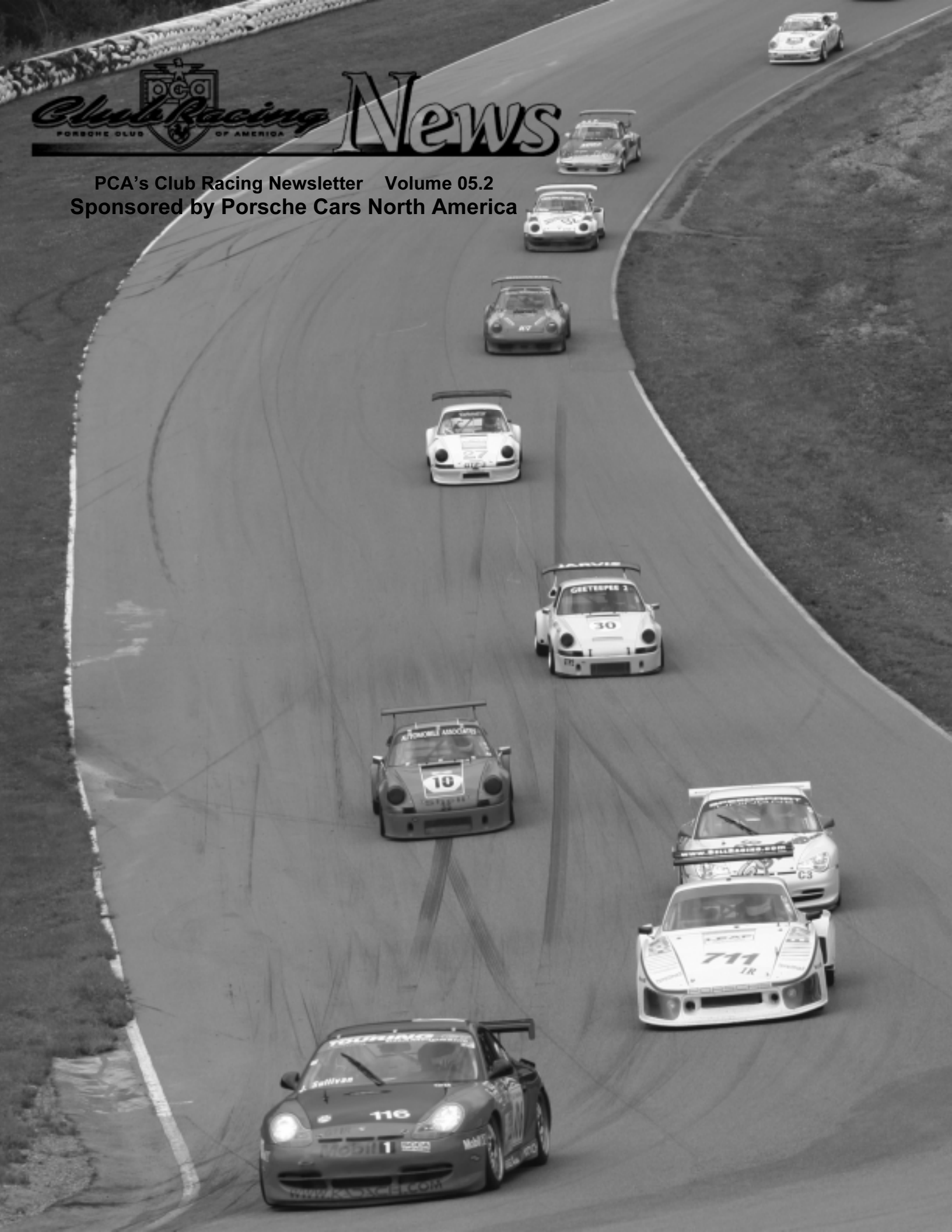




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The most widely read and studied page in the Club Racing News.

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

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Coming down the hill at Mosport. More on Page 18.
Photo by Michael Coates

Deadline

The deadline for the next issue is:
April 15th

From the Chairman

by: John Crosby, Chairman PCA Club Racing

The 2005 Season is well underway. I had the pleasure of attending the 48 Hours at Sebring along with 265 of my fellow racers. It was a huge event with the best Florida weather that I can recall. On the other end of the country, the Arizona Region hosted their annual event at Phoenix International Raceway two weeks later. The Arizona event is gaining popularity each year.

Of the 180 Rookies who joined the Club Racing Program in 2004, twenty-four were eligible for the Michael Melton Rookie of the Year Award by completing five or more incident free races during their first year. Our 2004 recipient is Noby Takahashi of Maverick Region. Read more about Noby and his "E" class Boxster later in this issue of the *Club Racing News*. Congratulations Noby as well as the other twenty-three candidates.

Insurance continues to be one of the major expenses for a region hosting a Club Race. Depending on the number of race days and the number of entries, it will range from \$3,000 to \$5,000 per weekend. Ken Laborde, the PCA National Insurance Chairman, has worked hard to maintain the best possible coverages for the program while keeping the premium costs under control. Although there have been some increases in the premiums, the PCA Executive Council has agreed to absorb these increases as a National expense. The cost to the PCA Regions has in fact remained the same for the past three years.

The Executive Council of PCA, acting upon the recommendation of Club Racing, has approved a \$1,000 per region contribution to each region hosting a club race in 2005. The funds to make this contribution possible have been generated by the Club Racing National Sponsors. Not only do the National Sponsors support the Club Racing Program financially, they also provide products and services relevant and sometimes necessary to those of us who race. Especially helpful is the trackside support that many of them provide. Since sponsorship is a business decision for the sponsors, they expect to gain exposure for their business for their sponsorship dollar. As part of the sponsorship program, Club Racing has made certain promises which include logos in the race programs and on the timing sheets, announcements throughout the race weekend, and assisting any sponsors attending the events relative to parking and the distribution of their promotional literature. When you see any of the sponsors at one of our races, please say hello and thank them and by all means support their businesses.

You have undoubtedly heard about the IMSA GT3 Cup Series starting this year. I have been asked many times about the affect that this series will have on

the PCA Club Racing Program. Porsche Motorsports has been instrumental in getting this series going and to their credit; they have spent a considerable amount of time obtaining the input of PCA Club Racing. They have been very concerned about any potential negative effects to PCA. My opinion is that this will be a good thing for Porsche racing in the US and it is my hope that the series becomes a success. We may lose a few drivers to the series, however since IMSA is recognizing PCA race credentials, it is an opportunity for PCA to gain new racers that may aspire to eventually race in the IMSA Series. Keep in mind that this is in reality a "semi-pro" series and does not use any sort of 13/13 rule.

See you at the track.



John



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Time to Clean Up the Leftovers: Two Issues from 2004

by: Donna Amico, Chief National Scrutineer

This issue it's time to revisit two topics from last year. First, I'll go back to the "updating and backdating rule," and explain what's happened since. Second, some results from the ballast survey.

The Updating and Backdating Blues – Part 2

I'm sure that when many of you read this article in the Sep-Oct 2004 issue, you figured that one of the two rules proposals on the table to change this rule were sure to pass. In fact, poor Lance Weeks, our Technical and Rules Chairman, has been devoting some of his recent e-mails to explaining that no, this rule was not changed, and no, it isn't scheduled to go away next year either. Hey, I said that article represented the opinion of the author and was not the official position of PCA Club Racing.

You see, I don't make the rules. To a large extent, you do. The racers were very clear about this: you want to be able to update and backdate across models, and many of you enjoy building these cars. The message was loud and clear: Don't penalize those of us who go to the trouble to get this right! Enforce the rule; don't eliminate it or create arbitrary cut-off points for models that can be updated.

OK, makes sense to me. However, here's the deal. We can only enforce it if we enforce all of it: *"Updating or backdating is allowed provided the converted vehicle meets all specifications of vehicle to which it is converted, i.e. it is a duplicate in all regards. Such vehicles must have a log book with all technical data that references the car to the class in which it is running."* In my earlier article, I emphasized "duplicate in all regards." Yes, you still need to duplicate the target model precisely, except for those items allowed to be changed within the stock rules. Now I want to emphasize that it is YOUR responsibility to provide the documentation to show that the update is accurate and complete. I'll do the best I can to make sure that the scrutineers have documentation on as many models as possible, but for uncommon models, you may have to provide your own. Also, if you are claiming that another year of the model is different from the information that we have on that model, then YOU are responsible for providing the documentation for your position. Until you provide that, your car will be considered non-compliant with the rule and classed accordingly. Please don't expect your volunteer scrutineers to find your model documentation for you. Fair enough?

I expect that we will continue to have unhappy racers running in GT classes because of incomplete

updates. I've already discovered that a number of you will never understand that for us to allow racers to pick their favorite upgrades and declare their cars to be a different stock model is utter rules chaos. So, let me try another way to explain why we are going to stick to the letter of the rule here. I'd like to especially commend a certain racer at Sebring who got it exactly right. He meticulously completed an update from a 964 to a 964 RS, documented everything that was done, and supplied an authoritative reference for the model. Now, if we allow racers do less than that and run as the same model, how is that fair to the racer who went to the trouble to get it right?

Ballast Survey Results

Well, I hope none of you were sitting on the edge of your chairs waiting for this, because there were few consistent results reported. I initiated the survey to try to find out if there were any particular models consistently carrying enough ballast that there might be a safety issue in securing the ballast appropriately. It was started on the basis of a couple of anecdotal reports. Since this survey was of the self-report type, it certainly isn't scientific, but I did figure that people with 200 lbs of ballast would probably send me an e-mail, and that was basically the point.

Nothing consistent at all was reported for any 911 models. If someone was carrying 100 lbs, generally another racer of the same model might report that the car only needed 20-30 lbs. However, two front-engine water cooled models did seem to require quite a bit of ballast fairly consistently. Several racers noted that 1983 944s may need as much as 200 lbs of ballast. These 944s are missing some items found on later 944s but are classed at the same weight of 2779 lbs. However, I checked the Porsche Technical Specification book for '82-'83 944s, and found that Porsche agreed with PCA on this one: the weight for U.S. specification cars is 2778 lbs. The Euro models are significantly lighter at 2601 lbs. Owners of "light" '83 944s should first check to be sure you don't have a Euro-spec car. Right now, our rules don't specify a class for Euro-spec 944s (other than the blanket rule for Euros), but it's possible that this should be an "H" car with a factory weight of 2601 lbs.

Even though 968s are still relatively uncommon in PCA Club Racing (probably fewer than 10 cars total in 2004), I heard from 3 of these owners that they had 100 or more lbs of ballast in the car. Once again, our rules are in complete agreement with the factory-published weight of

Continued on next page...

Continued from previous page...

3086 lbs.

Race series that handicap with ballast often use more than 100 lbs, so this can be done quite safely. Remember that all ballast must be well-secured within the passenger compartment, and you must use large backing plates or washers to prevent bolts from pulling through the floor. Do NOT use lead for ballast. Lead is a malleable metal and can deform and come loose even if it was originally tightly clamped.



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Zone 1 Endurance Championship Series

by: The Zone 1 Press Release Department



Zone 1 PCA, in cooperation with Connecticut Valley Region and Upper Canada Region, is proud to announce the Zone 1 Endurance Championship Series for 2005. This season points series is open to all PCA club racers and will be completed in a five race series at three of the most challenging road racing circuits in North America: Lime Rock Park, Watkins Glen International and Mosport.

The name, Porsche, has long been synonymous with endurance racing excellence. Success at the world's most challenging endurance classics like the Daytona 24 Hours, the 24 Hours of Le Mans, and the 12 Hours of Sebring are part of Porsche's history. Success at endurance racing requires a combination of speed, reliability and consistency that is tough to beat. It takes a well-designed, durable car that can take hours and hours of torturous pounding while performing at the highest level. It requires drivers that are consistent and safe while turning endless numbers of quick laps. And it takes meticulous preparation by the race team to field and support the car and driver before and during the event.

It is this same meticulous, reliable car preparation and consistent, safe driving performance that makes for a successful PCA club racer. To that end, we have structured the Zone 1 Endurance Championship Series to reward club racers who excel at these traits. Club racers will receive one point for every lap completed in the five sprint and endurance races throughout the 2005 season within

Zone 1. The top 10 drivers in points will receive special championship trophies and prizes (donated by our series sponsors) at the end of the season. And before you complain that this points system will favor the faster GT cars, know this. We scored the races from a prior season and a driver in a Class F car would have won the championship that year. Remember this is an endurance championship series and in the battle between the tortoise and the hare, the fastest does not always finish first. Just ask The Racer's Group after their Daytona 24 Overall victory in 2003 if the fastest car or the most consistent, well-prepared, well-driven car won!

The Endurance Championship Series schedule will start on April 29 & 30 with a sprint race at the 14th Annual Lime Rock Park CVR club race. Next will be a pair of races, a sprint and enduro, at the 5th Annual Porsche Clash at the Glen on June 3, 4 & 5. The series will wind up north of the border on July 29, 30 & 31 for another pair of races, a sprint and enduro, at the 9th Annual CanAm Challenge at Mosport UCR club race. These five races, three sprints and two enduros, will comprise the 2005 Zone 1 Endurance Championship Series. The championship winning drivers and cars will likely turn over 140 laps and cover over 350 miles of wheel-to-wheel, at-speed racing during the five race series. For more details about the Zone 1 Endurance Championship Series and to see the current championship series points standings, please check the Zone 1 website (<http://zone1.pca.org>).



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Racing - It's a Numbers Game...

Story by: Michael Wingfield, PCA Club Racing Timing & Scoring

Some say racing is just a numbers game. Are you aware of some of the PCA Club Racing numbers? At the end of the 2004 season, PCA Club Racing had over 2500 licensed racers. The largest PCA club races, Sebring, Watkins Glen, and Road America, each had over 200 competitors entered. Finally, each club race weekend nationwide had an average of 102 competitors in attendance.

But racing numbers do not stop at national statistics. Each racer plays a numbers game in preparing a car for the race weekend. Suspension settings along with tire pressure and tire temperature represent racing numbers. Engine displacement, horsepower, and car weight are numbers each racer considers at some point during a race weekend. But probably the most important numbers racers consider at the track include best lap time, starting position, and ultimately finishing position.

However, there exists one other numbers game that plays a critical role in a racer's race weekend - the car number. The car number serves to identify the car, and ultimately the driver, to fellow competitors, corner workers, and race officials. Racers choose a number and proudly display the number on their car. Unfortunately, with over 2500 racers in PCA Club Racing, no driver has the luxury of owning an exclusive car number.

For each race, individual driver requests are sorted and a non-duplicated car number is assigned to each competitor. The process takes time, with every effort given to allow an entrant to display the requested number. But like the lottery, more than one driver typically requests the same car number. Someone will ultimately have to modify or change a car number at a race to resolve a number conflict and prevent duplication of the car number during a race weekend. This modification, whether adding a number, removing a number, or altering a number, may add one more step to the overall car preparation task for a driver - a task the driver should address with due diligence.

Why should a racer care about their car number? Because car number specifications appear in the PCA Club Racing Rules rulebook. Specifically, the 2005 PCA Club Racing Rules rulebook states in part under General Rule #7:

"All cars must display easily readable numbers for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear."

This rule includes numbers placed on the car before the race event, and any car number modifications a racer must make at the race event at the request of race officials, or to comply with a number assigned by the event registrar. General Rule #7 also contains four separate and distinct requirements about the display of car numbers in PCA Club Racing. These requirements include:

1. Visibility - "easily readable"
2. Location - "each side, the front and the rear"
3. Appearance - "contrasting background"
4. Size in height and stroke - specific to each location

The rule also implies that the "same" numbers appear on all prescribed locations on the car.

What makes good car numbers? An "easily readable" car number must not get lost in other car graphics, or have an elaborate font. The color of the number contrasts vividly against a background or against the base car color. Finally, consider reading the car number as the car travels at speed on the racetrack, not while parked in the paddock. This is how the corner workers view your car number. Now think how your car numbers appear when your car travels 100+ MPH down a racetrack directly toward you and you must view the numbers from above, at heights over 40 feet, over 100 feet, or more. This is how Race Control and Timing & Scoring frequently view your car number. Does your car number remain "easily readable" under these race conditions?



Figure 1: Car numbers in full compliance with General Rule #7.

Figure 1 above illustrates a car in full compliance with General Rule #7. Note that you can easily read the numbers, even with the car at speed. The numbers conform to the size requirements and in this illustration include an extra half-inch in height. Also note how the color of the numbers contrasts vividly with the car body color.

Now that we have defined and seen an illustration of a good car number, let us consider some examples of cars with numbers that do not conform to General Rule #7. The following examples will illustrate why improper numbers cause confusion for corner workers, Race Control and Timing & Scoring.

Can you identify the car number of each car in the photo in Figure 2 (top of opposite page)? The car on the left displays numbers in two locations, in the rear quarter window, and lost in the graphics below the side mirror. Due to the number size, neither number appears "easily readable" at speed and at the distance in the photo. Contrast the numbers of the car on the left to the numbers on the car on the right. For "easily readable" numbers, this is one case where size truly does matter.

Imagine the 914 in Figure 3 (opposite page, below Figure 2) traveling directly toward you. In this example, the car has no numbers on the front. If you were Race Control, the



Figure 2: Contrasting car number readability, appearance, and size.



Figure 3: Missing car number on the front.

Black Flag Steward, or Timing & Scoring, how would you identify the car in Figure 3 as it races toward you? Bear in mind that cars on the racetrack often travel near a wall as they cross the Start/Finish line, thus reading the numbers on the side of the car may not be an option.

The car in **Figure 4** below has multiple car number issues. First, the car number is lost in a graphic under the mirror. Second, the car number has no contrast between the number color and the background – white number on a white car. Third, no number appears on the rear. Finally, assigned #190, the car as a #1 in front of the #90, but the #1 is so small



Figure 4: White on white car number and no rear number.

and faint it is virtually invisible, even in this paddock photo. Imagine trying to read the car number from Race Control atop a Super Speedway tower.

Finally, the car in **Figure 5** below displays multiple car numbers. The #3 appears on the front windshield and the rear quarter glass in a size smaller than the requirements. These numbers conflict with the #131 that appears below the side mirror. Actually, the #3 in the rear quarter glass does have two small strips of tape, one before and one after the #3



Figure 5: Different numbers in different locations.

to modify the number to #131. However, the tape is so narrow and transparent, it is invisible even in this paddock photo

So what is the big deal about car numbers anyway? Does it really matter how a car number looks? What happens if a racer fails to comply with the car number requirements? Yes, car numbers are important, and provide one of the single most important sources of information to corner workers, Race Control, and Timing & Scoring. In each instance, car identification consists of a car color and a car number. As for what may happen to a racer who does not comply with the car number requirements, one need only to look in the PCA Club Racing Rules rulebook under General rule #8. The 2005 PCA Club Racing rulebook states in part under General Rule #8:

“In all cases, if timing and scoring cannot read car numbers and class designation from their location, the competitor will be required to change those numbers/letters if he/she wants to be timed.”

So next time you are preparing and cleaning up that race car, give a little thought to your car numbers. Think about those folks standing in the bunkers, or sitting high above the track in the control towers trying to uniquely identify your car from the other 100 or more cars on track during the weekend. We really want to see that car number. Besides, when it comes to this “Numbers Game”, bigger is always better.

(Thanks to Susan Shire for providing race statistics, and the many persons who provided photos for use as examples.)



2004 Rookie of the Year

by: The Nominating Committee and Nobuyuki Takahashi

The Rookie of the Year Award annual award is sponsored by the friends of Mike Melton at European Performance Engineering in Massachusetts. Mike was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the "Rookie". Of the one hundred eighty (180) Rookies who joined the Club Racing Program in 2004, twenty four were eligible for the award by completing five or more incident free races during their first year. We congratulate the following racers who were eligible for the 2004 award:

DAVID L. ANDERSON
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BARRY BAYS
RICHARD BENNETT
RICHARD BOONE
PETER C. CLARK
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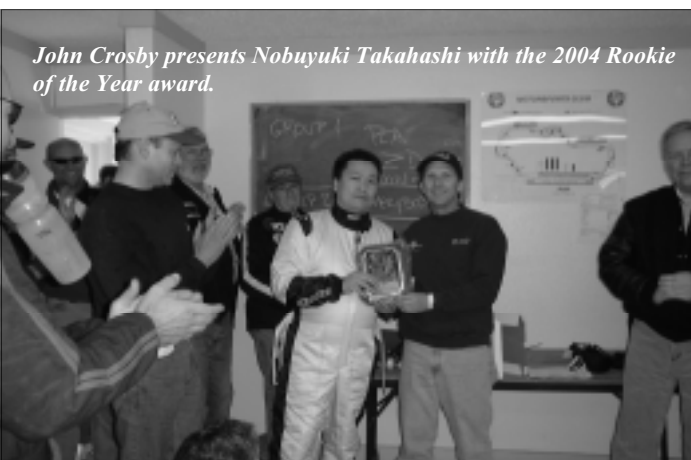
After careful consideration, the 2004 award was awarded to Nobuyuki Takahashi of the Maverick Region.

Some words from our Rookie of the Year:

I joined the PCA Maverick Region in July 2000 after the purchase of my first Porsche, a 2001 Boxster S.

I started auto crossing in February 2001 and my first DE was in May 2001 at Texas World Speedway. Never did I imagine that I would end up racing. (It is so amazing to think that it was not that long ago.) In 2001, I received the Gregg Murell Award for Enthusiasm, which was in hindsight, was a sign of things to come. The mavericks from my region have taught me to be quite enthusiastic.

Based on what I heard from others, I decided to go racing with the PCA program in the winter of 2003. After several months of searching for the right car and



John Crosby presents Nobuyuki Takahashi with the 2004 Rookie of the Year award.

trying to decide what to race, what class to race in, etc., I said "Why not my Boxster S?" Making the necessary conversions to the car started in March 2004. I really wanted my first race to be the Texas Motor Speedway event which was being held in conjunction with the 2004 Porsche Parade. Thankfully, I achieved this goal.

I still recall my first "full" pre-race tech inspection and the issue that popped up with my roll cage. Holes need to be drilled to verify the thickness of the steel tubing. With the additional holes that were being drilled, I thought my cage was going to start looking like Swiss cheese. Since the Porsche Parade was taking place, a lot of Club Racing personnel were on hand for the event. As a result, quite a few PCA scrutineers were going over my car with a fine tooth comb.

At that first event, I found it funny that most of the club racers just talked to me about things in a general sense. Never did they ask, "Are you nervous?" Every single non-racer friends that were dropping by my garage asked, "Aren't you nervous?" Never did I think I was nervous until pulling out of my garage for the first practice session. The primary indication of my nervousness was that I had absolutely no control of my right foot, as it was tapping away on the gas pedal at a high frequency. However, the nervousness went away as soon as I hit the track. I came up on a slower car and waited for a few seconds while looking for a passing signal. Needless to say it did not take long to realize that it wasn't a DE session and I executed the pass. I felt as though my showing at TMS was respectable. I was quite honored to receive both the Forgeline Rookie and GT Racing Best Prepared Awards at the Parade Victory Banquet.

I followed up that event with PCA races at Hallett and No Problem Raceway. I also had an opportunity to race at Motorsport Ranch with the BMW folks. I spent the year trying to be safe, and while picking up some race-craft skills along the way. I will admit that my car needs a little more work to be competitive in E class. And. I am really looking forward to the first event of '05 at TWS.

My other PCA experience includes serving as the Maverick Region Vice President for 2003-2004 under Keith Olcha. I have also participated as a DE Instructor for both Maverick and Lone Star Regions.

There is very little free time left between work and the car. But I enjoy playing golf and hockey. Perhaps some of my fellow club racers can arrange a pre or post race round of golf at a future event.

-Nobuyuki Takahashi

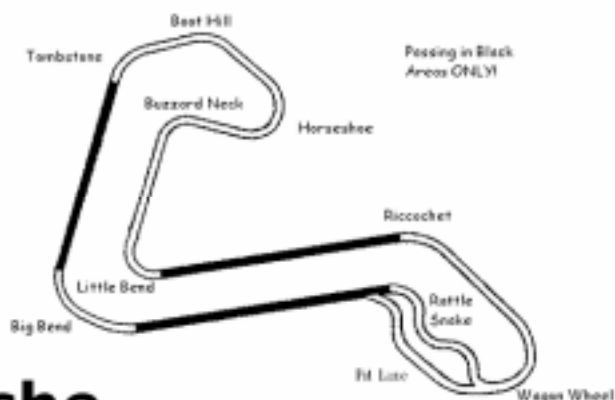
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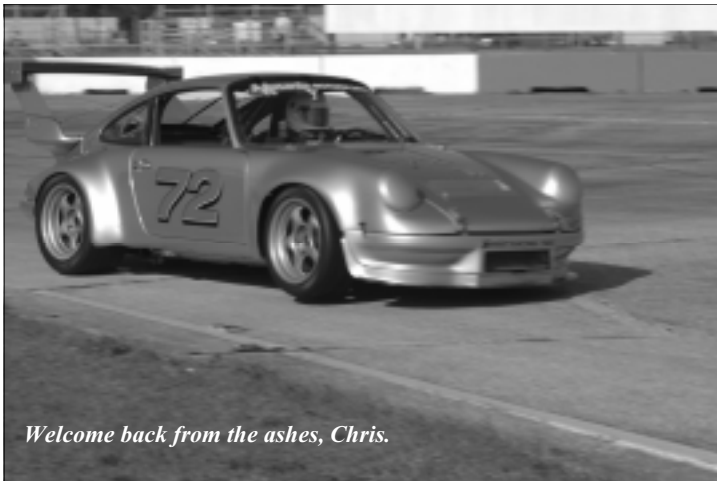
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Twelve Years of Sebring: It Should be Easier

Story by: Patti Mascone, Public Relations Coordinator



Welcome back from the ashes, Chris.

Every racing season starts in a place where you can look up at night, the stars so close, they seem ripe for the taking. But the 12th Annual 48 Hours of Sebring, February 11-13, sent many such star-gazers on a rough path to going home disappointed.

At Sebring, the only substitutes for seat time and fitness is, perhaps, a more reliable steed or some really good luck. The long, bumpy — yet adored — course battered the wills of about 250 pilots (from the US, Canada, UK and Germany) and their Porsches until three sprints and two enduros were complete. One “bright” spot — the previously wide-open entry off the back runway into Turn 17 was replaced by a somewhat wussified entry “lane,” outlined by jersey barriers.

Seventy-seven Class E-J entrants started the Blue sprint, the first feature of 2005. And the first race of 2005 ended under yellow—three drivers, including the Class G polesitter, were penalized for passing under this yellow and 17 cars did not finish (DNF). One of the early retirees was the 1977 911 of Stephen Roach (F), off recent success at Carolinas. Almost every car in the aging Class I (mostly normally aspirated 944s) also had mechanical issues, including one cracked exhaust, a coolant leak, clutch failure and a stuck fourth gear. Up front, John Crosby (E), a repeat overall and class winner, and Gary Grigsby (F), sailed to victories, in a 944 Turbo and a 968, respectively. The mostly 911SC line-up in Class G scattered themselves amidst all the Class E-F drivers, but Timothy Costa, Chesapeake Region, bested six others.

A full-course caution yellow also ended the Green sprint, after a 911 went around in Turn 1, dispersing the other Class C-D and lower-GT drivers nearby. The solid qualifying run of Bill Martin, whose #21, 1992 964 ended up at the outside wall, was spoiled. Greg Rathe (GTP3) won the overall over last year's winner, Tim McKenzie (GT4R). It was good to see Chris

Musante's #72 911 back; this newly minted silver car, in the hands of the Connecticut native, won GT3S.

For two good-natured PCA sportsmen and those watching, the Yellow sprint created the biggest disappointment of all. As legions of onlookers gathered along Sebring's pit balconies to watch the fastest Porsches (GTA, GT1-2, GTP2 and GTC3), the Champion pace car led 65 GT racers to the green flag, neatly enough. But across the grid, which included many new drivers, new driver/car combinations and 14 GTA 996s that shuffled the grid, commotion was brewing.

Once the frontrunners began mingling with traffic, there were some ragged moments. One left early for mechanical, the Racers Group, Auto Gallery GTA entry of David Master. (In hindsight, this kept him clear of possible misfortune, in favor of a nice fifth-place-in-class enduro finish.)

On a very fateful 11th lap, polesitter and leader Leh Keen (GTA) went into the revised hairpin alongside Mac McGehee (GTC), both a bit wild, yet attempting to give each other room. But their paths were soon derailed into each other, then to the inside wall. The yellow flag froze the podium in this order: The 451 of Wolf Henzler (2004 Cup, GTC3), first, followed by the #4 of Norm Goldrich (1996 GT2, GT1R) and the #08 of Michael Cawley (2005 Cup, GTA). In fourth, Robin Liddell (2005 Cup, GTA) just missed.

Afterwards, small victories were celebrated with relish, such as the Roaches, who whooped when their #222 finally started before the enduro. And Keen and McGehee were fine and had spoken to each other.

Stephen and Doug Roach headed on the Red enduro — along with 70 other stock and prepared class racers — unfortunately, the #222 left action after three laps. During a lengthy, 25-minute caution midway, most teams pitted for mandatory stops. The yellow was strangely extended when a 914 went off-course as workers were poised to resume action. Patrick Small led Class E, while John Crosby went off to run a Cup Car and Jamie Levy went to Class C (where he won). Veteran Rafael Llopiz (2004 GT3), back from hibernation, took overall honors and Class B, 42 seconds ahead of Richard DeMan's 924 (GT5S). Lastly, Terry Heath (944S2) got Gary Grigsby (with Jim Child) back in Class F's “battle of the non-Turbos.”

If you're a NASCAR fan, you'll note that pitting under yellow is often a no-no at Watkins Glen; and most aficionados have trouble explaining why. But Tim Pruitt pitted early at Sebring, under green, which ended up being the right strategy for Class I's second-place, behind the very fast local team of Denny Hanson and

2005 Hoosier Trackside Support Calendar

by: Hoosier Tire, PCA Club Racing National Sponsor



<u>DATE</u>	<u>TRACK</u>	<u>SERVICING DEALER</u>
April 2 - 3	Road Atlanta	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
April 29 - 30	Lime Rock	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
May 7 - 8	Las Vegas Motor Speedway	Topless Performance P - 877-728-0914 F - 623-847-9309
May 14 - 15	Mid-Ohio Sports Car Course	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
May 28 - 30	Motorsport Ranch	German Motoworks P - 817-877-1772 F - 817-877-5493
June 3 - 5	Watkins Glen Int'l	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
June 4 - 5	Mid America Motorplex	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
June 10 - 12	Portland	Trackside Enterprises P - 503-236-2106 F - 503-233-3079
July 2 - 3	Gingerman	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
July 9 - 10	Heartland Park	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673

Fred Beasley.

Quite thankfully, the Black enduro proceeded cleanly as a slightly smaller horde of Cup and GT cars sped by, many with European racing colors ablaze and relief drivers waiting on pit lane. They got their chances to climb in during a caution that sent everyone to the pits. The team of Andrew Davis/Cawley (GTA) hung around smartly all day, in their Comprent Motorsports 2002 GT3RS. They pounced near the end to take overall win over Henzler and Tim Rosengrant (GTC3). As sand blew over the track, making it treacherous, GTC-class depth was on display, right down to 14th-place. The #61 of Dominik Farnbacher/Scott Lyman finished fourth in class, while the #451, now driven by experienced pilots Jim Hamblin/Spencer Cox, paced strongly but got that 14th

position.

Please note that the scrutineers checked safety equipment on many cars, including the age of seat belts and nets and the density of rollbar padding. We also heard some drivers missed enduro action due to flight schedules, so take heed and make those flights a little later next year. The enduros at Sebring are well worth extending your stay.



Sponsorship Update I - Funfest 2005

by: Steve Rashbaum, Sponsor Coordinator



2005 Funfest For Porsche® Annual Customer Appreciation Party June 11-12, 2005

EFFINGHAM, IL – Thousands of Porsche enthusiasts will get together for the 7th Annual Funfest for Porsche at Mid America Motorworks, June 11-12, 2005, at the company's headquarters in Effingham, IL.

More than 500 Porsches and 2,200 Porsche enthusiasts celebrated Funfest last year. Funfest 2005 is expected to break last year's record.

Mid America Motorworks hosts Funfest as its way of saying "Thank You" to customers who purchase parts and accessories for vintage and contemporary Porsches. Everyone who loves Porsches is welcome. There is no charge to attend Funfest .

Activities scheduled for the 2005 Funfest for Porsche include:

- A special presentation by Stephan Wilkinson, author of *The Gold-Plated Porsche : How I Sank a Small Fortune into a Used Car, and Other Misadventures*
- The extensive Funfest Swap Meet.
- A Saturday Road Tour
- A non-classified, celebrity-judged Fun Display car show open to all registered participants, with beautiful awards presented each day.
- Technical seminars by the industry's most knowledgeable experts.
- Unique displays of significant Porsche models.
- Ladies Programs including Day Spa and Scrapbooking classes
- Complementary Sunday breakfast.
- Tours of the MY Garage R&D Center and Museum.

In addition, everyone who takes advantage of Mid America Motorworks' advance registration for Funfest for Porsche and registers by May 21, 2005 will receive a free T-shirt, event poster, food tickets and parking, while supplies last.

"People are passionate about Porsche and we have so much happening this year, everyone can pursue their passion for Porsche here during Funfest. Whether it's pleasure driving, racing, rallying, concours, restoration or collecting, you'll find it at Funfest," said Mike Yager, founder and "Chief Cheerleader" of Mid America Motorworks.

Funfest for Porsche is hosted at Mid America Motorworks, located in Effingham, Illinois, at the crossroads of Interstate 57 and Interstate 70. The weekend activities run from 8 a.m. – 5 p.m. on Saturday, June 11th, and from 8 a.m. – 2:30 p.m. on Sunday, June 12th.

For additional information on the 2005 Funfest for Porsche, to register for the event, or to receive Mid America Motorworks' free, full-color Porsche parts and accessories catalog, send an E-mail to funfest@madirect.com, call 800-500-1500 or visit www.mamotorworks.com and click the Porsche link.



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The Top Gun Challenge

by: **Scott Lambert, Assistant Race Chair, Ohio Valley Region**

Come join us for another great weekend of racing, **July 15-17, 2005**, as we host the **Third Annual Top Gun Challenge and Sprint Races**. The event will take place at the Putnam Park track in beautiful west central Indiana. Just a reminder for those who didn't make it to Putnam Park last year, a good portion of the paddock has been paved. The stones are gone! We look forward to seeing you.

What's a Top Gun Race? A Top Gun Race gives everyone in the race field, regardless of class or lap time, an equal chance of winning the race. Starting positions will be based on qualifying times for the Sprint races (see below.) The positions will then be inverted and a handicap penalty be assigned to all cars except for the slowest. The handicap is based on how much faster per lap each car is compared to the slowest car, multiplied by the number of laps in the race. For example, if a car were 2 seconds a lap faster than the slowest car in a 20-lap race, his handicap would be 40 seconds (2 seconds X 20 laps.) At the green flag the first car leaves pit lane, all

other cars are held until they serve their handicap time and are let out in order, one at a time. The race continues as a normal Sprint Race until the first car finishes the required number of laps. If every car were to run their qualifying lap time on every lap, they would all cross the finish line at the same time. It makes for a great finish and also allows the cars that are normally in the back of a field to possibly finish up front. It puts everyone on a level playing field and rewards people who are able to turn fast laps consistently, not just a single hot lap during qualifying. Look for more information in the next issue of *CRN* and in the Laser Mailing.



Sponsorship Update II - CDOC

by: Steve Rashbaum, Sponsor Coordinator



CDOC is pleased to announce our partnership with PCA as a National Sponsor of Club Racing for 2005. CDOC is the largest master warehouse distributor of racing, performance and safety gear on the East Coast, offering products from industry leading brands like OMP, Intercomp, SPA Technologies, Bilstein, Hawk Performance and more, including Porsche OEM

replacement parts and upgrades. Our status as a master distributor means we can pass along our savings to you, offering unparalleled customer service, selection and availability. Give us a call at 866-390-CDOC (2362) and let one of our staff of Porsche enthusiasts assist you in turning your car into the ultimate track weapon or canyon carver. Additionally, check us out on the web at www.cdoci.com for product specials and information about our partners in Grand Am, Rolex, SPEED World Challenge and American Le Mans Series racing,. Or visit our showroom in scenic Charlottesville, VA, nestled into the heart of the Blue Ridge Mountains. Whatever your Porsche performance needs, CDOC is your solution.



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The Great Plains Region is hosting a PCA club race, featuring a special run group consisting of vintage Porsche cars, such as 356's, early 911's, 912's, 914-4's, and 550's. We have a new car-friendly track, with no concrete walls and vast run-off areas. Visit our web site at URL: www.pca.org/gpl or contact John Krecek by calling 402-505-9911 or via email at Krecek@cox.net We promise you a great time!

All participants in a PCA Club Race must be PCA members in good standing. PCA membership information is available at www.pca.org All participants in a PCA Club Race must hold a current PCA Club Racing License and be a competitor in good standing OR be an approved Club Racing License Candidate. All Club Racing License Applications must be received by the Club Racing Office three weeks prior to the event. The PCA Club Racing License Application and Rule Book are available at www.pca.org/pca/clubrace/ and go to "Rules, License and Forms" or call the Club Racing Office at 847.272.7764 or email PCAClubRace@aol.com. Only Porsches are allowed in PCA Club Racing and must meet the safety requirements in the PCA Club Racing Rule Book.

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Contact Susan Davis
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313.506.5659
for information.

Mosport - So Much More than Racing

by: Brion Charters, Upper Canada Region



A mixture of Porsche mounts head for the corner at Mosport in 2004. Photo by Michael Coates.

Club racing is all about choices. When to brake? Where to turn in? How to pass? How to avoid being passed? Where to stay? Beer, Ex or Blue? Pit now or wait a lap? Way too many questions and not enough brain power to generate answers. Anecdotal evidence indicates that as drivers advance through DE into Club Racing they increase their abilities to short term focus at the expense of long-term intelligence. Or...club racing is huge fun at the expense of the sane use of your financial assets.

I have been Club Racing for a number of years and Mosport has always been one of my favorite tracks. For me, choosing to go to the Mosport Club Race, The CanAm Challenge by Tireworks Pirelli is a no-brainer. Once there however, the requirements for brain usage start to increase. Dramatically.

Choosing to go to the Mosport Club Race involves all the usual choices plus a few. There's the border-crossing question for US residents (no big deal, pay toll, cross bridge) and "do I take new tires or get them there". (If the tires are Hoosiers, take them). The really big difference is the track. Like a few other Club Racing venues such as Sebring, Road Atlanta or Watkins Glen; Mosport too has international recognition. Unlike the others, a lap at Mosport is scary fast just about all the way around. And side-by-side racing at Mosport, especially at the bottom of turn Four, requires a whole lot of choices, right-here-right-now choices. The bottom of turn Four, turning into Five is a lot like racing downhill flat-out and

turning into a drive through window... with three other cars. Personally, I think racing into and through turns Two and Four at Mosport rank right up with turns Twelve at Road Atlanta, The Kink at Road America, Seventeen at Sebring, or practically any other signature turn anywhere. You know, the ones that tighten your cheeks.

The 2004 Mosport race was one of the best club races ever, even though it almost didn't happen. Thanks to Susan Davis, Karen

Raymond, Rob Virtue and Susan's last minute superhero team, an amazingly smooth 3-day Club Race with great parties, dinners and track events came together in record time, from scratch. A lot of club racers from Northeastern US look forward to the CanAm Challenge at Mosport and I heard a lot of "we were worried when it wasn't on the schedule, but thank goodness to the UCR Committee for making it happen".

By Thursday afternoon of the race weekend there were lines at registration and the buzz of racer trash talking. It seems that the further a racer is from the actual track, the faster he thinks he is. By Friday morning the paddock was full of race cars, racers, trailers, crew, haulers, cars, scooters and the wonderful, noisy hum of a real race weekend. I have always found that first morning of a race weekend immensely invigorating and like a worn down impact wrench, instantly recharging. You see, hear and feel cars across all the classes; the purpose-built, full race, ultra fast cars in GT1R; the growing herd of "Cup cars" and all the stock classed cars. Across from my E stock 944 turbo are some guys from New England with E and F stock 944 Turbo's and 911's. Next to me are a group from Quebec with GT3S 911's and a 928. Very cool, and as we found out later, very fast. A couple of 996 Cup Cars were camped nearby along with the Tietjen family of D class 944 Rothman's Turbo Cup cars; it was like they had come home. And next door was a yellow 356, still working well and still racing. All racers are here

for the same thing. I think it's the only Club Race where you hear French mixed into the usual English. Everybody is talking "race speak" and getting ready for their first session. For me that first session means a baseline set for the shocks, sway bars, tire pressures and a half tank of fuel. Make sure the moving parts are warm, working and no leaks, same with the car. Check the radios and put the car on the grid. As soon as we're checked over and waived out by the UCR volunteers, head out and start getting serious.

Mosport is a track you really need to take seriously. Like a lot of tracks, if you're sloppy you'll get bit; and here you get bit, punched, kicked and hit with a bat. In addition to getting a track whack, you're going to get your racing privileges restricted or suspended and be sent home because it's Club Racing. That means it's safe, fun and non-contact. Non-contact, not non-competitive. To help at Mosport, Stephen Goodbody the UCR Chief Instructor and experienced racer gives a "chalk talk" Thursday evening and organizes early morning drive-arounds to help racers avoid getting bit. My first session is about remembering the track's nuances, any changes; getting a baseline and starting a rhythm. We'll worry about lap times later when it starts to matter. It starts to matter in the next session and the lap times are telling us that we have work to do relative to the rest of the class. The car is twitchy into three and at the bottom of four turning into five. Do you think it might be the driver?

The rest of the weekend is a quest to adjust the car and the driver and improve our performance. The practice starts and fun races on Friday, the sprint qualifying and Sprint races on Saturday are all opportunities to get quicker. With only three run groups, there was tons'o track time both Friday and Saturday to work on the car and driving. And there was a lot of very competitive racing. Whether it was the practice starts or Saturday's sprint race, racing at this track is demanding and exciting. And I seemed to end up around John Ktistes and his E stock black/silver and green 911 in every race. In the natural order of the cosmos, it must have been somewhere deigned that John and I must stay within the gravitational pull of each other on whatever racetrack we are on. Similar science fact also applies to my car and Lou Betstadt whenever he races. For the record, John beat me in the sprint race, but only because the gods ruled thusly. That and the small fact that he was faster out of turn three than I was had little bearing on the results. The enduro on Sunday would be a different story.

The evening events at the track and the Port Darlington, Friday are sponsored by The Targa Newfoundland, Saturday's by Downtown Porsche are opportunities to totally forget what you worked on and decided during the day. To paraphrase and sum up the philosophy of evening bench racing in Canada: "The later you stay the faster you were" and "Fast in, Slow out". The

dinners, the prize drawings, the music, the Michael Coates photos and especially all the connecting done with other racers was tremendous. And it is all just preparatory for "The Can Am Challenge" on Sunday.

And Sunday's enduro was awesome. Clear skies, warm sunny conditions and 60 cars set for 90 minutes of racing. We shared a pit and my crew with John Ktistes, the E racer who with the help of evil spirits beat me in the sprint race the day before. John needed help for his stop. During the mandatory pit stop, you must have someone holding a fire extinguisher while the fuel is being added and the driver is out of the car. One of the best parts of Club Racing is that very intense competitors often help each other at the races. It's an easy choice because they are favors that get passed on as needed and will always return.

The start of any race is unbelievable, especially from inside the car. When you see/hear the green flag, everything explodes in a frantic side-by-side dance of the wiggles from start/finish all the way through turn Five. That's a long way to hold your breath. Mosport is a track that demands being precise and smooth, especially in the very fast off-camber, downhill corners. With a full field, you are always around other cars, dealing with both faster and slower classes while racing against direct competitors in your own class. From my limited view in the driver's seat, it's hard to tell much about the overall enduro, but this race was as much fun as you could have on a race track without a blindfold, the residents of the infield and a dark night with an old Datsun (that's a different Mosport story). The enduro was very intense from the very beginning, and only during the brief full course yellow towards the 1 hour mark was there any real rest. I stayed in touch with John, passing back and forth a few times until he pitted from right in front of me with about 15 minutes left. Pitted in my pit with my crew and completed a near perfect stop. He pitted while I chose to run some clean, no-traffic fast laps before I pitted. Smart choice. Oops. Double yellow, pits closed, wait for the track to be cleared, hurry, now pit. Too late race over you lose.

Oh well, I did get the final beer choice right, Ex.

In the end, it's racing, it's very competitive and we all hate to lose. But the prize money, the sponsor endorsements, the celebrity appearances and all the recognition are the same for everyone. It's Club Racing and it was a blast to drive that much, that hard for that long on that fast a track. Can't wait for the 05 race this July 29, 30 and 31.

Hope to see you on track at the Tireworks Pirelli CanAm Challenge at Mosport. For additional information, please go to the UCR website at www.pcaucr.org. Contact Susan Davis at spdavis911@msn.com or 313.506.5659. Registration opens May 1st.

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*Average Annual Total Return from Inception, 4/16/92

Data based on \$10,000 hypothetical investment 4/16/92 with reinvestment of dividend and capital gain distributions.

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2005 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Apr 29/30	Lime Rock Park	Connecticut Valley	Lisa Musante 860.742.6054 cvrpresident@cvrpca.org
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
Jun 10/11/12	Portland Rose Cup	Oregon	Jim Coshow 503.671.2317 jim.coshow@att.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 17/18	Putnam Park*	Central Indiana	Jim Phend 317.844.1932 jphend@indy.rr.com
Sep 30 & Oct 1/2	Summit Point*	Potomac	Dirk Dekker 410.819.6789 clubrace@pcapotomac.org
Oct 1/2	Hallet Motor Racing Circuit*	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 7/8/9	Virginia International Speedway	First Settlers	Ramon Rodriguez 757.229.8123 racingmd@aol.com
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
Dec 3/4	Roebing Road	Florida Crown	Thom Portz 904.693.6993 teportz@aol.com

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

The Classifieds

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.

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 Enkei 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 Bergemeister, 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, 23mmbars/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 otherpodiums. Winner of PCA's "Best Prepared" and "Workers Choice Award". Motorhas only one race on top end rebuild, transmission rebuild 0 hours. Newmastercylinder, rotors, CV joints and axles, headers/exhaust. Customrevalved 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 gasand 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

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 swaybar, AL seat, Nascar door bars roll cage, 5sets 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

1973 Porsche 911T 2.4L, Weber Carbs, dual K7N air filters, new electric fuel pump, new distributor, new plug wires, extra larger front oil cooler, cam chain tensioners, Dilavar head studs, 19 gal. fuel cell, Weltmeister adj. 22mm sway bars, Weltmeister 23mm torsion bars, lowered and aligned, Moma 13"steering wheel, full cage roll bar, Halon fire system, Kirkey race seats, optima battery, etc. This is a very reliable car that is ready to race. Many many more extras. Pix available, \$19,000 OBO. Bill, 740 593 8200, wmorgan1@columbus.rr.com

1984 Porsche 944 race car. NASA GTS or PCA H Prepared or I Stock.. Won PCA Mid Ohio H class 2003. Numerous poles and podiums. 1:49 at Mid Ohio with chicane, 1:46 without chicane. White exterior painted 2000. Prepared and maintained by Steinels Autowerks. Turbo sway bars, 30mm Torsion bars, coil overs, Koni's, strut brace, camber plates, Auto Power cage, fresh 2005 five point harness, Corbeau seats, seat back brace, Hot Lap timer, AMB transponder, cold air conditioning still hooked up and working, K&N, Motul 600 brake fluid, recent fresh Limited Slip, interior easily removed for NASA or installed for PCA, newer window net, Momo steering wheel. Very well balanced, reliable car, NO DNF's ever! \$11,000 Also Trailex 7031 with spare and tire rack, \$4000. Ed Maurer (937) 313-4102.

2001 36' Aluminum Gooseneck Racing Trailer - Manufacturer: Aluminum Trailer Co. Total Weight 10,400,GAWR Front 5200, Rear 5200, Tires 225/75R15, Wheels, 15x7 - A/C & Heat, Sleeping area in "Mom's Attic", Insulated & Carpeted Walls, Interior Florescent Lighting, Interior Storage, Generator Storage, Exterior Halogen Lighting, Smooth Drop Down Loading Ramp, Linoleum Floors with Minor Wear. \$12,500. Pics Available. Reese. 386.290.9999 reesestewart@hotmail.com

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.

1999 Porsche GT3 Cup with factory R body, Porsche Motorsport upgraded engine to R specs 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 Dorisan-jim@sbceglobal.net

1993 968 Track Car. Fully legal PCA Club Racing "F" class. Fast, handles great, and has a large number of features and upgrades that make it a competitive front-runner. Too many to name, so check our web page. Comes with lots of spares. All 2005 pre-season maintenance completed. For further information contact Paul Amico; <http://paulamico.home.comcast.net/968.htm>, paulamico@comcast.net, 443-745-2360.

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

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



98 Boxster widebody track car 3.4 steel sleeved, custom cams 0 hr motor 315 rw hp/ 6spd tranny, Motec M800 eng management, Turbo brakes, mono ball GT3r control arms, GT3R bodywork and wing, Fire syst. Cobra seat, schroth, adj Leda shocks, extra set Kinesis wheels and Hoosiers, motorola radios. featured in Excellence Consistent GT3S podiums. Quick and very easy to drive fast. \$49,500 520-370-1514 AZ



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