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Photo by T.E. Rogers

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

On the Cover:

Side by side action at Lime Rock is captured on film by T.E. Rogers.
Look for the story in the next issue of the CRN.

Deadline

The deadline for the next issue is:

June 15th

More on Car Numbers

by: John Crosby, Chairman PCA Club Racing

Hopefully everyone read Michael Wingfield's article about car numbers in the last issue of the *Club Racing News*. Here are a few additional points to consider relative to car numbers. There was a time when our race weekends consisted of the normal practice session, fun race, qualifying, and single sprint race. The run groups were pretty well set before the weekend started and it was possible to duplicate car numbers in different run groups. This gave each racer a good chance of getting his or her desired car number. Now however, most all of our race weekends consist of multiple races with run groups that often change during the weekend. Not duplicating car numbers provides for ease in the transition between a sprint group structure to an enduro structure at a race. There are other reasons for this policy. It provides for flexibility in aligning (and realigning when necessary) the run groups as the registrations are coming. The realignment issue has been key this year in getting racers off of waiting lists into races. One run group may be oversubscribed and another with some room. By shifting an entire class to a different run group, the number of cars is balanced and the maximum possible number of racers gets into the event. The race groups were realigned several times at Road Atlanta and Mid Ohio. This usually happens within the last week or two prior to the race with confirmation letters having already gone out. Not duplicating car numbers precludes any need to change numbers. Question: How are the car numbers assigned? Answer: On a first come basis. The T&S database for each race is prepared by Susan Shire. This includes the assignment of the car number which is done on a first registered, first assigned policy. The determination of the run groups is however made by the National Steward that is assigned to the race. The region registrar has no control over this. This centralized registration system works well in providing a consistent format to the Club Racing staff, the local race group, and the racers. It has done away with the complaint of 'registrar burnout' and has made the recruitment of new registrars much easier. The registrar is still kept quite busy with tracking the local region needs (T shirts, garages, dinners, etc). Question: Why don't we have a reserved number system? Answer: Michael touched on this in his article. We have 2,500 racers in our program. Would you like car number 2348? The bottom line... the racer who gets his or her registration in early is going to have the best shot at getting their desired number. If your car number is not right, be on the lookout for the black flag.

On different note, Bruce Boeder has taken over the position of Chief National Steward from Jim Coshow.

The duties include the recruitment and training of national stewards for PCA Club Racing and the assignment of one or more stewards to each race. The job also includes the coordination of the activities of the Medical Safety Committee and the Corner Worker Coordinator. The Chief National Steward also assists in the evaluation of 13/13 incidents that are submitted for review. The Club Racing Committee owes Jim a debt of gratitude for his time and insights while serving in this capacity. Jim will remain involved as a National Steward.

See you at the track.



John



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Dick and Donna's Excellent Cup Car Adventure

by: Donna Amico, Chief National Scrutineer

As I write this, I have just returned from the inaugural race in the IMSA GT3 Cup Challenge Series Presented by Michelin, which was held at Road Atlanta in conjunction with ALMS last weekend (April 15-17). Through the efforts of John Crosby and Tom Bobbitt, two of your scrutineers were invited to join the IMSA scrutineers in tech support for the event, and Dick Dobson and I were the lucky ones able to attend and get pointers on your Cup cars from the best in the business.

It's quite exciting to see the development of a Cup series here in the U.S. Twenty-seven cars registered for this opening round, and all of them made the grid for the race; in a couple of cases that was through remarkable efforts in parts acquisition and even overnight frame straightening. IMSA wants this to be a stepping stone between club racing and professional racing, where promising amateur and semi-pro racers can hone their skills and perhaps look to moving to the next level. PMNA is also fully behind this, and provided personnel, parts examples, and equipment to assist with the scrutineering efforts. PMNA even imported the head of tech for the Supercup series to help with this inaugural event.

GTC3, comprised of the 996-based Cup cars, has been by far the fastest-growing class in PCA Club Racing, indicating a great deal of interest in this particular car and in a race class where essentially no modifications are allowed. The IMSA series rules should make it relatively easy for PCA racers to run competitively in both series. There are two areas in which IMSA is allowing something that PCA presently does not (shocks and clutch, and we're looking into the RSR vs. RS clutch issue). There are other areas where IMSA requires more stringent adherence to the factory specifications (ride height and maximum alignment shim width allowed in the A-arms). However, anyone who has an unmolested Cup car from 2002 – 2005 should have little trouble adapting to both IMSA and PCA rules if desired.

IMSA is very strict about "no changes" except where specifically allowed in their rules. Not only does all the "stock" equipment need to be there, it has to work. The IMSA tech inspectors checked for functioning blowers and even turn signals while going around the paddock doing safety checks.

The format for inspection for the weekend was to first get through a safety check of each car before the first practice session, and then there were appointments at 15 minute intervals to look at compliance of each car between the first practice and qualifying. No car was allowed to qualify unless it had passed compliance checks and had been issued a tech sticker. IMSA plans to follow

this procedure each race weekend, and so every car will be checked at every race.

Tech inspection consisted of two stations. The first station had the scales, and items were checked that did not require a lift, such as ECU seals, correct ABS system, wheelbase, and wing dimensions. The second station was a lift, and suspension components, ride height, alignment shims and subframe to chassis clearance were checked here. By far the most common violation was ride height, as most PCA cars (and others) had been lowered below the 85 mm front and 105 mm rear minimums in the IMSA rules. It was a mad scramble for every car to pass tech before Saturday morning's qualifying session, but the IMSA inspectors were determined, and we all worked quickly!

Sunday morning, PMNA and IMSA cooked up a surprise for the competitors: an ECU draw. Six cars were chosen from among the field, and the crew chief for each car drew one of the other car numbers (out of a hat) to determine whose ECU they would have for the race. The swaps were done very carefully, with the seals verified against serial numbers, and with Eric Bloss, PMNA Special Projects Manager, confirming that the new ECU was working correctly before the car went back to its paddock. Yes, if you are a victim of this, you get your own ECU back at the end of the race.

Four more races are planned for this year, as a support series for ALMS. These will be at Mid-Ohio, Portland, Road America, and Laguna Seca. The schedule and the basic rules for the IMSA series can be found on the IMSA website at www.imsaracing.net. Look for the link to "2005 Competitor Bulletins and Memoranda" on the home page, and then find IMSA GT3 Cup Challenge, IMSA Bulletin #05-01(GT3) to find out the specific car preparation requirements. One difference from this "concept document" at Road Atlanta was that a rolling start was used rather than a standing start as specified in the Bulletin. Please note that not all the safety and procedural rules are found in this technical bulletin, so for the complete requirements you need to also check the 2005 IMSA Code and Supplemental Regulations.

Errata for Jan/Feb Safety Article, pertaining to Head and Neck Restraint Systems

In my Jan/Feb CRN article on personal safety equipment, I erroneously stated that the Hutchens device passed SFI certification. It has not. The only current head and neck restraints that have passed the SFI tests so

Continued on next page...

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far are the HANS® and R3 devices. The R3 is made by Safety Solutions, which is the manufacturer of the Hutchens device.

All the major pro series for sports car racing require a head and neck restraint system. SCCA Pro Racing is following the SFI specification, and requires an SFI certified system. Both IMSA and Grand Am have approved only the HANS® device for their series. So, if you are considering taking your GT3 Cup to the IMSA GT3 Cup Challenge Series, you will need a HANS® device.



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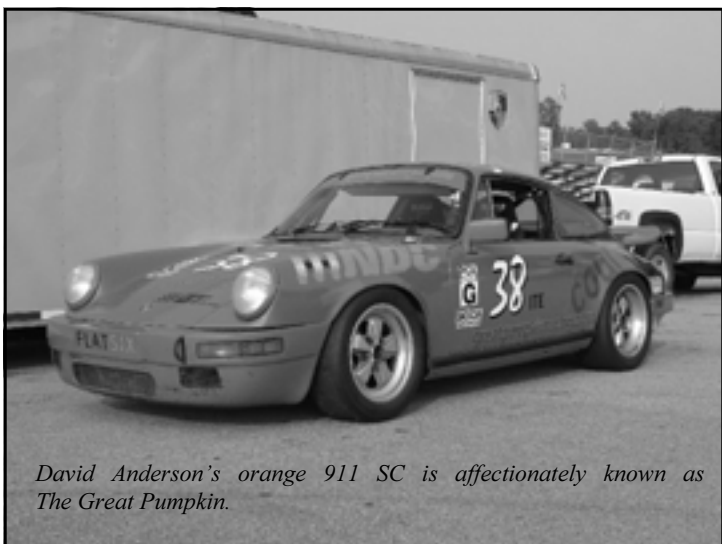
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Neither Wind, Nor Rain, Nor Sleet, Nor Snow...

Story and Photos by: David Anderson of Great Pumpkin Racing



David Anderson's orange 911 SC is affectionately known as The Great Pumpkin.

I am lucky enough to live within a reasonable driving distance of several of arguably the best race tracks in the country. The famous Road Atlanta Motor Sports Center in Braselton, Georgia, is one such track. Its 2.54 miles of pavement, undulating through the North Georgia hills (and surrounded by that infamous Georgia red clay) has played host to some of the greatest names in sports car racing since it was constructed in 1969. Road Atlanta is also the home track for PCA's Peachstate Region, who held their fourteenth annual PCA Club Race there on April 2-3, and though the names may have been a bit more obscure, the racing was no less fierce.

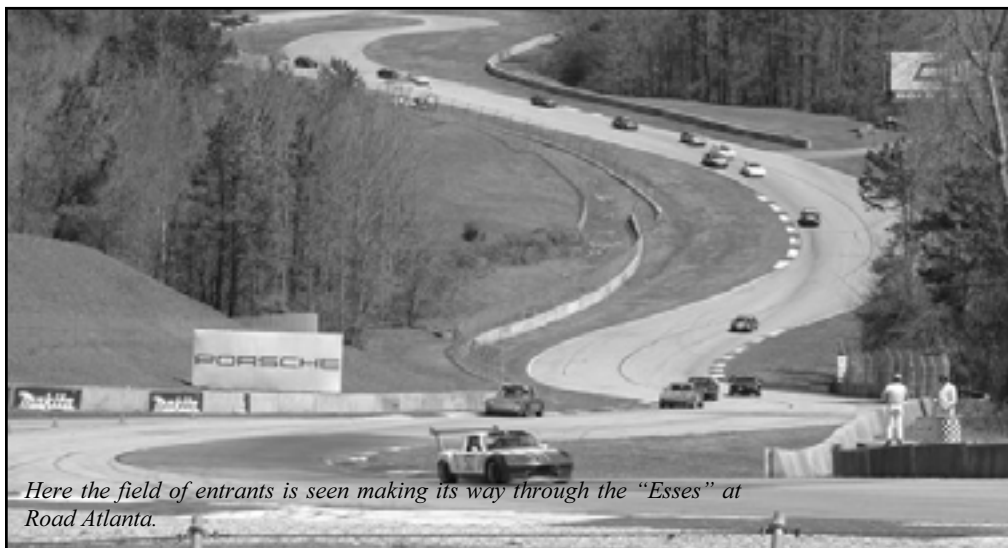
The weekend began early for some, as the folks at Road Atlanta made their facility available for a Test and Tune on Friday. Though the skies remained cloudy and the track remained wet through most of the day, it was a good opportunity for those who were new to the track to become familiar with the course. It also gave those who had not yet dusted the winter cobwebs off of their cars a chance to give things a shakedown before the racing began. By the end of the day, the paddock had become quite crowded as the more than two-hundred racers setup camp for the weekend.

Saturday morning came and brought with it the promise of fairer weather. Though it was quite windy, it appeared as if the wet weather that had been lingering prior to the weekend was on its way out. The track was very green, having been washed clean by all the rain the

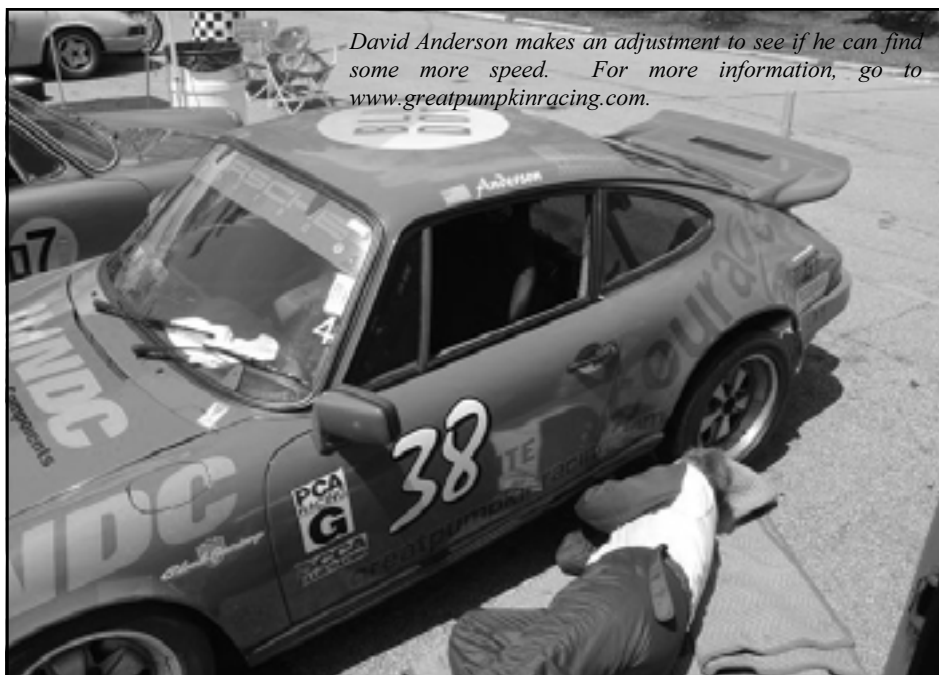
night before. This increased the likelihood of cars inadvertently leaving the track, an event that a number of racers discovered would lead to an exhilarating ride across waterlogged turf that offered remarkably little grip. Rumor has it that one flatbed, while retrieving an errant racecar, in turn had to enlist the help of one of the Cayennes from event sponsor Jim Ellis Porsche to pull *it* from the muck!

By late morning, it appeared as if the track would be dry and grip would increase the rest of the day; however, *Mother Nature* had other plans. The sky grew dark, the temperature plummeted, and precipitation that could best be described as a "wintry mix" began to fall. "SNOW, in GEORGIA, in APRIL?!" was the general sentiment in the paddock. Fortunately, the storm ended nearly as quickly as it arrived and the cars returned to the track, though a number of drivers continued to discover the lack of grip for themselves. Despite the number of *offs*, the Peachstate Region hosts kept their cool and managed to keep things running reasonably close to on schedule.

Sunday morning came early, with Daylight Savings Time catching a few racers by surprise. The numerous incidents from the day before prompted Vicki Earnshaw, Chief Steward, to call an impromptu morning meeting to remind us that the goals of the Club Racing program are first and foremost to have fun and be safe. Given the number of cars that were broken on Saturday, it was obvious that many people were doing neither. The fact that some of these incidents had occurred during a *warm-up* lap while *under yellow* was even more telling. During the meeting, Vicki shared with us some words that Derek Bell, who has been known to dabble in racing from time to time, had once shared with her: The biggest difference between professional racers and amateur racers



Here the field of entrants is seen making its way through the "Esses" at Road Atlanta.



David Anderson makes an adjustment to see if he can find some more speed. For more information, go to www.greatpumpkinracing.com.

is that professionals use the first lap to take note of the track conditions; they use the second lap to take note of how the car is behaving; only once inventory has been taken do they begin stepping it up a bit. (Amateurs, by comparison, obviously attempt to set FTD during the first warm-up lap.)

Weather was much improved for the sprint races Sunday afternoon, though high cross-winds on the back-straight elevated the pucker-factor on the fastest part of the track. Group 4 was up first, with Bobby Dahlstrom taking overall honors in his GT5R 914. Bill Richter was the winner in G with his '77 911, while John Grand led the large I class contingent in his 944. Other notable performances were Rick Feldman and his 911SC, who did not qualify and thus started forty-second overall, but finished eighth in G and thirteenth overall! But the *mover* of the race must have been Tony Clinton and his GT5R 914-6, who had a poor qualifying session and started thirty-sixth overall, but quickly made his way through the field finishing second, a mere 0.162 seconds

behind Dahlstrom, setting the fastest lap of the race in the process.

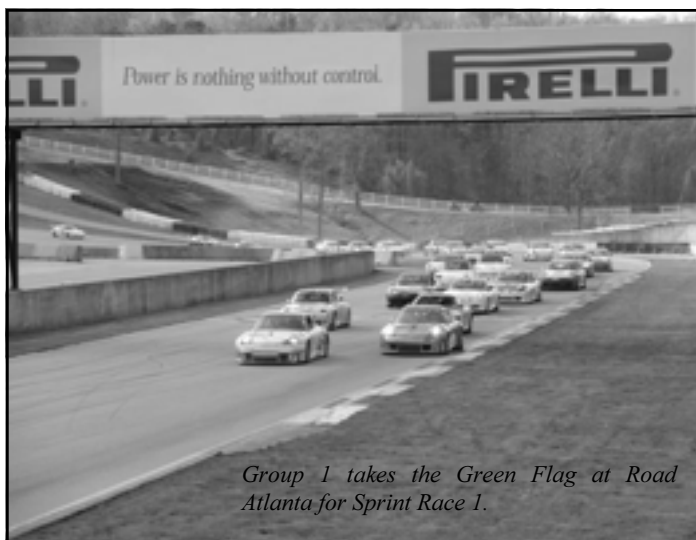
In the Group 3 race, David Baum and Claudio Kaempf held the first and second positions from flag to flag, and finished only 0.309 seconds apart in their GT4S 911's. Patrick Small was the class winner in E after qualifying third in class in his 944 Turbo, while Charles Price and Charles Geer qualified on pole in D and F respectively, and held their positions till the checker.

In Group 2, Roy Chong led from flag to flag in his GT3S 944 Turbo. In another close finish, Pat Williams came from fifth overall to take second 0.154 seconds behind in his GT3R 911. Robert Jarvis

piloted his GT2R 911 RSR to a class victory, third overall another six seconds behind.

The final race of the afternoon was the fast Group 1, which treated spectators to the sight of Donald Stiles' 1992 962 C, which he piloted from third to first overall, 4.362 seconds ahead of Justin Jackson's 2004 996 GT3 RS – some impressive machinery indeed! The hotly contested GT3C field saw the top four finishers within 5 seconds of each other, with Mark Hupfer claiming victory.

This was the largest Road Atlanta PCA Club Race in recent memory. Thanks must be given to the Peachstate Region and Event Chairman Steve Taft for being able to put on a successful event with so many racers, and especially to Registrar Sandy Taft for handling them all! Likewise, thanks to event sponsor Jim Ellis Porsche, as well as all of the Regional and National Club Racing Sponsors, who make it possible for us to feed our need for PCA Club Racing!



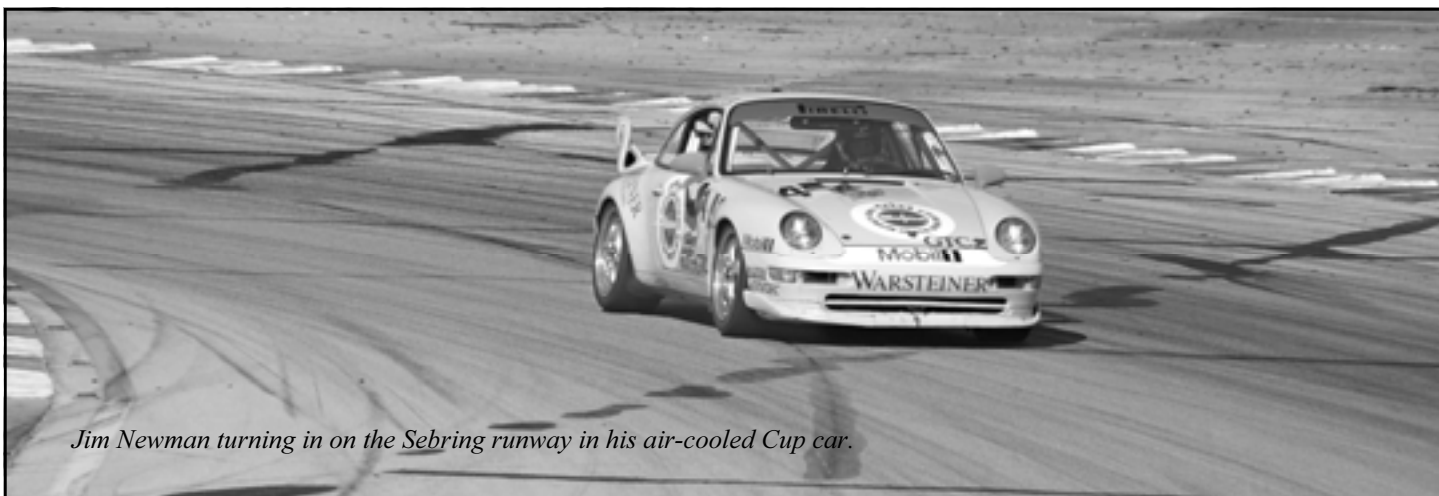
Group 1 takes the Green Flag at Road Atlanta for Sprint Race 1.



A rare, but welcome site, was this Donald Stiles and his 1992 vintage 962C.

A Second Life in PCA for Cup Cars

by: Jim Newman (Submitted by Patti Mascone, Public Relations Coordinator)



Jim Newman turning in on the Sebring runway in his air-cooled Cup car.

Cup cars, some appearing with original Carrera Cup or Supercup liveries, are common fixtures in PCA racing. After Sebring, we caught up with one accomplished racer, Jim Newman, from Jacksonville, Florida, who explained not only their popularity, but what makes them great choices for PCA racers.

"Years ago I started talking to people that had bought factory cars or had some association with them. I keep in touch with those people and keep looking around via the Internet, magazines and word of mouth on what was for sale, I began looking for rare cars and buying them. I would eventually sell them, but in the meantime, I had created a network of what to buy and where to buy it. I have been lucky enough to own some really cool cars, including a 934, Champion Porsche's GT2, Rothman's Turbo Cup, and several Supercups, including a GT3 Cup. Please don't take it as bragging; I think I have found a way to race and still get money back out of cars when I sell them.

I found out the hard way that building a racecar from a street car is never the same as factory racecar. To be quite honest, I think by the time you build a racecar from a street car, you'll have more money in it, than you'll get back out of it. That, in a nutshell, is why I would always want to own and drive a factory car.

Bottom line, Alwin Springer once told me that you never really own a factory racecar, Porsche is only letting you borrow it for a while.

I saw Porsche's VIP GT3 Car for 2000-01 and fell in love with the paint scheme and decals. When it came up for sale, I immediately bought it. What a great car! David Donohue raced it at Indy and it was set up very well. When I took it to test at Roebeling, the car ran fast enough to take the pole. The GT3 can make an average driver look great on the track, it is very forgiving, fast and boring to drive. When I was at the 24 Hours at Daytona

one year, I saw the Champion Porsche GT2 car and fell in love with the paint scheme. It is a sickness!!

I always look up the history on all the cars. I want cars with stories; it's fun at the track to talk about these cars. When I bought the Champion Porsche, for example, I researched it all the way back to the origination, which helped me sell the car later. People like to hear the history

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and see pictures of the car racing.

I currently have three racecars. I have two 993 Supercups and a 964 US Carrera Cup. I have also raced another 964 in the Rennsport Reunion. Because the car was out of alignment, we came in second, but that car had one of the neatest pedigrees of all the cars I have owned. That car was raced and won several championships outside of the Porsche Carrera Cup series. I got a telephone call recently from the original owner, who wanted it back for their museum.

The car I won Roebbing and Sebring with is a 1997 Supercup, which was campaigned in Europe in the Supercup and Carrera Cup by tolimit Motorsport. The team raced two identical cars, which did well in the series—both are featured in the Porsche Yearbooks. The 993 is so much more refined, I have raced that car five times now and have five first places finishes as a result.

I have raced everything from a "J" stock 914 to a GT1R car in PCA. I have also raced many times in "D" class, with my previous US Carrera Cup. At Sebring, the competition has always been tough, with not a full second of lap times separating each driver.

I think the best thing about the 993 Supercups is that they can be driven hard, yet you feel comfortable at the limit. (The 964 Cup is a little different—when the limit comes, you better be ready to react swiftly.) The 993 is, ultimately, a little harder to spin. I really like the 993 Cup and the GTC2 class. I hope everyone is doing things legally, and if they are, then it really is about talent, consistency and endurance. I think the lap times say a lot about how close and competitive the class is. The 993 is a perfect car because there are no new updates that the owner needs to keep chasing, thus it makes it less expensive overall to own. One quirk: if you ever get in a Factory Cup, you would think the car is getting ready to fall apart. The clutch, when not engaged, rattles so bad that you think the car is getting ready to explode.

If you asked me how did I come back for the

class win at Sebring after qualifying third, I think since day one, I have always been more consistent than fast. I was nervous, as I tend to over analyze everything. But I have been told, by others, that I have a way of working traffic. So I would rather be consistent, than fast any day.

I think there are a lot of really good drivers in PCA that make the racing competitive. There are also some with big pocket books who shouldn't be driving. I enjoy the competition and welcome more. Yet I just want to return my car to the trailer, like I brought it. It keeps me in check.

Having Susan and Colby, my four-year old, at the track is a delight. Susan has been coming with me since my DE days. She enjoys the people and making new friends. I enjoy that as well. I really enjoy having the opportunity to see people, even if it's just once a year, and feeling you just left them last week. I enjoy the people as much as the racing. The down side to having your child at the track is you have a reality check every time you leave to go off in your car. I think a lot about what could happen; this is a dangerous hobby. I don't think many people realize how dangerous it is."

(Note from Jim: Please be vigilant for children in the paddock and keep your speed down!)



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1988 930 -GT3 RS, integrated roll cage, fire system, Billet short shift, Full coil over Bilstein front & rear with hyme joint rear trailing arms & aluminum hyme joint front control arms, Charlie bars adjustable sway bars front & rear, 6-piston calipers, 5 Speed G50/50, 3.4L Twin turbo, Twin plug, Carrillo Rods, Custom machine heads, much much more. Contact: tur-bo9445@aol.com, 914-772-7737




Pictured above: Mike Jekot's latest creation is an acrylic on canvas painting based on the 1962 356B owned by John Mayer. For more information, contact Mike directly by emailing him at jekot@bitstream.net.

HEAD

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**The Ohio Valley Region Announces
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Putnam Park Road Course**

Ohio Valley Region's eighth annual event will include another much-heralded Top Gun Race. A race that makes all cars equal and gives everyone in the field an equal chance of winning. **Also, last year Putnam paved a good portion of their paddock. The stones are gone.**

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. 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. As last year, competitors will get time back for every position they are behind the slowest qualifier. This is to help compensate for the passing the faster cars must do. This should give everyone an equal chance of winning. A scoring chart will also be displayed in view of the drivers and crew to help everyone keep track of the top 3 cars during the race.

We will be having a party Saturday night at the track. Lots of food, fun, door prizes, and special awards, including the much coveted Tow Vehicle Concours Award. Two tickets will be included with your entry and extra tickets will only cost \$10.00 each.

Practice Day. An open practice held under Drivers Ed rules will be held on Friday before the race.

For more information contact:

Race Chair Richard Rosenberg at 513-530-9090 or rjrol@aol.com; or
Registrar Mary Louise Bauman at 513-272-2452 or mlbauman@fuse.net

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Contact Susan Davis
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313.506.5659
for information.

Captured on Film

by: Various Photographers at Various Tracks



Pictured Left: Polesitter Eric Erz (left) leads the formation lap under ominous Saturday skies at the Motorsport Ranch.

Photo by John Sundusky.

Pictured Right: Dennis Singleton pilots his #39, 1974 Porsche Carrera RSR around the California Speedway.

Photo by David G. Pyles.



Pictured Left: William Johnson, #119, makes the pass under braking while going in to Big Bend at Lime Rock.

Photo by "McCartney, Russell or Zipkin"

Pictured Right: Bill Chadwick, #711 (GTR1) and Paul Orwitz, #626 (GTC3) enter the Keyhole during the Group 1 Sprint Race at Road Atlanta..

Photo by Ken Hills.



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*Average Annual Total Return from Inception, 4/16/82

Data based on \$10,000 hypothetical investment 4/16/82 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>
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	Ohio Valley	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.

Photo by T.E. Rogers

The Classifieds

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, regear 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 Shindrick motor, webbers, 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 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. Newmastercylinder, rotors, CV joints and axles, headers/exhaust. Customrevalved Bilstein Sports, Fiske FM10 17" 7.5 & 9's. Quality build, 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

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1979 Porsche 911 F 3.0 PCA Club Racer (F), sparco seats, 6pt rollcage, fresh motor with JE pistons, under 5 hours since rebuilt, w/vo 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" Fikeses (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@BHCResults.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 Fluorescent 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

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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 Holcunb 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

2000 Porsche GT3R. PCA logbook GTA class racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade, 6 hours on engine, clutch and gearbox. Complete



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1995 Porsche Coupe w/61,000 miles. K-B PSS9 suspension, 18" Kinesis (8.5 & 10.0 w/Michelin Cups. 2 sets of extra wheels, twin 5 point harness'. Very clean and well maintained. A good foundation for a stock racer or wonderful street car. \$36,000 OBRO Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

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