone 7 Laguna Seca race on April 30-May 2 brings a spring race to the balmy West Coast instead.

Many of the 'stalwart' races still anchor the schedule, so please see the full schedule inside this CRN or the most up-to-date version at www.pca.org.

See you there!

--Patti Mascone



Gear Box Headquarters

901/904/911

915/930/G-50

torque-biasing limited slips



www.Carquip.com

7191 Arapahoe
Boulder, CO 80303 USA
(303) 443-1343
(303) 444-3715 fax

email tomconway@carquip.com

Carquip, Inc.

Racing Gear Ratios

- *356 - 14 Ratios with new dogs Call.
- *911 '65-'71 (901) - 22 Ratios with new dogs Call.
- *911 '72-'86 (915) - 59 Ratios with new dogs Call.
- *930 '75-'88 - 39 Ratios with new dogs Call.
- *G-50/C-2/C-4 '87-'94 77 Ratios with new dogs Call.
- *904 Mainshafts NEW (300 m) \$795.

Limited Slip Differentials

- *915 / 930 GT (ZF style) 72-87/911 NEW \$1795.
- *904 / 911 '65-'68 Torque-Biasing \$1495.
- *915/930 '69-'87 Torque-Biasing \$1495.
- *G-50 '88 on 911 Torque-Biasing \$1495.
- *356/741 '59-'65 Torque-Biasing \$1850.
- *904/911 '65-'68 Rebuilt (ZF style) \$1495.

Ring and Pinions

- *New 8:39 Turbo (Short) 76-88 \$2150.
- *New 7:31 915 72-86 \$1350.
- *New 7:31 356 53-65 \$850.
- *Ring & Pinion "R" Factor Tool (Nice) \$895.

Transmissions

- *356/741 59-65 rebuilt (exchange) \$2450.
- *901/911 65-71 rebuilt (exchange) \$1895.
- *915/911 72-86 (exchange) \$1895/\$2950.
- *930/75-88 (exchange) Call.
- *930/38-1988 w/LSD (exchange) Call.
- *1990 C-4 rebuilt (exchange) Call.
- *944 S Rebuilt (exchange) 9:35 R & P \$2450.
- *944 Turbo (exchange) 8:27 R & P \$1950.
- *944 83 on (exchange) \$1750.

New Gears



NEW! G-50 Race Gears

Rebuilt and exchange transmission program. Check out our website for a complete listing.

Transmission Service

* Rebuilding • Race Prep • Custom Boxes

Specials and Rare Stuff

- *17 gal. 356 alum. fuel cell A & 1-5 Call.
- *65-68 rebuilt turn signal assys Call.
- *Euro & US from \$450/pr front \$550/pr rear.
- *S-90 pistons & cylinders NEW forged \$1095.
- *356 SC gas tanks 62-65 OE \$895.
- *911 gas tanks 69-73 NEW Call.
- *Wide selection 4-cam parts Call.
- *356-911 sheet metal noses/fenders etc.
- *Used 356-911 engines 56-85 Call.
- *Rebuilt & used 4-cam engines & parts Call.

Call or email for Gear Lists and Gear Charts

We Buy Parts - Trades Considered • Dealer/Shop discounts available



Pagid Orange racing brake pads

Pagid Black racing brake pads

Motiv brake bleeders

Motul & ATE Super Blue brake fluids

Titanium brake pad/piston heat shields for 930 & smaller brakes

All items are in stock and ready to ship.

www.RennStore.com

218 Main Street Suite 200

Kirkland, Washington 98033

425-765-1090

PCA INTERMOUNTAIN REGION presents:

PCA Club Race and driver's education at LAS VEGAS SUPER SPEEDWAY



April 30th May 1st and 2nd, 2004

Come to Las Vegas for the Intermountain Region Las Vegas Super Speedway Club Race and drivers education weekend. Drive the classic 16 Turn 2.55 mile road course on the big inside track. The weekend includes Friday test and tune, Saturday and Sunday Club racing with driver's education. Fully-equipped Air Conditioned Garage spaces available.

Join us for this signature West Coast race weekend!

EVENT REGISTRATION AND HOTEL INFORMATION: <http://vista.pca.org/int/>

CONTACTS:

RACE

Tim Martin
martint@sisna.com
(eve) 801-404-0312

REGISTAR

Kathy Black
kblack88@aol.com
(eve) 801-265-2364

DRIVERS EDUCATION

Lance Weeks
lweekspors@aol.com
(eve) 801-265-2364



2003 Northstar Motorsports Award

by: Steve Rashbaum, Sponsor Coordinator



On January 17, 2004 Steve Rashbaum, PCA Club Racing National Sponsorship Coordinator and Susan Shire, PCA Club Racing Program Coordinator came to Northstar Motorsports to conduct the drawing for the Year End Winner of the Northstar Award.

To recap for those of you unfamiliar with this award. Northstar Motorsports has sponsored an award which is conducted by a drawing at each PCA Club Race. To be eligible to win, each racer must have Northstar Motorsports decals on both sides of their racecar. The winner at each of the year's Club Races won a certificate good for a 20% discount on any one time purchase of merchandise sold by Northstar Motorsports. In addition to winning a 20% discount certificate each race winner of the Northstar Award had their name placed in a year end drawing good for a Snell SA 2000 Bell Dominator Helmet with a custom paint job provided courtesy of Mike Madden at Razor Image – War Paint for Real Racers. The retail

value of this year's award is \$1,200 which was won by Jim Buckley of the Maverick Region. If you didn't win but want one of the best helmet paint jobs around give Mike a call at 630-257-8006.

And for next year make sure you carry the Northstar Motorsports decals on your racecar to be eligible to win the 20% discount certificate and one of the brand new Sparco SN 2000 helmets. If you need these decals just call us at (800) 356-2080 and we'll be happy to send them right out.

Northstar Motorsports has become the country's premier motorsports safety equipment company since opening in 1990. Northstar has built this reputation by offering an extensive inventory of only the highest quality products and exceptional customer service, all at competitive prices. Northstar is an authorized distributor for the finest names in Auto Racing Safety Equipment and Accessories: Arai, Bell, Brey-Krause, Corbeau, Diadora, Momo, OMP, Pagid, Recaro, Sabelt, Schroth, Sparco, Stand 21 and many more. For more information call John Ruther at Northstar Motorsports at (800) 356-2080 or order online at www.northstarmotorsports.com.



Eliminate Heat Induced Fatigue!

COOL SHIRT™ offers a range of complete personal cooling solutions for car racers, boat racers, and equipment operators. These systems feature components made of high quality materials, constructed with precision and care. Cool Shirt systems are designed to eliminate heat-induced fatigue and the error factor that accompanies it. We are the leader in driver cooling systems!

#RS-10 New Round Cooler! Features threaded lid and smaller footprint for tighter spaces. Easy to fill and drain. Threaded lid eliminates spills; compact size fits many applications!



Urama Sales & Marketing

12050 I Avenue, Suite F Hesperia, California 92345 Fax Orders: 760-244-1787

760-244-1996 • urama12050@aol.com

**TURN 2...4TH GEAR FLAT OUT...
UPHILL BRUSH BRAKE...BLIND ENTRY...
TURN-IN AT THE CREST, HOLD IT IN...
DOWNHILL, REALLY DOWNHILL:
OFF-CAMBER, DOUBLE APEX, 4TH GEAR;
COMPRESSION AND BITE...DON'T LIFT...**

**MOSPORT...
FASTER THAN YOU CAN IMAGINE,
CLOSER THAN YOU THINK.**



**JULY 30, 31
AND AUG 1**



Only 2 hours from Niagara Falls,

Mosport is one of the great tracks in North America.

Everything from F1 to USAC, from IMSA to NASCAR have been there.

Big turns, big hills and a big reputation, Mosport is challenging and fast.

Join us for Friday practice, The CanAm Challenge Enduro and Sprint Races. July 30, 31 and Aug 1.

www.pca.org/ucr for on-line registration and track information, or contact Susan Davis at

SusanD@korotkin.com or 313.506.5659.

PCA Club Racing National Committee

Chairman

John Crosby
301 Rue St. Ann
Metairie, LA 70005
Phone: 985-674-7500 - Day
Fax: 985-624-9505
Phone: 504-837-3066 - Evenings
before 9 pm CST
Email: jlcroby@crosbydevelopment.com

Program Coordinator

Susan Shire
1897 Mission Hills Lane
Northbrook, IL 60062
Phone: 847.272.7764
Fax: 847.272.7785
Email: PCAClubRace@aol.com

Technical & Rules

Lance Weeks
1239 West Pitchfork Rd.
Murray, UT 84123
Phone: 801-265-2364
Fax: 801-265-2364
Email: LWeeksPors@aol.com

Sponsor Coordinator

Steve Rashbaum
1897 Mission Hills Lane
Northbrook, IL 60062
Phone: 847.272.7732
Fax: 847.272.7785
Email: steve.rashbaum@invitrogen.com

Chief National Steward

Jim Coshow
10232 NW Alpenglow Way
Portland, OR 97229
Phone: 503-671-2371
Fax: 530-706-6170
Email: jim.coshow@att.net

Chief National Scrutineer

Donna Amico
8805 Blue Sea Drive
Columbia, MD 21046
Phone: 410-381-5769
Email: donnaamico@comcast.net

Public Relations Coordinator

Patti Mascone
1618 Moffet Road
Silver Spring, MD 20903
Phone: 301-944-7151
Email: esscape26@hotmail.com
Email: patti.mascone@digene.com

Advising Investors for Over a CenturySM

- Stocks
- Bonds
- Financial Planning
- Retirement Plan Services
- Annuities & Insurance
- IRA Rollovers
- Mutual Funds
- Trust Services

Glen Gatlin

First Vice President - Investments

Legg Mason Wood Walker, Inc.

2100 McKinney Avenue, Suite 1950
Dallas, TX 75201
(214) 647-3507 / (866) 388-6627
Fax: (214) 647-3535
E-mail: ggatlin@legg Mason.com

Legg Mason Wood Walker, Inc.
Member NYSE, Inc. • Member SIPC
www.legg Mason.com

LEGG
MASON

apinestars ARE YOUR BELTS LEGAL?
SFI Belts must be 2001 or newer to meet current GCR

Gloves and Shoes From 104.95

sparco
The new X-LIGHT is the lightest, most comfortable 3 layer racing suit in the world. 25% lighter than previously possible! Check them out online, or call UPR for expert sizing service.

Now available ICARD

Helmets from \$259.95

UPR
[upracing.com](http://www.upracing.com)
(866)-818-5872

Tucson www.upracing.com Tempe

2004 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
March 19/20/21	Texas World Speedway*	Lone Star	Robert Granger 281.492.5330 rgranger@dodi.com
March 26/27/28	California Speedway*	San Diego	Vince Knauf 619.287.6591 vvvince@aol.com
Apr 3/4	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsga@bellsouth.net
Apr 23/24/25	Rennsport Reunion at Daytona	Non -PCA	http://www.gorace.com/
Apr 30/May 1/2	Laguna Seca Raceway	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
May 1/2	Las Vegas Motor Speedway	InterMountain	Tim Martin 801.733.4439 martin@sisna.com
May 8/9	Mid Ohio Sports Car Course	Mid Ohio	Jeff West 740.745.2136 william.west@dla.mil
Jun 5/6	Barber Motorsports Park	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Jun 5/6	Mid America Motorplex	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jun 11/12/13	Watkins Glen International*	Zone One	Botho von Bose 800.567.1566 BvonBose@lom ltd.com
Jun 11/12/13	Portland Rose Cup	Oregon	Jay Culbertson 503.297.8100 Jay.Culbertson@TCMcorp.com
Jul 3/4	Gingerman Raceway	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 9/10	Texas Motor Speedway	Maverick	Bryan Henderson 817.354.6045 BDHender@comcast.net
Jul 17/18	Putnam Park	Ohio Valley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Aug 7/8	Brainerd*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Aug 21/22	Summit Point	Potomac	Dave Derecola 301.743.5948 clubrace@aol.com
Aug 28/29	BeaveRun MS Complex	Allegheny	Linda Hamerly 724.443.2086 linda@apexperformance.net
Sep 4/5/6	Road America*	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 11/12	Pueblo Motorsports Park	Rocky Mtn	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 17/18	Lime Rock Park	Conn Valley	John Howard 845.534.3358 race.director@cvrpca.org
Sep 18/19	Putnam Park	Central Indiana	Jason Collins 317.858.1864 jcoll-1@rocketmail.com
Oct 1/2/3	Virginia International Raceway	First Settlers	Ramon Rodriguez 757.229.8123 RacingMD@aol.com
Oct 2/3	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 30/31	Heartland Park	Kansas City	Sean Reardon SReardon@glpma.com
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	Dick Lane 803.932.7988 dicklane@sc.rr.com
Nov 20/21	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrahh@pipeline.com
Dec 4/5	Roebling Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net

Note: For the latest updates on the Club Racing Calendar, visit pca.org/pca/clubrace; “*” indicates an enduro.

Photo by Jason R. Meredith.

The Classifieds

'88 930 GT1S Race Car. 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted – needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. Glenn Sapa, 27W506 Wallace Rd., Wheaton, IL 60187. (630) 690-0667 Home (312) 381-4883 Workglenn@thesapas.com. (Email for extensive breakdown.) Reduced to \$79,000.

2003 Cup Car. As new condition with only 400 kilometers from practice time at Sebring. Stock as delivered except for removal of the side windows (available) and window net installation. Perfect at \$140,000 OBO. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

2002 Cup Car VIN: WP0ZZZ99Z2S698014. PCA GTC-3 logbook. '03 gearing, pit speed limiter, 3 stage electronics and Coolhelmet plumbing. Spares: 2 sets 9&11x18" w/ low hour slicks and rains, wand, and transponder. Low hours car for \$100,000 OBO. Possible Porsche partial trade considered. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1996 Porsche 993 TT. Combination street/DE car. Black/black w/ 40,000 miles. Loaded w/options plus Turbo S front spoiler/coolers, coolbrake, Krupp-Bilstein suspension, DAS rollbar, RS bars, new rotors and pads, new 18's. Perfectly maintained stock engine. Great base for a stock B racer. \$68,900. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

2000 Porsche GT3R. PCA logbook GT2R racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade. Complete and never damaged car with wand and spares, plus spare motor with upgraded oil pump for \$150,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

1982 944 based GT-4R, PCA logbook racecar with fresh (3 hours) 2.8 liter, 4 valve engine w/twin Webers building 300 hp. Kirkey, Coolsuit, radio wired, Accusump, ATL cell, central fire, KMR's, custom NASCAR type cage, GT Racing GTR panels, 2,240 lbs wet. 3 sets of 18" wheels, 24 slicks and 4 rains. Lots of spares all for \$41,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1979 Euro SC. High miles stock coupe with no sunroof, AC or power windows. Excellent mechanics and cosmetics. Great base for stock class G car. \$12,500. Photos and description at www.europeanlocators.com Dave Maynard 508-826-8614.

1973 Porsche GT4S Race Car; 73 Frame with GT-2 wide body kit; 2.7L endurance race motor; full cage, much more; built and maintained by RPM (Stan Fox), \$30,000. Trailer available. Call Mark 202-429-6450.

1977 911S PCA Class H and SCCA ITE logbooks, recent engine rebuild, CIS, Euro headers, stingers, 2 sets of 16" Fuchs w/Hoosiers, competitive car (won IRP enduro), no DNFS, \$18,500/OBO; 1973 911T, MFI, Class I (no logbook yet), no sunroof coupe, RS bumpers, ducktail, Konis, Kokeln, rebuilt brakes, adjustable spring plates, sport muffler, etc. \$14,500/OBO. Frank 248.890.6188; ah2049@wayne.edu

1986 944 turbo Race car entry level, full roll cage, SCCA and Porsche Club approved, complete records. ITE class, burgundy, good condition, ready to race. \$7000. New trailer available if needed, \$ 3000. Call 3037619856 or email ccole@chcc.com.

1993 RS America, Red, Street/Track, D-class, 26K, threaded Bilsteins, 18" Fikse, Fuel cell, Safety Devices cage, Phase 9 exhaust w/ Supertrap caps, complete records, fully sorted, 2 races/2 podiums, Beautiful, GT 3 on the way. \$49,000. Bruce @864 322 9981, brobinson51@charter.net

1986 Porsche 911 turbo vintage historic or scca .935 struts and front suspension, monoball shock mounts, full floating calipers, 928 fronts 930 rear, coil over all corners, full cage, 934 body work, 18" wheels 10s&12.5 engine 3.3 suffice pin case, carrera intake, adj boost, garrett turbo, never damaged. TRAILER 44' pace 16' private comfort area, gen, bench cabinets diamond plate, lighting power lift. \$75,000 ph.352 208 8891.

86 944 TURBO 148,443 miles on 11/8/03 One owner car maintained by Tom Charlesworth for the past 12 years. A non-sunroof coupe. Performance options include: 5 point harness both seats, Harness bar, AutoThority stage 2 chip, Stainless steel brake lines, Limited slip differential, etc. Contact for extensive list. For more information contact Bob Miller at 918-369-0453

1984 944 I CLASS RACER. BRAND NEW, PRO BUILT. ARCTIC SILVER/BLACK. ZERO HOUR 2.7 WITH ACCUSUMP, CUSTOM GAUGES, SIX POINT CAGE , FIRE SYSTEM, NEW SEATS, HARNESSSES, MOMO WITH QUICK RELEASE, KONI COIL OVERS, TURBO FRONT END WITH BRAKE AND INTAKE DUCTS. \$20,000. DELIVERY POSSIBLE. BOB CHICK, 2155 COKER AVE, CHARLESTON, SC 29412.

993 Twin/Turbo, C class logbook included. Full 993 GT2 EVO cage, EVO uprights, PMS control arms, Full Monoball suspension, Supercup Struts, RSR adj. sway-bars, RSR tiltkit, RS motor mounts, ERP adj monoball rear suspension links, GT2 front/tail, Lexan, GT# seats, RS st/wh, big Reds, Forgeline 18x9 & 18x11, 315/30 rear and 265/35 ft. Very fast, no expense spared, no corners cut, still street legal! Additional pictures and details available. Please email me at porschenu@hotmail.com with questions. Asking 58k obo. Glen Gatlin 972 672 9986

1975 PCA GT3 Dzus on carbon flares, bumpers, wing. Polycarbonate windows. 6-Point welded cage. Konis, 23/30mm torsion bars. Smart sway bars, motor/trans mounts, shifter, & coupler. 3.0. SSIs, MSD. 915, sportclutch, lightened flywheel, Quaife. 2 sets CCW wheels, 18x10/12, 18x9/11. Kevlar seats. Oil cooler. 930 brakes. More... \$45,000, offers? trades? Also 48" car hauler w/ Living quarters \$32,500. RACECAR Lee Kent 865-567-8269, kent@ix.net

1972 911T GT4 RACE CAR Full cage wide body 2.7 webers or RSR mech inj, twin plug. Active trans, limited slip, full coil suspension 9 & 11" flares, 3.8 wing, bremtek brakes, fuel cell, oil cooler 2 sets of race wheels, pca log. Req spec sheet at rct111@earthlink.net trailer. \$45,000. Jerry Connelly 1355 Willet Ct. Punta Gorda, FL 33950 941-639-3712

2000 Porsche 911 GT3 Cup Car. Wht. with blue & gold graphics. Raced 2000 SpeedVision Series with Koustic driving for a German based team. Motor and tranny rebuilt after 65 hours. No hours. Very clean. \$80,000.00 Contact Wayne at 516-680-3020; for pictures echoman@optonline.net

1984 Porsche 911 Factory Wide Body. Blk w/saddle int. 3.2L recently rebuilt completely stock, 5 spd. w/new clutch, 17" turbo twist rims, AC, turbo brakes, orig. paint, car in excellent condition. \$23,000.00 Contact Wayne at 516-680-3020; for pictures echoman@optonline.net

1999 Ultralight Trailer. Aluminum 16ft open trailer with multiple heavy duty swivel tie downs, E-track, tire rack and long ramps. The most versatile trailer you can own. Under 1000 lbs. Limited use. \$3,500. Call John 480-551-1924.

911 GT3R, Built on 1973 tub, Fresh 3.4 Motec built by Peter Dawe 10-03. Big throttles. New pistons, etc. Tied cage. Car built by Kelly Moss. 993 RSR Body, Penskes, BBS 18", Racer Group Boxes F&R, Quaife, Many New Parts. No expense spared. New cell, brakes, etc. Over \$160K invested. Asking \$67,500/obo or 911 trades. Call Tim Holt at 610 692 7100.

911 GT3R race car, '69 targa chassis open car. RSR glass bodywork with IROC tail, 3.4L twin-plug race-built, crankfire, 50mm PMOs, fresh 915 with short gears, RSR clutch, LS, big brakes, 934 coil-over suspension, semi-tube, Halon, fuel cell. Write or call for full list. Over \$65K invested. A turn-key thrilling ride for \$35,000 /OBO bhirschberg@bendable.com or 541-318-1685

1988 911 Club Racer. Pampered by Eibell Performance of Clearwater, FL. Stock F car with roll cage, plastic front and side windows, racing seats and 5 point harness systems, cooling ducts, drilled rotors, Koni gas shocks, hollow front (22.5mm) and rear (29.4mm) Torsion bars, competition headers, and megaphones, 2 sets of 7x8x16 Fuchs. \$25,000. Contact Mark Brandt 727-733-7855.

1988 911 CARRERA, Black, F class, Full Cage, Seats, Fiberglass Bumpers, Rear Wing, Charlie Bars, Corner Balanced set up by Johnson Autosport Transponder, Ready to Race. \$25,000 OBO Call Matt Salter 402-578-3279 or mbslds@cox.net

1982 911SC AMERICA'S MOST WINNING G CAR. . WINNER OR POLE AT ATLANTA, SEBRING, ROAD AMERICA, MID OHIO, VEGAS, SEARS POINT, AND MORE. 100 RACES, NO DNFS. SET UP BY CRAIG WATKINS. OWN A PROVEN WINNER. EVERYTHING FRESH AND READY TO GO. \$25,000 EMAIL ZACH FOR COMPLETE LIST OF MODIFICATIONS, E X T R A S A N D P H O T O . KUMA@MEGAPATHDSL.NET

WANT TO TRADE GT3 911 FOR E PROD 911. I HAVE FAST, SAFE & RELIABLE 3.4L, 993 BODY ON

'73 TUB GT CAR. FULLY SORTED, MANY WINS. YOU HAVE E CLASS 911 (EITHER IMPROVED F OR NATURAL E OKAY, NO 944'S PLEASE). YOU MOVE UP AND GO FASTER, I MEET NEW BUDGET L I M I T S . S T E V E M E A C H A M . STEVE@BHCRESULTS.COM. (707)938-0948

PCA GT-3 spec 944 Turbo Ready To Run At The Front? Multiple 1st Overalls, fully developed PCA GT-3, ex IMSA car: Jon Milledge 2.6L Turbo, +500HP, MoTec, 968 gearbox, under 2300lbs, Carbon parts. Custom body-work & molds. Crawford wing. 14" Brembos, Motons, blade swaybars. 18" BBS 3 piece wheels, large spares. Max performance per dollar - \$88K. grady@madscientistsracing.com <mailto:grady@madscientistsracing.com> or 413.698.2357 MA

1974 IROC Replica racecar. . Never wrecked. Fully sorted / race-ready. 3.0 L twin-plugged with Schrick cams, PMOs, Cox headers, Dyno 280 HP, Coilovers, turbo brakes, fire system, full custom cage. 915 upgraded trans. NEW Sparco harnesses, windshield, battery. Spare BBS 16" wheels and brake pads. PCA, HSR, PBOC SCCA. \$49,500 OBO. Photos/video available. John Thomasville, GA 229-225-9805. johnboy@rose.net.

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. No pictures are being accepted at this time. 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) **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.



#33 WC/GT, all the latest PMNA upgrades GT3R susp. Upgrades: Ohlins 3-way, PFC rotors, Alcon, Top ten car w/ rookie driver, race prep. 20hrs-motor & trans. with or w/o MOTEC data. \$130k with-\$114K w/o MoTec, OBD(motivated) Contact Bob Raub-303-781-0774 or bob.raub@gracing.com



#33 WC/GT. 2003 PMNA full up rated motor, 4hrs, new trans. MoTec full data & eng. New radiator, solid susp., no rubber. Top ten WC/GT car, prepared & raced by 3R Racing. 125K with MoTec, 99k w/o. OBD(motivated) Contact Bob Raub-(303) 781-0774 or bob.raub@gracing.com



PCA Club Race National
Safe Racer Award Sponsor



The Faster You Go – The More You Need Us!

Call us

800.934.9112

(To Order)

703.257.0009

(For Tech Support)

Fax us

703.257.7993

E-mail us

info@ogracing.com

Visit Our Showroom

7204 South Hill Drive
Manassas, VA 20109

Monday-Friday 9am-6pm

Saturday 10am-4pm

Eastern Time

We ship daily via

UPS and Federal Express
from our fully-stocked
warehouse

Your Largest North American

sparco

Warehouse Distributor

**Roll Cages & Roll Bars
Fuel Cells
Fire Systems
Brake Pads, Rotors & Cooling
Torsion Bars & Sway Bars
Steering Wheels & Quick Releases
Harnesses
Window Nets
SA2000 Helmets
Nomex Suits, Shoes & Gloves
Timing & Pit Equipment
Aluminum Jacks
Gears & Differentials
Seats**

...and much more from:

**ATL • Bell • Brey-Krause • FabCar • Kirkey
• Longacre • Performance Friction •
Phoenix • Quaife • RaceQuip • Red Line Oil
• Simpson • Smart Products • Sparco**

**Shop On-Line Anytime at
www.ogracing.com**

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

Presorted Standard
U.S. Postage Paid
SLC, UT 84115
Permit #5502

Address Service Requested



www.hoosiertire.com
1-574-784-3152



www.northstarmotorsports.com
1-800-356-2080



www.mazzawines.com
1-800-796-9463



www.jongbloedwheels.com
1-952-445-8276



www.trailex.com
1-877-TRAILEX



www.tweeks.com
1-888-489-3357



MICHELIN

www.michelinman.com
1-800-847-3435



www.gt-racing.com
1-800-797-2911



www.theracersgroup.com
1-707-935-3999



www.crescentporsche.com



www.kellymoss.com
1-608-274-5054



WINDWARD
PERFORMANCE PRODUCTS, INC.

North America's High Performance Specialty Parts Source

www.windward-perf.com
1-800-642-1348



www.forgeline.com
1-888-643-6051



www.racegas.com
1-800-722-3427



www.patwilliamsracing.com
1-901-212-7327



www.ogracing.com
1-800-934-9112

PORSCHE CARS NORTH AMERICA

www.porsche.com

2004 Club Racing Sponsors. Thanks for your support!