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News

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On the Cover:

William Rutner, 29, (GT1R) leads Norm Johnson, 00, GT1R as they head toward the start-finish line at CMP.
Photo by Ken Mills.

Deadline

The deadline for the next issue is:
February 15th

From the Chairman

by: John Crosby, Chairman PCA Club Racing

The 13th year of the PCA Club Racing Program has come to an end with the completion of 29 very successful race weekends. Many thanks to all of the regional and national Club Racing volunteers as well as the 2,500 licensed racers that make this program the tremendous success that it has been. 250 PCA members obtained their Club Racing licenses in 2005. 180 entered the program as rookie racers and the remaining 70 as provisional licensees. Race weekends in 2004 ranged in size from 31 to 225 cars, with an average attendance of 103. This is consistent with the average that it has been over the past several years. The rate of incidents has remained at its historical norm, which is about 4% of the total number of entrants. One could say there is a 96% chance of bringing the car home from the track in the same condition that it arrived in. Those odds will greatly increase for the driver who leaves that little extra cushion or doesn't take that unnecessary chance. There were 45% of the single car variety and 55% involving multiple cars. The incident rate between the Stock and GT classes was in proportion to the numbers of cars within those respective categories. The highest percentage of incidents, 38% to be exact, occurs during sprint races even though sprint races make up only about 15% of the total track time for any given weekend. 30% occur during practice sessions, 11% during fun races, and 3% of the incidents occur during qualifying. Weather is always a factor with clearly 10% of the incidents occurring as a result of inclement weather.

Now for those racers who completed five or more races last year without any incidents, and there were 273 of you, OG Racing is again proud to sponsor the PCA Club Racing Annual Safe Racers Award. This number is almost identical to the 2003 total of 277 racers. Previous totals were 208 in 2002 and 192 in 2001. Congratulations to all of our 2004 "Safe Racers".

The 2005 season looks to another busy year. The New Year starts out with Gold Coast and Sun Coast Regions hosting the 48 Hours of Sebring and the Arizona Region hosting their annual event at Phoenix International in February. In March, the Lone Star Region will be holding their annual event at Texas World Speedway. Also in March, the California Speedway race is expanding to a zone wide event hosted by Zone 8. Peachstate Region will be at Road Atlanta in April. There will be three races in May starting with Intermountain Region's event at Las Vegas Motor Speedway. Mid Ohio Region has secured a mid May date which is the weekend after Mother's Day. And finally in May, Maverick Region will be moving their race to a new venue for PCA, the Motorsports Ranch. The remaining confirmed dates

for 2005 are on the website with more to be added.

License renewal forms, medical forms, vehicle compliance forms, and race registration forms for the upcoming events are all available through the Club Racing website. There are also forms to order decals and a download to print extra copies of the Club Racing Rule Book. Speaking of paperwork, please take the time to thoroughly complete all required forms in particular the medical renewals and vehicle compliance forms. Incomplete paperwork only causes delays for you.

A complete listing of the 51 members of the 2003 Club Racing National Committee and their email addresses may also be found on the Club Racing website. The best way to contact any of these individuals is by email.

Have a safe 2005.

John



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Add Safety to Your Winter Projects - Part 2: You

by: Donna Amico, Chief National Scrutineer

I printed the “Disclaimer and Notice” at the front of the PCA Club Racing Rules last issue, but it always bears repeating:

“Wheel to wheel racing is an inherently dangerous endeavor that can result in serious injury and death. PCA makes no warranty as to the safety of a participant even if all safety precautions required by the rules are followed. Compliance with these rules and regulations, as well as proper installation and maintenance of safety devices and appliances, is solely the responsibility of the participant..... PCA specifically advises participants that safety devices and appliances are readily available on the market that are not required under these rules and leaves to each participant the discretion to incorporate such devices and appliances into their vehicles and/or personal protective gear.”

Last issue, I discussed safety equipment that you install in your car. In this article, I’ll review personal safety equipment requirements and options, including some not-so-obvious items.

The PCA basic requirements for personal safety gear include helmet, driver’s suit, fire-retardant socks, gloves and shoes, and a balaclava for those with facial hair. We strongly recommend consideration of a head and neck restraint system (or at least a neck collar!). However, you might want to consider a cool suit and even a radio as part of your “safety gear.”

Helmet: There are two principles governing our helmet requirements: 1) Snell “SA” testing specifications are the appropriate ones for sports car racing; and 2) helmets should not be used for more than 5 years. The last one might not be obvious, because we won’t require SA2000 or later certification until the SA2005s are available, but we know that helmets purchased in 2000 were mostly SA95s, hence these helmets are still less than 5 years old. However, if your SA95 was purchased in 1996, chances are the liner is in very poor shape and the helmet should be replaced. One of the features of “SA” certification is a fire-retardant liner. If your liner is disintegrating, it is no longer fire-retardant.

Occasionally, someone floats the interesting hypothesis that Snell “M” certified helmets are really the same as the “SA” helmets. This is technically not impossible, but you will never prove it. Snell Memorial Foundation tests and testing standards for “SA” and “M” (motorcycle) helmets are quite different, because the nature of the impacts are likely to be different: sports car racers usually experience a primary hard impact with something close inside the car; motorcycle riders are more likely to experience repetitive impacts after sliding

for some distance.

There is a wide range of prices for SA-certified helmets. Price generally correlates to weight, plus other features such as the ability to supply cooling air to the helmet. From the standpoint of testing, all SA2000 helmets have passed the same tests. Higher cost doesn’t mean that the test results were any “better.” However, higher cost does generally mean lower weight, and physics says the force on your neck will be lower if the helmet weight is less.

Finally, there are open-face helmets and full-face helmets with face shields. I understand claustrophobia, but if you are wearing an open-face helmet, please take steps to overcome this, so you can wear a full-face helmet. A BMW driver at Summit Point who had a deer come through the windshield wound up extremely grateful for his full-face helmet. Training yourself to be able to leave the face shield down also pays major safety dividends. I confess I can’t quite do that yet, and I also know I’ve been hit in the face by track debris, which could well end up in your eye.

Driver’s Suits: The PCA Rules require a one-piece, fire retardant suit, which can be either 2 layers or a single layer suit with fire-retardant underwear. A 3-layer suit or 2-layer with SFI rating of 3.2A/5 is strongly recommended. Currently, an SFI-5 suit will probably also meet the FIA 8856-2000 specification, and provides an estimated 9.5 seconds of protection before second-degree burns are likely in a reasonable fire scenario. Suits meeting SFI-10, -15, and -20 are also available, and can provide protection for up to about 40 seconds. If you took my SCCA egress test as described in my last article, and it took you the full 15 seconds, you might want to think about increasing the level of fire protection provided by your suit. In the land of driver’s suits, more money translates to additional protection, and/or lighter weight with less heat load. We generally keep our suits for quite a while, and the difference between a suit that meets minimum requirements and a top-of-the-line suit is about the cost of a set of tires. Think about it.

Head and Neck Restraint Systems: Neck collars have been around for a long time, and frankly they earn their keep just by helping support the weight of a helmet while driving. However, the original true “head and neck restraint system” is the HANS device, manufactured by Hubbard-Downing. This device spawned the development of a number of others, and in 2004, SCCA Pro had approved 6 of these devices for use in several of

Continued on next page...

their Pro series, and Grand Am allowed 2. Not so for 2005. Grand Am and IMSA (ALMS, Formula Mazda, and Panoz GT) will allow only the HANS device in 2005, and SCCA Pro 2005 rules allow only the HANS and Hutchens systems for those series requiring head and neck restraints. What happened? One recent event is development of a SFI specification (38.1) for head and neck restraints; this specification is met by the HANS and Hutchens devices. The officials of Grand Am stated that their belief was that time and again testing has demonstrated that HANS is the most effective at preventing race injuries. Now maybe the conspiracy theorists among you are convinced that Hubbard-Downing has bought them all off, but that's what the major sports car racing sanctioning bodies recommend at present. Again using the "set of tires" unit of currency (the basic monetary unit in the Amico family), the relatively expensive HANS device isn't that expensive (1 tire unit of DOT Hoosiers).

Cool suit: Comfort can definitely equal safety. Several times earlier in this article I noted where lighter weight or lower heat load might be desirable. One of the scariest injuries I ever witnessed at a PCA club race was heat stroke probably caused by a combination of hot weather and cold medication (which is dehydrating).

Keeping your body temperature close to normal and staying well-hydrated definitely keeps you more alert, less subject to heat injury, and safer. If you like racing in the heat of summer in most of the "lower 48," and you know you are bothered by heat, you might want to consider a cool suit.

Radios: OK, I'm not going to advocate that all of you go out and get radios and spotters. After all, we are amateur racers! However, there are a number of you out there who do have radios and they are much more useful devices than just someone yelling "green, green, green" and giving you the lap times of the racer you are chasing. When used in conjunction with a scanner for the corner worker channel, a spotter can also warn you of incidents on the track, and tell you when the course goes full course yellow or black. Although all drivers should be alert to the flags at all times, a second pair of eyes and ears helping you avoid a dangerous situation can be appreciated at times.

This concludes my review of major issues to consider during a winter safety tune-up for you and your car. I wish you many laps of fun and safe racing in 2005!



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Be Prepared

by: Lance Weeks, Technical and Rules Chair

I hope that each of you had a great Holiday Season. The 2005 season is underway and of course you have reviewed, studied and memorized the old rules and the newly adopted rules. Please keep in mind that if the rules don't say you can do it, don't do it. If you have not read the rules, you should, as there are a few rules that effect safety equipment and "minimum requirements".

I feel that the following changes to the rules are worthy of mention:

All cars are required to have a dedicated ONE PIECE race seat with routing for straps. NO HINGE POINT.

All cars must have tow hook, strap or other suitable device in both the front and rear.

Seat back braces must have a minimum of 30 square inches contacting the seat back.

The roll bar and roll cage specifications have been re-written for clarification of construction and installation criteria.

Window nets must be easily removable by the driver AND corner worker.

The GTC3 Class

The 2004 season brought to light some differences in the interpretation of the rules pertaining to the GTC3 996 and GT3 Cup Cars. The following

modifications are allowed in the GTC3 class only:

Transmission gear set and/or ring and pinion combination that is offered in the Technical Manual are allowed. These parts are offered as standard available optional parts from the factory.

To reduce the issues with the 996 GT3's clutch, the use of the GT3RS hydraulic metallic clutch and flywheel are allowed. All other suspension components, exhaust systems, intake systems must be "as delivered" unless available using the update/backdate rule within the model type. So, you cannot put GT3RS suspension parts on a GTC3 class car or you will be reclassified to GTA.

Thanks for a terrific year, now lets have another great year of safe, clean racing. Hope to see you soon.

Lance



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An Unusual Breed of Racecar

Story by: Patti Mascone, Public Relations Coordinator



Stan Shaw is one the 928 faithful both on track and off.

Known most popularly as “the Porsche that plunged into the water in ‘Risky Business,’” the 928 was introduced in 1978, when an era of flamboyant, comfortable and powerful sports cars began. Even though the 928 was more refined than the 911, it still came to be known, with all due affection, as the German “Corvette.” But there was no mistaking the water-cooled power, the sound and the—backwards, by American thinking—gear shifting pattern. There was—and still is—no mistaking the 928’s eccentric mystique.

It takes a rare breed of racer to tackle converting one of these street cruisers into an equally formidable racecar. It took a whole straightaway (and an entire 600-foot driveway), but we caught up with Stan Shaw, one such pioneer, for some tips on getting a 928 on course. The Massachusetts native has been campaigning a 928 in PCA racing since 2000 and migrated his vehicle from Class G to GT2S.

The factory presented the 928 as an extremely capable Autobahn coach for the mostly over 45 crowd, preferring to nix typical racing versions or racing upgrades. But technically, it was quite advanced for the day, with a progression to the S, S4, GT and GTS versions, which packed more features and, of course, more and more horsepower. Still, racers—and a few aftermarket parts providers—are left largely to their own devices. In varying degrees of rarity, the cars and the parts can still be found today.

The most benefit for the least cost, of course, comes from reducing the weight, says Shaw. And because most of the weight is found in accoutrements required in the stock and prepared classes, “this will move you into the GT class.” But, on the bright side, by avoiding the

updating and back-dating rules of the stock and prepared classes, other versions of 928s offer great opportunities for improving performance, braking and handling.

One common enhancement is to replace the older model brakes with the bigger ones found in later models. In addition, the adjustable front suspension from an S4 can be bolted on an older 928, while rear brake assemblies can be used with the addition of spacers. (And, as anyone can imagine, this beast can take some pretty darn heavy springs.) Lastly, a newer engine can be swapped into an older body—with accompanying or aftermarket electronics to ensure compatibility.

One setback is that most 928s are equipped with automatic transmissions, a disadvantage for racing or drivers education pilots, who certainly want to control how the transmission works with their decelerating or accelerating maneuvers. However, if you shop around, you will find that there still ample pool of “manually equipped” 928s to draw from. (Stan and his on track associates campaign and favor the manually equipped 928s.) Regardless of type, transmissions, if used on track, must be protected from overheating, notes Shaw. In fact, adding separate coolers for the motor’s oil and tranny is a good idea for any 928.

In Shaw’s experience, several components have held up well, including the early model, double-clutch assembly, the stock radiator and the stock shifting assembly (although Shaw prefers a short shifter). Likewise, “I haven’t heard of any issues with the 928 ignition system, and the fastest road racing 928 out there is still running a stock 928 ignition,” explains Shaw.

Like other front-engine Porsches, under high rpms or high-speed cornering, the 928 may exhibit an oil starvation issue at the 2/6 rod bearing. Says Shaw, “This problem can be prevented by having the crankshaft drilled to add an extra oil path from a special grooved main bearing to the 2/6 bearing.” In addition, most racing 928s have the GTS baffle and an accusump to supply additional oil when needed. Shaw recommends Amsoil Series 2000 20/50 weight oil for the motor, Red Line synthetic oil for the transmission and water wetter or Dexcool for the radiator.

To get additional rubber on the road, larger wheels are available from standard sources, as long offsets are checked for compatibility. Spacers are commonly used, with the size of the wheel/tire combination dependent on camber and ride height. A baseball bat can be rolled between the wheel and the

fender to create additional clearance. Of course, the GT classes allow wheel flaring as desired.

In the power department, chips are available for many of the years, or if budget allows, a supercharger will provide ample horsepower (hp) boost. The most common way of increasing power at the GT level has been by stroking and boring the motor to @6.5 liters. In recent years, both supercharged and stroked/bored 928s have broken through the 500 rear-wheel hp threshold.

Regardless of whether a 928 racer is updating, back-dating or just plain overhauling the whole package, Shaw always comes back to the importance of “reviewing the rules to make sure you understand what is, and what isn’t allowed. In every case, “operate under the assumption that the 928 to be migrated is in good mechanical condition, or that any issues will be addressed before or during the GT conversion,” he says.

Shaw ends by touching on the final necessary component for building a racing 928, the driver. Even for the wary owner who prefers auto-crossing to driving on track, never mind racing, let’s remember that the 928 was always pictured screaming along the open road. With open roads becoming harder to find, drivers education can provide that feeling, in a controlled environment. And then, who knows, maybe the racing bug will hit. “Participating in driver education events will provide much more seat time, and allow you to practice the line,” Shaw explains. “Unlike auto-crossing, road courses don’t change each week.”

Shaw, and fellow 928 racers, David Lloyd and John Veninger race as the 928Racing.net team. They continue to explore new methods of making the 928 faster, which, naturally, also means looking for new ways to make it lighter, handle better, stop quicker, drive easier and last for more laps. As racers, they never stand still. If you can catch them—try out of the car—they welcome your questions at the track or via their website!



--Now that sounds good to me.

Goto www.928racing.net to find out more about Stan and other 928 pilots who take to the track.



Stan Shaw is owner and operator of Excell.Net, providing internet services internationally, with an emphasis on website development and hosting for businesses. You can reach him at: Stan.Shaw@Excell.Net. And photographers, Stan will also accept PCA racing photos for the National Website through his e-mail address.

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PCA Racers Claim Top '44 Cup Honors

Story by: Dave Derecola, Director of the '44 Cup Series



'44 Cup participants get to match their driving skills by using the 944 as their weapon of choice.

After just their first season in the series, Chesapeake Region's Eric Rupert and Tony Kelly from the Founder's Region, stood atop their respective classes in the year end points standings to lay claim to the '44 Cup Championship.

The '44 Cup series is a race series dedicated to the front engine, water-cooled Porsche with a year end points championship. The championship consists of 7 rounds of racing with two races each weekend for most events. The series has just two classes, the Cup and Super Cup Classes. While the races are not PCA sanctioned events, many of the racers participating in the series are PCA club racers.

Cup Class: Couldn't Get Any Closer

In his run for the Championship this year, Rupert's quickness and consistency had him finishing on the podium in 11 races in his 1983 944. He dominated the races held at the series' home track Summit Point, winning four of six, breaking the track record for the series on more than one occasion.

Rupert began track events in a Porsche Boxster with a season of Drivers Ed with PCA Potomac in 1999. In 2001, he purchased a 911 and began club racing with PCA. For the next two years he raced in both PCA and SCCA. In late 2003 bought a 944 and began racing in the '44 Cup.

Rupert says he started with the series after he raced a 944 on a rent-to-buy basis, "After the very first race, I was hooked." Rupert is out of Churchville, MD, and can be seen in the paddock with one of the bigger crews, including his wife Beth and their three sons.

The championship was not decided until the 13th and final race of the season at Summit Point Raceway in the hills of West Virginia on an early November Saturday. Rupert found himself in an good old fashion knife fight with Joe Hrymack from the Jersey Shore Region for much of the season, with the lead going back and forth for almost every race. Whoever won this last race would be the Champ.

Hrymack in his red Rothman's 944 went into the last race with a mere 2 point lead over Rupert, but would need to come from behind after qualifying 3 spots behind. Within a lap, the two locked bumpers, and you could not put a cigarette paper between them until lap 7. That's when Hrymack decided it was time to make his move. Turn 3 would be where the championship would be decided when the Rothman's tried a brave "no brake" approach to take a run for a pass in Turn 4. Hrymack just caught an edge on the outside of the gravel trap, looped around into the grass, and painfully watched Rupert motor over the crest to Turn 4, with the championship in hand.

Rupert never looked back and cruised to a comfortable victory, and bragging rights for the next year. Disappointed but unscathed, Hrymack collected himself and went on to second place in the race and the championship. Third and fourth place in the series was Potomac Region's Russ Franklin and Chris Derecola, both driving early model 2.5L 944's.

Super Cup Class: Never in Doubt

As close as the race was for the Cup Class, the Super Cup was a story of domination. Potomac's Tony Kelly was not only a rookie to the series but had managed to obtain a

competition license just 2 months before the opening race of the season at Daytona. Kelly was worried more about staying under the radar and keeping his nose clean in his rookie year, than he was cumulating points for the year end standings. But that's not the way it would end up.

Behind the steering wheel of a 911, Kelly honed his track skills in Potomac's DE program. When the Virginia resident decided to go racing, Kelly switched rides to a track ready 944 Turbo S. Good price, good handling, plenty of get up, and a series to race in, were the reasons the Aussie gave for making the move to a front engine Porsche.

Kelly's choice of models had him weighing in at a series high 3300 lbs with driver, but that didn't keep him from taking six wins in nine starts. That was enough for him to lay claim to the Super Cup title by the sixth round of the season. Anthony Jernigan from the First Settler's Region took second in the series in his 944 Turbo.

More than Just Class Wins

The third year of the '44 Cup proved to have stories then went deeper in to the field than the drivers on the podium.

Forty-five years separated the youngest driver with the senior statesman of the series. Not many sports allow this age difference to exist between competitors on the same field of play. But Potomac Region drivers Jerry Long in his 924 and Chris Derecola in his yellow and blue 944 proved that motor racing can bridge the age gap on and off the track. Further evidence of age parity has allowed four different father and son pairings to compete in the series.

And then we have the drivers that refuse to give up. The challenge of staying on the track can sometimes be more demanding than being on the track. Porsches no doubt, but still many of the cars in the series are 20 years old or more. To make matters worse, most are now equipped with stiffer suspensions, wider wheels, and much stickier tires, all of which bring to bear stress levels not contemplated when the cars rolled out of the factory in Germany.

So on any given race weekend, if you walked through the paddock you would likely see drivers, turned crew chiefs, huddled under the hood or feet poking out from underneath a 944, intent on making the needed repairs before the next qualifying session or race. There's the usual radiator hose, alternator, or DME relay, none of which will end a weekend. But then there's the more challenging, like the transmission swap or the occasional fender that has seemed to work it way onto the rubber, courtesy of some tire wall that was apparently positioned too close to the asphalt. The greatest fear is a terminal break, not because the racing for the weekend is over, but your 944 now becomes a community parts car.

With the success of a season of amateur racing being defined more by the off track camaraderie than the race results, the third year of the series was a winner.



'44 Cup competitors go three wide at Daytona.

'44 Cup Does Daytona

Round 1 of the third season for the '44 Cup found the Porsches at none other than Daytona International Speedway for Rennsport Reunion II on April 23, 24, and 25. The thought of racing the same circuit that hosts the 24 hour race brought the 944's out in droves. An opportunity that drivers wait a lifetime for but never realize the dream.

Making the pot even sweeter, the event featured an unprecedented collection of historic racing Porsches and factory drivers like Brian Redman, Jacky Ickxx, Vic Elford, Bobby Rahal, Hurley Haywood, just to name a few. And then there were Porsches that you only read about that have won endurance races like the 24 Hours Lemans, the 12 of Sebring, and of course the 24 Hours of Daytona.

The majority of the sixty plus 944 drivers in the Salzburg Cup Race had never turned a wheel on the Daytona track before, so every minute of the two days of practice and qualifying were critical. Experience proved to be a premium as the pole for the Racer's Edge Cup Class normally aspirated 944's was swept away by Florida native and last year's defending champion, Rick Vimmerstedt, in his jet black and fluorescent orange 944. The very accomplished PCA racer Ivan Arzola, out of the Nation's Capital, was nearest Vimmerstedt but a full three seconds behind.

The sprint race on Sunday turned out to be a good old fashion knife fight. While anything Arzola had for the pole sitter was quickly ended by an early retirement, the next five cars could be covered with a picnic blanket from start to finish. Three wide into the Bus Stop Chicane proved to be the final undoing of rocketman Russ Franklin, Jersey Joe Hrymack, and George Perry. There to pick up the pieces was Eric Rupert in his newly re-motored 1983 model who had stalked the pack patiently and took hold of second place just edging Franklin in a photo finish.

Then up came the cars from the Apex Performance Super Cup Class for the 944 Turbos and 16 valve cars. In his ultra quick 944S2, 944 Cup sponsor with Racer's Edge, Karl Poeltl proved to be the quicker of the higher horse powered 944's with a blistering qualifying time four seconds faster than his closest competition, Rick Brownyard, in his 944 Turbo out of South Carolina. When Sunday's race came around, Poeltl continued his dominate ways taking the checkered 15 seconds ahead of South Carolina native Jamie Levy, with Brownyard hanging onto to the third ahead of rookie Tony Kelly from Virginia.



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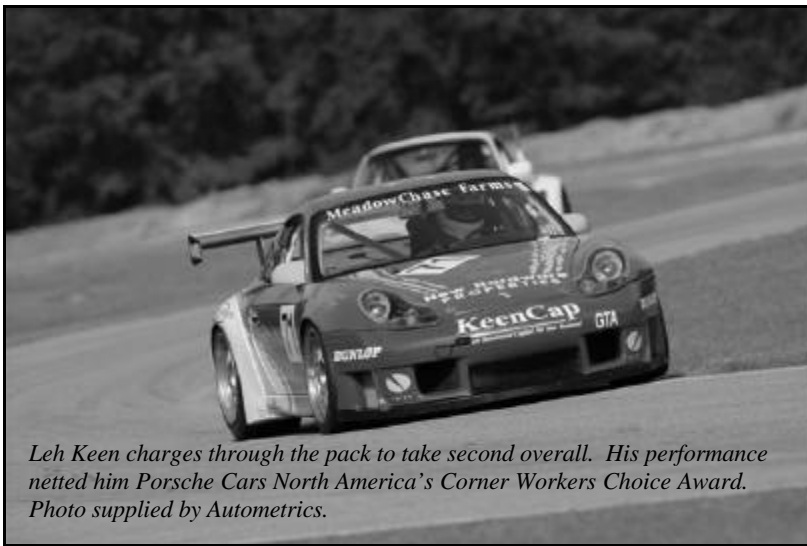
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2004 Club Racing Concludes at Roebing Road

Story by: Patti Mascone, Public Relations Coordinator



Leh Keen charges through the pack to take second overall. His performance netted him Porsche Cars North America's Corner Workers Choice Award. Photo supplied by Autometrics.

You could see that this was the final race of the 2004 season, because Christmas decorations were up and the air, even in Savannah, was chilly. Roebing, owned by the local SCCA region and considered a hidden driving gem—can also frost the dealings between racers. At the sweeping 2.1-mile track, those who have a history of being fast here are very hard to catch. Many of the off-camber turns are simply better taken from the middle of the track, so aspiring over-takers, once they catch up, just can't find many solid opportunities to pass.

There's a typical late-braking opportunity into Turn One, but you need not only a great run out of one of the fastest final turns anywhere—but one better than your competitor gets—to get the pass done. Racers may think they can pass into Four, but these attempts are usually foiled by the criss-cross route and a shallow braking zone. In truth, some of the most successful passes this year were made in Roebing's peculiar spot—the left-hand diving turn (Number Six, we think) where racers don't follow the shape of the track, never mind some kind of similar driving line.

Bob Woodman's staff, who manned tire service for the event, had an easier go of it than usual—the pavement seemed polished, rather than abrasive, for the drivers in three race groups. The southern clime's longer day also allowed race chair Dave Rodenroth and steward Bruce Boeder to let drivers vote on longer or shorter race duration—they settled on 35 minutes each for the features.

There were two particularly exciting overall battles in the Yellow and Green Groups, of which the first was the most nail-biting. GTC2 competitor Brad Gilsdorf chased Jim Newman, passed Newman and then, finally fell behind Newman's #4. The young Gilsdorf's red-and-blue 1995 993 Cup followed Newman's yellow-and-white

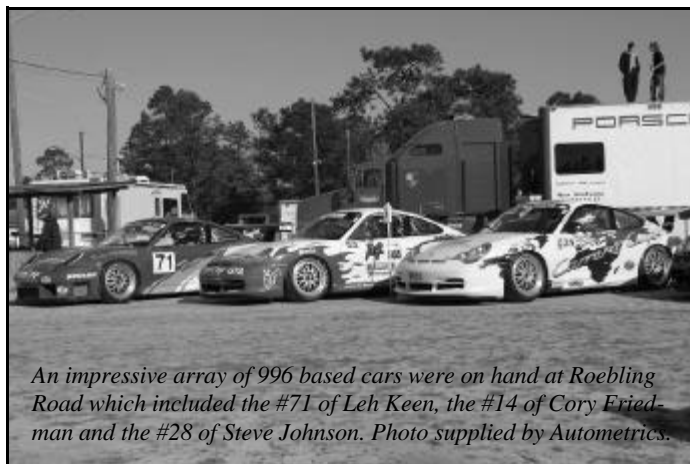
1997 993 Cup (which began life in Supercup for To-Limit Racing) to the post-race scales, where the racecars' pre-race shine (and legal weights) were evident. Even after relentless drives by both, all the sweat in the world couldn't dampen these exhausted drivers' satisfaction over their one-two finish. In fact, Newman is no stranger to podium finishes at Roebing, including five class wins in eight starts. Still, after this last victory, Newman, who hails from nearby Jacksonville, Florida, remarked he wished the race had ended ten laps sooner!

Green Group pitted one fantastic GTA driver at the front, Justin Jackson, and another, Leh Keen, at the rear. Keen's 2003 GT3RS set the standard for speed all weekend; but the racecar

apparently exited the track through a rear gate, ailing—missing the required impound in the process. No one prefers to start last, but Keen's confident charge through the pack made a great show, with Keen coming up just one position short. Although Keen took the situation in perfect stride, upon winning the Porsche Cars North America Corner Workers Choice award, he joked, "I voted for a 45-minute race."

The Red Group was comprised of mostly Class I entries, where they dominated, even over some better powered F, G, and H cars. One 924S, two 1988 944s, one 1989 944 and a host of earlier front-engine Porsches made the field 14 strong, down one southeast standout, as Kerry Singley moved up to G this year. What looked to be a strong battle among the top three I-drivers was squashed when the third starter went for all the marbles on the first lap; the bumping incident put two of the top trio out. Tim Pruitt, Class I polesitter, made this his second victory in a row, after recently winning his class at Carolinas Motorsports Park.

See you at Sebring!



An impressive array of 996 based cars were on hand at Roebing Road which included the #71 of Leh Keen, the #14 of Cory Friedman and the #28 of Steve Johnson. Photo supplied by Autometrics.

Sponsorship Update I - Forgeline

by: Steve Rashbaum, Sponsor Coordinator



Forgeline introduces new racing wheel: ZX3-R

Dayton, OH (January 3, 2005) Forgeline Motorsports has just raised the bar with their newest release: the ZX3-R. The ZX3-R is Forgeline's newest forged racing wheel. Having combined their knowledge in race wheel development along with the demands of today's racer, Forgeline has produced their most aggressive wheel to date.

The ZX3-R features forged 6061 T6 centers with spun forged 6061 T6 rim halves. Like the SX3-R competition wheel introduced last year, Forgeline has hollowed out the center to reduce weight. Forgeline has tapered the spokes 10 degrees to further reduce weight. Titanium fasteners and military spec jet nuts are used to reduce critical weight at the perimeter of the wheel. For four and five spoke applications, the center has cutouts to reduce unnecessary material.

The ZX3-R is available in several durable

powdercoat finishes: gunmetal, silver, and graphite black. As with any competition wheel, the center cap is not an option. Sizes available: 18x7.5 through 18x13 in virtually any offset.

This wheel is for the serious racer looking for that extra advantage, with minimal sacrifice to strength or durability.

Contact:
James Razor
jrazor@wheel1.com
937-299-0610 x303



Pictured right:

The new ZX3-R wheel from Forgeline.



Sponsorship Update II - Michelin Tire Update

by: Steve Rashbaum, Sponsor Coordinator



Michelin has put together an informative booklet regarding the care of Michelin slicks and some very useful technical information, such as taking tire temperatures, pressure settings, tire measurement and some troubleshooting tips. This booklet is sent with every new set of tires but is also available to anyone who would like copy for their records. It is a very useful tool.

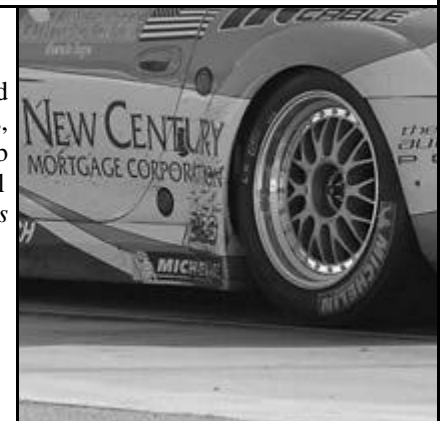
JD Motorsports (www.JDmotorsports.com) is now a distributor of Michelin tires. If you wish a copy of the Michelin Tire Guide, contact them. Additionally, their website will have information (Tire Sales) providing available sizes and contact information when you want to purchase tires. There, you will also be able to ask technical questions regarding set-up, pressures, etc. For

any and all information regarding Michelin Racing Tires, go to the JD Motorsports web site.



Pictured right:

Michelin tires are used by many competitors, including PCA Club Racing National Sponsor, *The Racers Group*.



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Photo by Tim Rogers

Sponsorship Update III - Northstar Motorsports

by: Steve Rashbaum, Sponsor Coordinator



Northstar Motorsports Announces its Year End Award Winners for the 2004 Northstar Award

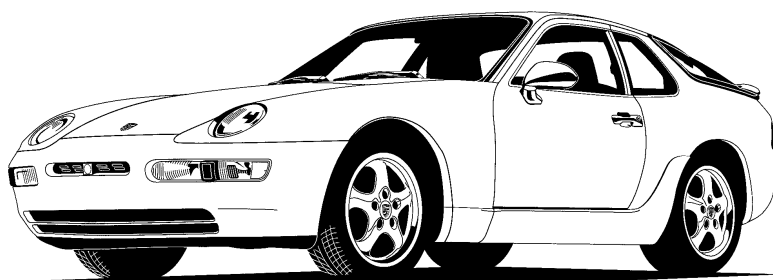
On December 28, 2004 Steve Rashbaum, PCA Club Racing National Sponsorship Coordinator and Susan Shire, PCA Club Racing Program Coordinator came to Northstar Motorsports to conduct the drawing for the Year End Winners of the Northstar Award.

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 pair of Diadora Formula mid top nomex lined driving shoes. For those of you unfamiliar with the Diadora brand, Northstar is the North American importer of Diadora Racing and Karting shoes. "We think they are the finest driving shoes in the world, period" said John Ruther, President of Northstar Motorsports. They

are hand made in Italy and are constructed of kangaroo hide. The advantage of kangaroo is that the shoes extremely light weight, but they stay soft and supple also resist getting stiff even after being soaked and dried unlike cowhide. The retail value of these shoes is \$209. This year we chose two names for this year-end awards. This years winners are Phil Rochelle from Washington State and Mike Faems from Chicago.

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 another great product from Northstar. If you need these decals just call us at (800) 356-2080 and we'll be happy to send them right out.

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REGISTRAR

Kathy Black
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DRIVERS EDUCATION

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



OG Racing's Safe Racer Award Recipients for 2004

by: OG Racing



The guiding principles of the PCA Club Racing program are clean, safe racing and having fun within a high level of wheel-to-wheel competition. In its fourth year as a National Sponsor, OG Racing proudly presents the **2004 Safe Racer Award** to the PCA Club Racers who adhered to these principles by finishing at least five races during the 2004 season with no incidents on their records. OG Racing welcomes 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, Sparco's largest North American distributor has teamed up 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 Sparco safety equipment or apparel 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 first PCA Club Race of 2005 at Sebring.

OG Racing has been promoting safer racing since 1990 by offering a large selection of name brand safety equipment and apparel including equipment from Sparco, Simpson, Bell, G-Force, M&R Products, Longacre, Phoenix Fire Systems, Performance Friction Products, Prospeed GS610 Brake Fluid, Redline Oil Products, and Hawk Brake, and new for 2005 the addition of the Pagid line of brake pads as well as the HANS device by Hubbard Downing. OG Racing maintains a large inventory of racing safety equipment in their 12,000 square foot facility in Sterling, VA., and provides the racer with an unsurpassed level of product availability and customer service.

Please congratulate the following recipients of the 2004 Safe Racer Award as displayed to the right:

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NEIL ALEXANDER	PHIL DE ANGELIS
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DAVID BEAUREGARD	MIKE FAEMS
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RICHARD BOONE	JEFF GAINSBOROUGH
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Photo by Tim Rogers

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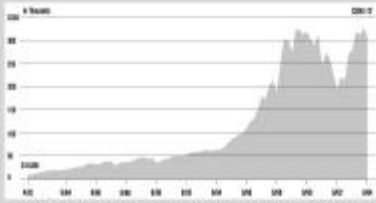
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2005 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Feb 11/12/13	Sebring International Raceway*	Gold/Sun Coast	Nick Hrycaj 941.697.4621 hrycaj@comcast.net
Feb 26/27	Phoenix International Raceway*	Arizona	Tom Hettinger 928.284.3197 azclubrace05@aol.com
Mar 18/19/20	California Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Mar 18/19/20	Texas World Speedway*	Lone Star	Steve Olsen 281.360.1477 XL2WIN001@cs.com
Apr 2/3	Road Atlanta	Peachstate	Steve Taft 770.591.1857 ka1wx@bellsouth.net
May 7/8	Las Vegas Motor Speedway	InterMountain	Jan Bjernfalk 801.541.3304 Bjernfal@es.com
May 14/15	Mid Ohio Sports Car Course	Mid Ohio	Dick Snyder 740.775.3477 dicksnyder@adelphia.net
May 28/29/30	Motorsport Ranch*	Maverick	Lanean Hughes 972.484.3040 lhughes@fmstech.com
Jun 3/4/5	Watkins Glen International*	Zone One	Botho von Bose 800.567.1566 BvonBose@lomltd.com
Jun 4/5	Mid America Motorplex	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jul 2/3	Gingerman Raceway*	SE Michigan	Jerry Door 248.661.4362 jdoor@pressmasters.com
Jul 9/10	Heartland Park	Kansas City	Sean Reardon 785.766.7585 sreardon@kcrpca.org
Jul 16/17	Putnam Park	OhioValley	Rich Rosenberg 513.530.9090 RJROL@aol.com
Jul 29/30/31	Mosport*	Upper Canada	Susan Davis 313.506.5659 spdavis911@msn.com
Aug 6/7	Brainerd International	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Sep 3/4/5	Road America*	Chicago	Pete Hackenson 630.655.4661 P.Hackenson@comcast.net
Sep 17/18	Pueblo Motorsports Park	Rocky Mountain	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 30 & Oct 1/2	Summit Point*	Potomac	Dirk Dekker 410.819.6789 clubrace@pcapotomac.org
Nov 4/5/6	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 19/20	NP Raceway	Mardi Gras	Nick Hingel 504.782.3530 nick@hingelpetro.com

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

Photo by Tim Rogers

The Classifieds

Wanted: 993 Factory Cup Car. All responses considered and replied to. Please contact Dave Maynard at European Locators, Inc. at dmaynard@europeanlocators.com or call 508-826-8614.

1979 911SC, Stock Class G, Polar Blue, 30 Races without a DNF. B&B Headers, aux oil coolers, Bilstein Sport Shocks, Turbo Tie-Rods O.G. Racing Full Cage, Weltmeister bars, Adj. Spring Plates 7" & 8" x 16" Fuchs, C.F. Front/Rear Bumpers, C.F. Turbo Tail_Camera mount, Recaro SPG drivers seat, Corbeau Forza passenger seat seat back brace, Transponder and more, pics avail. \$20,000, Lance Weeks 801-265-2364 or lweekspors@aol.com

1988 Porsche 911 Track Car and/or high-performance street car. Developed as SCCA PCA4 stock class racer. Class winner SCCA NWR 2002 and 2003, and SCCA Oregon Region in 2002. 20 track hours since overhauled, balanced. Big Red Brembo brakes. Double-adjustable dampers all around. Fully-track ready. To be street legal, car needs catalytic converter, front wiring of turn signals, and horn. More details, pics at www.jones-racing.com/for_sale.htm Asking \$30,000 obo. Casey Jones at 360-638-2489 or cjones@sage-solutions.us.

Porsche GT-1R-- One of the fastest cars to ever run in PCA Club Racing. 2150 lb center seat race car with heim jointed coil over suspension and a monster twin turbo twin plug 962 engine that was once used by Al Holbert. No expense was spared in building this car. The paint and bodywork is show car finish and the car has received several workers choice awards as well as best prepared car on numerous occasions. Totally computer controlled and well sorted. \$75,000 OBO. Interesting trades considered. For more info contact Bruce Phillips at 505-344-0000 or e-mail at Bphil22@aol.com. Motivatee to sell!!

1974 RSE Wide Body. Built on 82 tub, 3.6 hi butterfly, MFI twin plg, fresh motor, big reds, DJ Coil Overs, 10.5 Front/14.0 Rear 3 piece BBS, Fuchs, glass, carbon fiber, lexan, 30 gal. cell, trivet cage, 915 box and much more. \$39K, Florida 239-398-9863

2003 GT-3 Cup Car VIN# wp0zzz9923s698075 Purchased NEW in 3-03 ran 4 PCA races, 1,600 miles Car is in mint condition Zero miles on new clutch and flywheel (new 10-04) Sticker Yokohamas, Two set of BBS All Books, Keys, Etc. Set up by Peter Dawe Motorsports (lowered and aligned) NEW pads front and rear (Zero miles) Car is 100% Race Ready! Some spares \$129,500. oo obo Tim Holt 610.692.7100 visit www.HOLTMOTORSPORTS.com for pics.

914 race car 0 time engine 3.4, mass air flow, 240hp at wheels. Semi-tube, full cage, open top, stiffened suspension, arms boxed, A arms reinforced, weltmeister. Brakes 944 turbo. Bilsteins w/RSR coilovers, rear Konis double adjustable. Tranny 901, Quaife, sheridan fiberglass, new fuel cell, 6-10 inch wheels, one DE on rubber, 2 oil coolers, trailer included. \$32,500. Bill Seymour, 304,267-0537. wseymour@msn.com

1988 944 S2: F car, White/Burg., 1988 Turbo "S" Body with S2 Engine/Trans., Bilstein Turbo Cup Coil Overs, Camber Plates, Fab-Car A-Arms, Sway Bars, Roll Cage, Sparco Seats/Belts, S4 Brakes, Race Ready., Very Nice \$20,000. John Clark 816-356-2639 or clarkcollision@aol.com

Porsche GT3 Super Cup, 4 World Challenge Wins—2000, 2 Rolex Grand Am Wins—2002, 6th place GT Daytona 24 Hour—2004. All the latest GT3 Cup updates: 100-liter premier GT3R fuel cell, GT3R Enkenil exhaust, Moton 3 way adjustable shocks. Complete spares including Daytona transmission. Best reasonable offer. Jack Lewis, 60 Rakestraw Street, Norcross, GA 30071. Phone 770-849-0302, Fax 770-849-0369.

2001 GT-3 Super Cup Car, Infineon #5, Championship Car for 2001 Series, Driven by Jorg Bergmeister, Offered for sale with GMC truck and enclosed trailer. Perfect condition, fresh paint job. Asking \$130,000 for all three vehicles. Cup car sold separately for \$105,000. Price negotiable. Plenty of spares included. Call Michael B. Klein. Evenings/Weekends 914-273-5257. Weekdays from 9am to 6pm at 212-997-1910. Or, mbklein20@aol.com.

1967 911 GTP2 Race car, 993 Widebody, Removable, 4.0 liter Motec engine by Dawe, Big brakes, large dual oil coolers, 5 speed WEVO trans. W/cooler, 18" fiske wheels, JRZ Penske shocks, new paint, fully sorted... Ready for next season. Needs nothing. \$64,900. Bob Van Zelst, 262-781-0153.

1988 944 Turbo, Rothmans Cup Version, all original, D-class, top performer, new brakes, some spares. Suspension, transmission recently freshened, beautiful car in excellent condition. \$44,900. Carol Van Zelst 414-793-1130.

1971 Porsche 911 2.5L Vintage Racecar VERY competitive purpose built HSR 3K racer. Podium finishes in almost all outings spanning 4 years. 1920 lbs, 2.5 Liter w/ fresh rebuild, 7R case, twin plug, Crankfire, Carrillo rods, Mahle pistons, RSR Camshafts, 46mm Webbers, re-gear 915 Transmission w/fresh rebuild. 3 sets FUCHS & many spares. \$52,000. Contact Will @404-513-9495 or wp_king@bellsouth.net for info

1972 914-6 race car. H class PCA. HSR history. Record CRHC. Winner at Sebring/Atlanta/Roebling. 2.0 alum. case Sheldrick motor, webers, S-brakes, konis, 23mm bars/sways, 200lbs. springs, 7R rear wheels, headers w/sport muffler. No DNFs/extremely reliable. Superb entry level club car. Records back to 77.\$15,000.00. Truck/trailer available. Allen or Marcia Roof 151 Old Barnwell Rd. West Columbia SC 29170 Ph- 803-791-4946

1988 Rothmans Porsche Turbo Cup Car - S.N. WP0AA0953JN165089 5,000 original miles, a total of 12 Series races only. In heated storage for last 13 years. New 0 miles, 306HP factory Turbo Cup engine. Completely re-built over the past year, race prepped and 100% race ready. Without question, the nicest Turbo Cup car available anywhere. US\$55,000 Robert: 416-498-5995 or email bobmunro@compuserve.com

1985 911, F-Class, 2004 Record - 1st place at CMP 11/04, 2cd Barber 6/04, 2cd Road Atlanta 3/04, Fastest F-class 911 Sebring 2/04. Numerous other podiums. Winner of PCA's "Best Prepared" and "Workers Choice Award". Motor has only one race on top end rebuild, transmission rebuild 0 hours. New master cylinder, rotors, CV joints and axles, headers/exhaust. Custom revalved Bilstein Sports, Fikse FM10 17" 7.5 & 9's. Quality built, fast and legal. Don't buy a lesser car and try to build one like this, just add gas and go to the front with this one! \$30,000. Contact, doug.a.roach@gsk.com

1989 Speedster -Wide body, Red on Black, 2,700 kl., short shift, limited slip, electric sports seats, AC, Brand new condition \$90,000 Cdn firm call Rudy 905-707-1167

1979 Porsche 911 F 3.0 PCA Club Racer (F), sparco seats, 6pt rollcage, fresh motor with JE pistons, under 5 hours since rebuilt, wevo shifter torsion bars, fiberglass bumper \$34,000 Free Evening Practices at GingerMan Raceway with purchase. Dan 269-253-2017

1996 993 Twin Turbo. WPOAC2994TS376220. 3.6L twin turbo motor with GT2 turbos, cams, DME 500+hp. Monoball, Fuelsafe pro cell, 6 point cage, Dynamic 3-way shocks, Quaife, Recaro, Momo, 18" Fikses (3 sets), GT2 uprights, adjustable bars. Podium finishes with Darren Law and Mike Fitzgerald!! Fresh black paint. 28k miles. Fast, clean, sorted car!! Kirk Spencer 905-841-8794/zoom@bellnet.ca asking \$63,000

1999 Porsche GT3 Cup with factory R body, Porsche Motorsport upgraded engine to R spec's with 2 hours time, 450 HP, Fuel Safe fuel cell, ABS Brakes, Air jacks, Electric power steering, Penske triple adjustable shocks, Transmission rebuilt 9 hours ago, Lexon windows, 3 sets of BBS wheels, 11 x 18 front, 13 x 18 rear, R muffler and straight pipes, Cage tied to Suspension, 35 hours total time on car, Most R upgrades. \$95,000.00 Extra Porsche Motorsport upgraded engine available. Contact Jim Thompson (408) 267-5320 (CA) email - Dorisanjim@sbcglobal.net

1984 944 RaceCar with PCA GT4S / SCCA ITS / Vintage log books. Eastern ITS 1999 Championship. Zero Hour Jon Milledge complete rebuilt engine, Zero Hour rebuilt LSD gearbox. Track record Watkins Glen Long/Short Course. Custom fuel cell, bending blade front sway-bar, AL seat, Nascar door bars roll cage, Ssets rims, spare trailing arms, many other parts. European Car magazine January 1993 feature article. Great history. Car in CT. Asking \$16,800. Contact racerjim@optonline.net, 203-866-5035 evenings.

911 Race Car. 993 turbo body on '73 tub. 3.4L JWE engine. Coil over suspension. 2100 lbs. Consistent podiums in W. Coast PCA GT3S & NASA. Beat Cup cars for half the price. Email for photos and component list. \$39,900. Steve Meacham, 18808 Deer Park, Sonoma, CA 95476. (707)938-0948. Steve@BHCRresults.com

1995 993 Cup Car, GT2R race car, Bob Holcumb 3.8, 380hp w/ 2 hrs, race clutch, race gear, Zytec management system, RSR flares. \$58,900. Natale Franco 410-563-2231 Fphotolab@verizon.net

2000 911 GT3 Super Cup, Yellow, raced in 2000 Super Cup Series on Harald Gross Team, 12 PCA races, engine running strong but will probably need to be freshened up. \$58,900.00 Giovanni Franco 410-563-2231

2002 PORSCHE GT3RS FACTORY RACE CAR. One owner. Like new condition. Never damaged. Many spares. 2 sets BBS wheels. Rare opportunity to drive or collect a pristine example of one of the finest racers ever. Full specs and pictures at www.GT3RS.net, or call Kelley at 404-367-1576.

1985 911 Carrera Coupe, pastel beige, developed for DE and PCA E. Fiberglass splitter/wing, short shift, 7/31 RP, Sparco seats/harnesses, welded cage, quick release wheel, headers/trick muffler, 8/9s, brakes 928s/930s, fuel cell. Asking \$25,000. David Lambert. Email dlambert@lambertarchitecture.com



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