

Club & Racing
PORSCHE CLUB
OF AMERICA
NEWS



PCA's Club Racing Newsletter Volume 05.4
Sponsored by Porsche Cars North America

SABELT – FINALLY IN THE USA.

EXCLUSIVE MIDWEST IMPORTER – NORTHSTAR MOTORSPORTS.

The screenshot displays the Northstar Motorsports website interface. At the top, it features the Northstar Motorsports logo and the slogan "ALL THE BRANDS YOU TRUST". Below this is a navigation bar with links for "ABOUT US", "ITEMS", "CONTACT US", "SEARCH", and "CART". The main content area is divided into several sections:

- FREE SHIPPING:** A banner with the text "CLICK HERE TO LEARN MORE!" and a link to "FREE SHIPPING".
- FEATURED ITEM:** A section titled "HANS DEVICES" with a sub-heading "ALL SIZES AND STYLES IN STOCK FOR SAME DAY DELIVERY FREE SHIPPING VIA UPS GROUND". It includes a small image of a helmet and a price of \$185.00.
- NEW PRODUCT:** A section titled "Pilot Carve Racing Driving Shoe" with a sub-heading "PILOT SHOES ARE HERE TO SEE THE COMPLETE LINE...". It includes a small image of a shoe and a price of \$199.00.
- SPECIALS & SALES ITEMS:** A section titled "Air/GPS Helmet SA2200" with a sub-heading "AN AMAZING SALE ON ALL IN STOCK AIR/GPS HELMETS". It includes a small image of a helmet and a price of \$199.00.
- MAILING LIST:** A section with a text input field and a "SIGN UP" button.

At the bottom of the screenshot, the Northstar Motorsports logo is prominently displayed, along with the website URL "WWW.NORTHSTARMOTORSPORTS.COM", the phone number "800.356.2080", and the text "ORDERS: 800.356.2080 | TECH: 847.304.5515".

CUSTOM TEAM SUIT SHOWN



ALL THE BRANDS YOU TRUST. ALL IN ONE PLACE.



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

Editor

Andy Jones
P.O. Box 990447
Redding, California 96099-0447
Phone: 530.241.3808
clubracing@jps.net

CRN Advertising Coordinator

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

Susan Shire
Phone: 847.272.7764
Fax: 847.272.7785
Email: PCAClubRace@aol.com

Classified Advertising

Classified ads are free to Club Racing members.
There is a **60-word limit per ad**. Ads may be subject
to editing and abbreviation per the requirements of
available space. No pictures are being accepted at this
time. **Classified ads are to be sent directly to the
editor.**

Commercial Advertising

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

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

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

Copyright

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

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

Postmaster:

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

Printed By:

Artistic Printing
Salt Lake City, Utah

**Copyright 2005
Porsche Club of America**



Volume 05.4 July/August 2005

Inside

4 Be Prepared

John Crosby expands upon the Boy Scout Motto.

5 Announcing a New PCA Club Racing Service

Donna Amico announces new services offered by the scrutineers.

7 Show Some Class

Michael Wingfield makes the case for identifying yourself on track.

9 Medical Alert

A concerned doctor write in.

11 2005 Hoosier Trackside Support Calendar

A list of races with trackside support from Hoosier Tire.

15 Novice at Gingerman

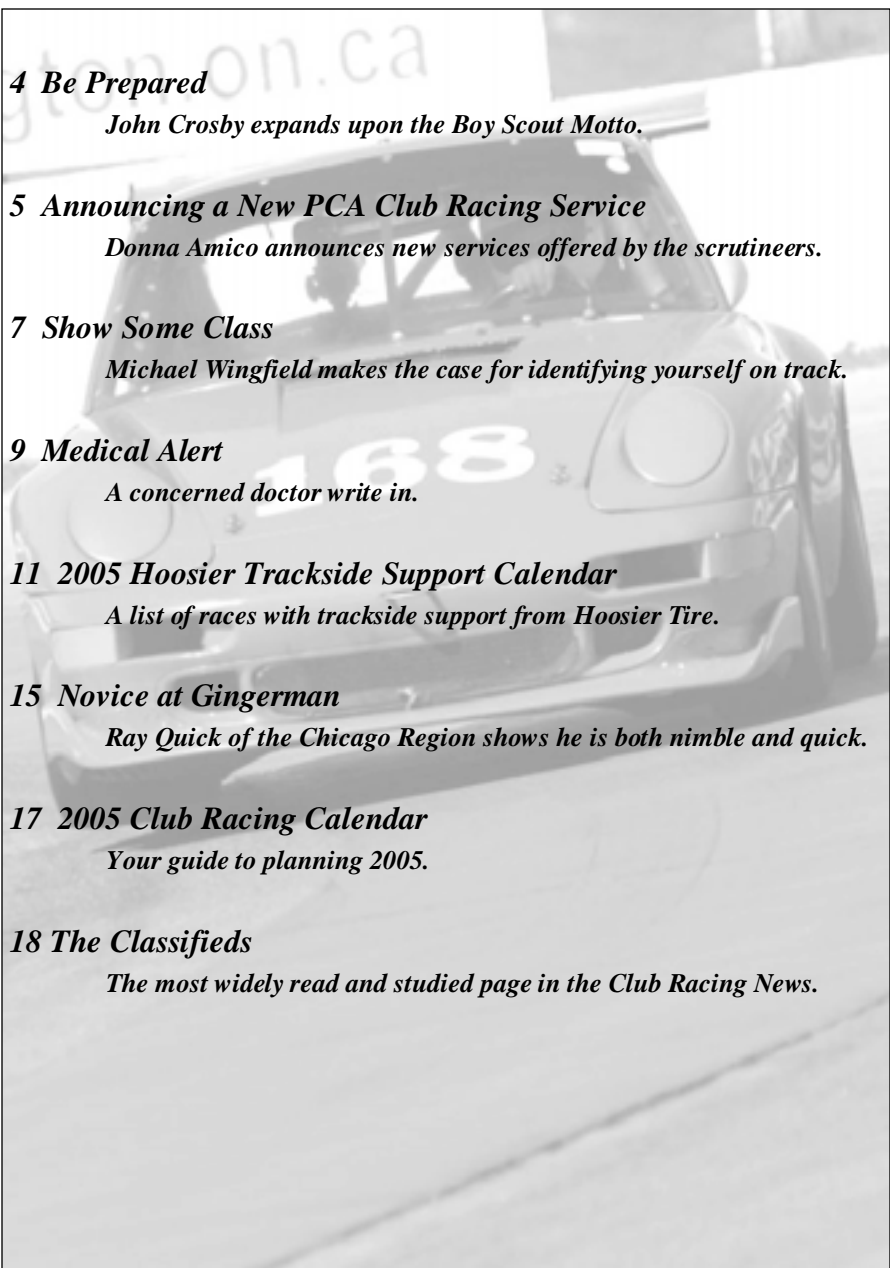
Ray Quick of the Chicago Region shows he is both nimble and quick.

17 2005 Club Racing Calendar

Your guide to planning 2005.

18 The Classifieds

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



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

On the Cover:

Ray Quick of the Chicago Region shows he's not so much of a novice at Gingerman. More on Page 15.

Deadline
The deadline for the next issue is:
August 15th

Be Prepared

by: John Crosby, Chairman PCA Club Racing

If you have been around the sport of auto racing long enough, you know that thorough preparation of your race car plays a huge part in the success, or lack thereof, of your weekend. Being mentally and physically prepared is equally important. There is one aspect of mental preparation that is sometimes overlooked. Racing provides a great camaraderie that we all enjoy and we are involved in PCA Club Racing because it offers a venue that one can be reasonably assured that their car will go home in the same condition that it came to the track. This does not always happen however. The "Medical Alert" article in this issue of the *Club Racing News* also serves as a reminder that sometimes it is not just the car that gets hurt. Before you put your prized possession, as well as yourself, on a race track be sure that you and your family members are mentally prepared to deal with the consequences of an incident involving significant car damage or even bodily injury. I have heard it said that before you put a car on the race track, be emotionally and financially prepared in the same manner as if it were to go off a cliff. While I am not trying to dwell on the negative, the reality is on a race track, stuff happens.

Back to the Medical Alert article; the point of the article is to recommend that racers carry some sort of medical history about themselves on their person while in the race car. This is especially significant if one has any sort of medical issues. Several years ago we even considered making this a requirement but found it impossible to enforce. There is no point in having an unenforceable rule however there is no harm in making such a recommendation. There are several businesses that will codify your medical info for a fee and that while we don't endorse any one over another; it is an option that is available.

The rule change proposal period is now closed and I will say that we had a very low number of suggestions. The proposals to be considered for 2006 will be on the PCA Club Racing website for racer comment on September 1st.

We are all familiar with the practice start drill that we do at just about every race weekend. At the drivers meeting, the turn at which the yellow flag is to be thrown is announced to the racers. Everyone on the track should be anticipating the yellow flag at the appropriate point on the track. The race leaders should not hit the brakes hard or abruptly slow down before or even at the yellow flag signaling the end of the start. Stop racing, but slow down gradually. When the leaders slow abruptly an accordion effect is created. This caused an incident at one of our races this year and nearly caused one at another. The mid-pack racers should be anticipating the slow down to

occur and not race to the yellow flag. When a yellow flag is thrown under normal circumstances, one needs to be cautious but also be aware of what is coming from behind before abruptly slowing down or hitting the brakes. Yellow means caution and no passing; but not to stop on the track.

A famous vintage racing driver once said "The best way to ensure that your fellow racer follows the principles of gentleman racing is to first be a gentleman yourself." This applies to the ladies as well.

See you at the track.



John



NEW FOR 2005

PLATINUM SERIES COOLING SYSTEMS!

Place Your Order Now!

We're now taking orders for the new Platinum Series Driver Cooling Systems. This system debuted at PRI/Indy and was the runaway hit of the show!

The Platinum Series features a watertight, no leak, triple-insulated system with latching lids, and has set the new standard for driver cooling systems for years to come. Pair this system with our exclusive microprocessor-controlled Temperature Control Switches, and you will have a cooling system unrivaled by any other on the market!

Call today to reserve yours!



Urama Sales&Marketing

18660 Mingo Road
Apple Valley, CA 92307
Fax Orders: 760-9464708
760-221-2994
urama12050@aol.com



Announcing a New PCA Club Racing Service

by: Donna Amico, Chief National Scrutineer

I was minding my own business at a Mid-Ohio Potomac Region DE when a fellow participant asked me to look at the car he just bought. He said that the owner ran it in D class, but he didn't have the car's logbook – apparently some of you folks seem to be keeping your logbooks as mementoes rather than sending them along with the car. He wanted me to look at it. Was it a D-class car? If not, what would he have to do to be able to run it in D?

You can probably guess that no, it wasn't a D-class car as configured, and there was a fairly expensive list of items to be corrected in order for the car to run in D. Just to keep the record straight, it was a good car, and he got a very fair deal on it. The new buyer was not a club racer, and intended to use the car for DE until somehow that racing bug bit.

I got to thinking (that happens occasionally). By now I'm sure all of you have heard of "CarFax," the service that gives you a vehicle history for the used car that you are thinking about buying. Now, that service is fine for titled, registered street vehicles, but suppose you are buying a PCA race car?

And suppose it has a past.....

No, I'm not going to tell you if anyone has ever wrecked the car in a race. I don't compile and maintain that data.

However, there is a little list that I do maintain, and it's a "watch list" of cars found to have major issues that need to be corrected for the next race, or suspected issues that need to be investigated further. You see, as soon as I saw that "D" car at the Mid-Ohio DE, I recognized it from a race I'd worked. And it was on my list.

The scrutineers have two systems for following up on cars. First and foremost is the vehicle logbook. When a problem is found that must be corrected for the next race, this is written in the logbook. Even if a seller does not intend to give you the logbook with the car, you should ask to see the logbook of any PCA club race car before purchase.

The second system is my watch list. If a violation is sufficiently major that the racer may choose to "lose" the logbook rather than correct the problem, I put it on this list as insurance that we will follow-up on the car. Cars also find their way on the list if they seem to be unusually fast, but equipment, tech support, or time was lacking at that race and we want to check specific items on that car in the next race. In this case, there is no note in the logbook, but if you are about to buy this car you might want to find out if the scrutineers have it on their list to check. Otherwise, you may unexpectedly find

yourself getting a lot of attention from the scrutineers when you bring your new car to your first race.

The system is far from perfect, since it depends on the scrutineer event reports, and some weekends are awfully busy with incident reports or staff shortages. I certainly don't guarantee that all the cars that should be on this "watch list" actually are! However, if you are curious about whether that perfectly set-up PCA race car that you are thinking of buying might have some potential issues, you can drop me an e-mail at donnaamico@comcast.net, and I'll let you know if it's on my list.



HEAD Reconditioning Race Proven by the Legendary Leo Goff



Tuner and machinist extraordinaire.
For the complete story click
www.memphismotorwerks.com
M E M P H I S
MOTOR WERKS
901-757-1009
9063 Macon Rd • Cordova TN 38016



The Brainerd Club Race featured a charity auction for the Courage Center. One of the items was this well used hood off the #41 NASCAR driven by Casey Mears. Casey even managed to scribble his signature on the hood.



HARNESS YOUR POWER WITH THE BEST!

With Willans Harnesses, you NEVER compromise safety!

- Six point rotary or lever latch models
- Super Sport and Club models
- Silverstone buckles also available
- Multiple sub-belt options
- Red, blue or black
- FIA, SFI and E2 approved

**WILLANS
HARNESS**

We are a direct importer with in-stock inventory.

Special orders always welcome!

1.800.398.6188

www.randallraceparts.com



Autometrics

MOTORSPORTS

Track Car Preparation, Transportation and Track Support for Driver's Ed, Club Racing and Professional Competition.

- Engine & Transmission Upgrades & Overhaul
- Safety Equipment
- Suspension Systems
- Ground-up Conversions
- Precision Alignment and Corner Balancing
- Driver Training and Coaching
- Flexible Track Support Possibilities
- Corporate Driving Experience



Trailer Tie Downs
Makes Strapping down to the trailer quick and easy.
Available for most Porsche Models.



Pagid Brake Pads
Pagid Pads come in all Factory Racecars. Black and Yellow Compounds for most applications.

(843) 763-7356 Phone • (888) 767-6269 Toll Free • Located in Charleston, SC

www.autometricsmotorsports.com

Show Some Class

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

Photos by Ken Hils, David G. Pyles, Frank Celenza, and Charles Geer

Who will deny that PCA Club Racing is full of class? Everywhere you look during a PCA Club Race you see classy people. From the dedicated staff of the hosting region, to the scores of volunteers that make the weekend go off without a hitch, to the drivers themselves – yes, PCA Club Racing is full of class.

Classy people are not the only class acts that make up a race weekend. There are other class acts – the racecars. Yes, the racecars are also classy. You see cars appearing in a broad spectrum of colors and diverse models offered by Porsche, and occasionally see something you’ve never seen before. But there is one more thing that makes all racecars classy – the competitor’s car competition classification, or race Class designation.

The 2005 PCA Club Racing Rules (the Rule Book) divides racecars into two major categories: Stock Classes, which includes the Prepared cars, and Super Classes, often called the GT classes. Within each major category, the Rule Book further delineates the different cars into separate competition classes. I’m sure most folks have kept up with me to this point since most drivers manage to read the Rule Book concerning the Class for their car, even if that is the only section they read. However, there is another important rule that the classy drivers do not overlook:

2005 PCA Club Racing Rules – General Rule #8 (reads in part)

All cars must have their class displayed front and rear in easily readable characters at least 4 inches high. Super classes need display only the number and letter after the GT- (for example, 2S).

General Rule #8 contains four separate and distinct requirements about the display of the car class. These requirements include:

1. Location – “front and rear”
2. Visibility – “easily readable”
3. Size – “at least 4 inches high”
4. Appearance – either full class or Super class ‘shorthand’

The rule also implies that the “same” Class appears on all prescribed locations on the car, and that the Class be one of the defined car competition classes outlined in the Rule Book. For example, the “ITE” and “R3” do not designate PCA Club Racing competition classes.

Also note that the General Rule #8 does not require the display of the Class on the sides of the car. However, many drivers do choose to display their Class on the sides of the car, which makes those drivers real classy!

Figure 1 below shows a couple of classy cars in full compliance with General Rule #8. Note that you can easily

read the “D” class designation on the front of each car. The “D” letters appear in contrasting colors on each car, and while the “D” appears in different fonts on the two cars, the “D” remains easily readable.



Figure 1. Two Classy “D” racecars.

Now consider the two cars in Figure 2 below. Are the two cars in the same Class? It is difficult to say without some serious looking. While the 911 clearly displays an “F” on the headlight, the 968 has an “F” in the lower corner of the hood. However, the “F” on the 968 is in an elaborate script font, and the yellow color on white background makes the Class very difficult to see and read. Remember, the Class must be displayed, “in easily readable characters.”



Figure 2. Are both of these cars “F” Class?

While the Class on the 968 in Figure 2 above might be difficult to read, the 968 in Figure below presents a new problem – the missing car classification. Without a Class designation, you might be tempted to say that the car literally has “No Class.”



Figure 3. The “No Class” car

Likewise, consider the two cars in Figure 4 below. Are these two cars competing in the same Class? Without a Class designation, the race officials and corner workers cannot determine if this is a race within a Class or just overall position. If you've ever wondered about receiving one of those coveted corner worker awards for the "Best Race Within a Race," you need to ensure that the corner workers can determine your car Class. Also note that the car on the left does not have a car number displayed on the front – for shame!



Figure 4. Race within a race? GTA or GTC3, can you tell?

Recall that for the Super classes, you may choose to display only the number and/or letter after the "GT" designation without actually displaying the "GT" characters. The point here is that "GT" is not a Class unto itself, but rather the prefix characters for 22 separate Classes. The most critical point of denoting the GT competition class car is the designation of the follow up characters.

Also note that within the Super Classes GT-1 through GT-6, you must also specify either an "R" or "S" as part of the Class designation. For example, GT-3 contains two different subclasses; GT-3S is a different Class from GT-3R. You will find this requirement in the Rule Book under the section titled, "Super Classes – Classes GTA, GT-1 thru GT-6 and GTP-1 thru GTP-6," where the Rule Book states:

All SUPER CLASSES, except GTP and GTA, will be divided into "subclasses" for cars on race tires and cars on DOT approved street tires, designated "R" and "S" respectively.



Figure 5. The Ambiguous GT racecar

Figure 5 (below left) illustrates an ambiguous GT racecar that does not specify the complete Class, lacking the letters or numbers that follow the "GT" designation.

Now let's consider cars with two drivers and how to display the Class for each driver. The Rule Book addresses this issue in General Rule #13, which states:

2005 PCA Club Racing Rules – General Rules #13

Two driver cars are allowed in PCA Club Racing events. The second driver in a two-driver car shall always be in a higher group and placed in a class. The only time that a car should be designated as "Exhibition" is when the only option is to move the second driver to a lower run group. The car number should be the same in both groups. The car must display both class markings.

Notice that the shared car, "must display both class markings." These Class markings will include either two standard competition classes, or an "Exhibition" class. When a car is classified as "Exhibition," you should add an "-EX" after the normal Class displayed on the car. For example, if the primary driver competes in Class GT-3S, then the second driver may get placed in an exhibition group and the rules require that the car also display a GT-3S-EX competition classification. The above example illustrates that the car would have two Classes displayed on the car at the same race weekend, both GT-3S and GT-3S-EX.

Why is displaying Classes important? The Class informs fellow racers of their competition within a Class. Likewise, the Class becomes part of the car descriptor used by race officials and corner workers. Remember that "Best Race Within a Race" award mentioned earlier. Also, the Grid Marshall will verify that the correct car Classes grid for a particular race group. The Class also helps race officials identify candidate cars for post-race impound. Finally, the car Class is an integral part to Timing & Scoring, in computing race results. At the beginning of this article I stated, "General Rule #8 (reads in part)". The rest of General Rule #8 states:

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.

Don't be a racer with "No Class" or even one who's Class comes under question as ambiguous. Show some real Class the next time you put your car on the track. Boldly display your competition class designation on your car for all to see.



Medical Alert

by: A Concerned Racer Doctor

This could have been an actual event. At a recent club race, on a damp Saturday morning, during a practice session the call went out that the track docs were needed for an incident. Two racers, an E.R. doc and his friend, a general surgeon, responded to the scene in addition to the track EMT's. Nonetheless, the specialists in the field are the paramedics and they were the ones in charge at the scene. The incident occurred early in the session. The driver was in a new car with which he was unfamiliar. His HANS device was nicely tucked away on the bench back in one of the garages. The driver lost control of the car in turn seven and caromed off an Armco barrier. He was unconscious when the two docs arrived. The E.R. doc was accustomed to working in a relatively clean environment examining a patient lying down with the nurses holding his hand and telling him what to do. The surgeon was used to an even more pampered approach. The paramedics handled the extrication beautifully and very quickly they were all in the ambulance and headed down the highway, siren blasting and lights flashing.

The doctors noticed a few things while they were resuscitating the patient on the way to the hospital. The flurry of activity at the track had been accomplished so quickly that there was no time to obtain the driver's medical information sheet that had been submitted with the race entry form. The helmet had been removed at the scene and in the scramble no one brought it along. They did not have the driver's name or the blood group information normally found on the helmet. The driving suit had been almost fully cut off so any identification in the pockets was long gone. In this case, this was a two driver car so it was not immediately known for certain who was actually driving.

The doctors gave their report to the receiving E.R. doc at the hospital. The patient was no longer unconscious, but was far from providing any important information. During the debrief the doctors discussed how a better report would have included the patient's name, significant past medical problems, allergies and any significant medication the driver was taking. A medical alert bracelet or necklace would be a useful item for a racer to be wearing. The jewelry would either list the significant medical information or direct the medic to phone a toll-free number where all the valuable information could be gathered. This is readily available and information on this can be found on the web. It could also be done by simply listing your medical history on a sheet of paper and carrying it in a pouch around your neck.

What information would be most important to an E.R. doc about a confused or unconscious patient?

Allergies are on the top of the list. An unconscious patient needs to be intubated (tube placed into the lungs to put the patient on a ventilator and protect the airway). This often requires the use of drugs to assist in the intubation. At times this needs to be done right away so there is precious little time to track down any known allergies. Once a patient is intubated and stabilized, tests are done. A CT scan of the head for trauma does not use IV contrast, but a CT of the abdomen does. So an allergy to IV contrast is also a significant piece of information. So is an allergy to latex. Blood typing would be useful, but lab tests are normally performed before giving blood. Knowing about certain medications a driver is taking like coumadin (blood thinner), which would increase the possibility of bleeding secondary to trauma, is also important.

Your own doctor, during your physical examination to satisfy the club racing medical requirement, would be able to help you determine if there is anything an E.R. doc should know about right away. If there is, you are encouraged to consider purchasing or preparing some form of medical alert jewelry. And remember, let's be safe out there.

A concerned racer doctor.

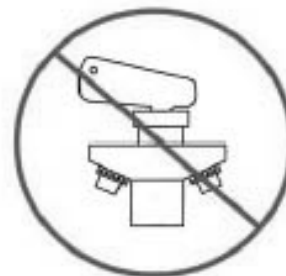


Pictured above: Ray Quick, #168, at Gingerman. More on Page 15.

NEW! Fully Electronic Master Battery Cutoff Switch



- Multi-point shut-off through single-pole toggle switches
- Meets SCCA, PCA and other racing sanctioning bodies rules
- Easily replaces existing manual "cut-off" switches
- No more climbing under the hood to reset your cut-off switch



- **No more pull cables**
- **No more manual switches**

www.batterycutoff.com



WWW.KANNAMOTORSPORTS.COM

PERFORMANCE SUSPENSION COMPONENTS

KMS 935 FRONT SUSPENSION

THE FIRST AND ONLY CORRECTLY DESIGNED 935 SYSTEM

BILSTEIN 911 ADJUSTABLE SPINDLE STRUTS

SUPER STRONG 4340 CHROME MOLY COIL OVER HOUSING
SLIP IN YOUR BILSTEIN INSERTS AND HAVE A COIL OVER STRUT
WITH ADJUSTABLE SPINDLE HEIGHT FOR LESS \$\$\$

KMS/OHLINS 911 ADJUSTABLE SPINDLE STRUTS

40MM SHAFT, USER ADJUSTABLE SPINDLE HEIGHT, REMOTE RESERVOIR
AVAILABLE IN DOUBLE AND TRIPLE ADJUSTABLE VERSIONS.
*WE HAVE OHLINS FITMENTS FOR 993 AND 996 MODELS AS WELL

CALL FOR MORE INFO AND PRICING (828) 289-6911

SEE ALL OUR
PRODUCTS ON THE
WEBSITE!

2005 Hoosier Trackside Support Calendar

by: Hoosier Tire, PCA Club Racing National Sponsor



<u>DATE</u>	<u>TRACK</u>	<u>SERVICING DEALER</u>
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
July 16 - 17	Putnam Park	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Aug 6 - 7	Brainerd Int'l	Trackside Tire P - 952-593-9104
Sept. 3 - 5	Road America	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Sept. 17 - 18	Pueblo Motorsports Park	Topless Performance P - 877-728-0914 F - 623-847-9309
Sept. 17 - 18	Putnam Park	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Sept. 30 - Oct. 2	Summit Point	Bob Woodman Tires P - 843-271-2277 F - 843-556-4576
Oct. 1 - 2	Hallett MR Circuit	German Motoworks P - 817-877-1772 F - 817-877-5493
Nov. 4 - 6	Carolinas MS Park	Bob Woodman Tires P - 843-271-2277 F - 843-556-4576
Nov. 19 - 20	NPR Raceway	German Motoworks P - 817-877-1772 F - 817-877-5493



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





1980 911SC Class Winning G Car. Built by Bob Johnson of Johnson Autosport. All legal tricks done. Custom everything including welded cage. Contact for more information.

Bruce Boeder
Bboeder@boederlaw.com
 952-475-7040



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 lansky@dakotacom.net

ONLINE ORDERING NOW AVAILABLE



Quick Release Steering Wheel Hub

T C Racing's quick release mechanism makes it easy to insert and remove the steering wheel from the hub. Simply pull the twin pins. Direct bolt-on installation to Momo, Sparco and other steering wheels.

- Hub: \$62
- Quick Release and Hub: \$231
- Complete System: QR, hub and steering wheel: \$349
- **NEW:** Quick Release for MOMO steering wheel and hub

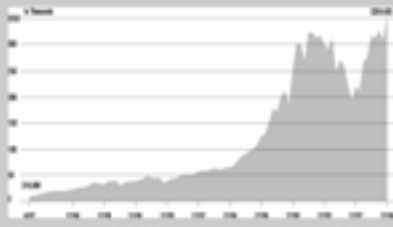


TC Racing

Order online at www.tcracing.org
 Tel: 901-821-9235
 Fax: 901-821-0116
 Email: tcracingporsches@aol.com

WARNING!

THE FOLLOWING GRAPHIC
 MAY CONTAIN MATERIAL TOO
EXCITING
 FOR MOST INVESTORS.



Data based on \$10,000 hypothetical investment 4/15/82 with reinvestment of dividend and capital gain distributions.

LEGG MASON VALUE TRUST

Average annual total returns as of 12/31/04

1 Year	11.96%
5 Year	1.88%
10 Year	18.58%
Inception	17.01%*

*Average Annual Total Return from Inception, 4/15/82

The performance data quoted represents past performance and does not guarantee future results. The performance stated may have been due to extraordinary market conditions, which may not be duplicated in the future. Current performance may be lower or higher than the performance data quoted. To obtain the most recent month-end information please visit www.leggmasonfunds.com. The investment return and principal value of the fund will fluctuate so that an investor's shares, when redeemed, may be worth more or less than the original cost. Calculations assume reinvestment of dividends and capital gain distributions. Performance would have been lower if fees had not been waived in various periods.

GLEN GATLIN
 FIRST VICE PRESIDENT - INVESTMENTS
 (214) 647-3507 • (866) 388-6627
 DALLAS, TEXAS
ggatlin@leggmason.com

Mutual fund investing involves market risk, including possible loss of principal.

You should consider a fund's investment objectives, risks, charges, and expenses carefully before investing. For a prospectus, which contains this and other information on any Legg Mason or Royce fund (Consultant Class only), call your Legg Mason Financial Advisor call (866) 388-6627, or visit www.leggmasonfunds.com. Please read the prospectus carefully before investing.

Legg Mason Real Estate, Inc. • Member NYSE, Inc. • Member SIPC • www.leggmasonfunds.com

LEGG MASON FUNDS

Personalized Guidance
 Intelligent Choices™
www.leggmasonfunds.com



The Ohio Valley Region Announces
TOP GUN CHALLENGE 2005
July 15, 16, & 17 2005
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

THANKS TO OUR LOCAL SPONSORS

PREMIER SPONSOR - BEECHMONT PORSCHE

ASSOCIATE SPONSORS

CDOC European Auto Specialists, Ltd.
Mid America Motor Works

German Motor Cars
Performance Alignment

Joseph Northland Porsche
RJR Motorsport

Go to www.pca.org/ovr for:

- Downloadable Registration Forms
- Event Schedule (tentative)
- Find Motel/Hotel reservation information
- Receive information about Friday practice

MOSPORT... FASTER THAN YOU CAN IMAGINE. CLOSER THAN YOU THINK! JULY 29TH THRU 31ST

FLAT OUT...4TH GEAR.
OVER THE CREST,
BLIND.
DOWNHILL,
OFF-CAMBER...
DON'T LIFT...
AND...
DON'T BRAKE
UNTIL YOU HIT
BOTTOM...

Only 2 hours from Niagara Falls, Mosport is one of the great tracks in North America. Everyone who's anyone, F1 to USAC, from IMSA to NASCAR has been there. Big turns, big hills and a big reputation. Mosport is one of the fastest and most challenging tracks you will ever drive.

The Club Race at Mosport is coming up faster than you expect. Join us July 29th, 30th and 31st for the CanAm Challenge, Enduro and Sprint Races brought to you by Tireworks Pirelli.



Contact Susan Davis
at spdavis911@msn.com

313.506.5659
for information.

Novice at Gingerman

by: Ray Quick, PCA Chicago Region

The Club Racer novice experience is an exuberating ride through steep learning curves with many firsts, most of them pleasant and all of them memorable. This first race of mine was at Gingerman in Michigan, and the weather was what you'd expect in July, with plenty of sun and warm breezes. The Chicago region made up 1/3rd of the grid for this event that was superbly conducted by South Eastern Michigan region, with the support of our National Club Racing staff. This all made for a comfortable environment, somewhat lessening the stress of a 'new' car, a 'new' track and a 'new' track experience.

A great aid to the novice experience is the Mentoring program in Club Racing. What a tremendous help this was in being able to anticipate activities, prepare for them, being on schedule, and being planful in the approach to racing activity. Chris Ingot graciously responded to my plea for mentoring and he seemed ever-present with info, guidance and advice. His contributions to my club racing experience has been tremendous. His initiatives were key to my comfort level and enjoyment.

The club racing orientation meeting was conducted by Ron Mistak, who made it fun and quite educational. He has a way of getting points across that stick, delivered in a way that has you sharing experiences with him and others. Core messages were the philosophy of co-existing on the track and taking responsibility for your behavior. It became clear that as a racer it is up to you to 'pilot' the car in a way that others can anticipate what you are going to do, and as you pass it is up to you to make sure it is done safely and without incident. During competition it is a balance of assertive yet courteous and defensive driving all rolled into one. Having this clearly explained helped get my head straight and keep my mind clear while racing. This is no time to stay out of people's way, or overdrive your car, or zig when you should zag. Hold your line, let the obvious happen, and take control of



Pictured above: Ray Quick, #168, makes the "novice" thing look easy.

situations. Look out for each other, keep options open, and constantly look for an 'out' in case things changed in your windshield or mirrors.

Dan Matre of Milwaukee region and I shared this rookie experience as we became new comrades in Club Racing. Being in different run groups we were able to lend moral and some physical support to each other. Once again, it truly is about 'the people'. Now we are looking forward to sharing the Road America event. The camaraderie expanded to paddock neighbors as well as direct competitors on the track, all the way through the Awards and Recognition gathering at the end of the weekend. What a great life experience.

Even with my 8 years of DE and 4 years of instructing experience, keeping things together in preparing to go race was demanding. It was a handful dealing with fuel, carefully checking tire condition and pressure, managing the window net, the CoolShirt, the video, the lap timer, and oil level, plus racing suit/shoes/neckbrace/gloves and earplugs! Thankfully my pit crew of wife and daughter helped a lot. Plus you are attempting to get your mind around a race strategy, car / tire/ brake management and your goals / priorities of the race. Yes, it definitely is a step up from DE, in both demands and rewards! Getting a handle on your specific competitors at this event takes some homework, and then deciding your potential performance in the race is critical to a practical race

Continued on Page 16...

PCA Club Racing National Committee

Chairman

John Crosby
301 Rue St. Ann
Metairie, LA 70005
Phone: 985.674.7500 - Day
Fax: 985.624.9505
Phone: 504.837.3066 - Evenings
before 9 pm CST
Email: jlcrosby@crosbydevelopment.com

Program and License Coordinator

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

Technical & Rules

Lance Weeks
1239 West Pitchfork Rd.
Murray, UT 84123
Phone: 801.265.2364
Fax: 801.265.2364
Email: lweeksports@aol.com

Sponsor Coordinator

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

Chief National Steward

Bruce A. Boeder
11919 Hilloway Road
Minnetonka, MN 55305
Phone: 952.593.5544 (Home)
Phone: 952.475.7040 (Work)
Fax: 952.475.7042
Email: bboeder@boederlaw.com

Chief National Scrutineer

Donna Amico
8805 Blue Sea Drive
Columbia, MD 21046
Phone: 410.381.5769
Email: donnaamico@comcast.net

Public Relations Coordinator

Patti Mascone
1618 Moffet Road
Silver Spring, MD 20903
Phone: 301.335.4505
Email: esscape26@hotmail.com

Continued from Page 15...

strategy and use of tactics once on course. Those little grey cells between your ears are hyper-active and get well exercised. Fitness, rest and preparation are essential. This is no drive in the park that is about to happen. It quickly becomes the challenge of putting everything on the edge, and keeping it there! What a blast.

One key goal of my first race was not accomplished though, that of 'completing the race'. I wish I'd not had the experience of a wreck, but I learned a lot from it. What John Crosby, our Chairman, wrote in a Club Racing newsletter about the 'risk / reward' of passing became particularly pertinent. Paraphrasing him, ask yourself if the pass can be safely made given the opportunity and your respective capabilities, and is the pass worth the risk / reward, at this time, of this driver. Passing is a part of racing, and done without incident it is a gratifying. But with an incident, a pall is thrown onto your event that overwhelms too much of the joy and excitement of the weekend. So pass smartly, or you pay a heavy tax on all the other excitement you've enjoyed.

And there is certainly plenty of excitement, perhaps the biggest being the Start! Compacting so much activity into those few minutes is a rush: getting into your assigned position, warming up tires and brakes, assessing who is around you, planning a drive line at the start and through the first corner, queuing into a tightening formation, checking what gear you're in, vigilance for the green flag, and keeping a plan of escape, leaving an out, an optional course if obstructed. With anticipation and expectations at a peak, the green flag is given, the engine noise blares and the herd starts jockeying for space, as the scenes in your windshield and mirrors change dramatically, giving and taking – mostly taking until the last possible milli-second and then it's time for brakes and executing the turn within the space available while taking as much position as possible! Yow! WhoHaa! What a kick. And what is neat about the Practice Starts is that you get to do it again and again. Having the benefit of my mentor's advice and the racing philosophy of Club Racing, the Start was less intimidating than anticipated, and even more thrilling than expected. It'll keep you coming back for more.

Coming back for the heat of the competition, taking and giving space with assertive and defensive moves, driving to win while co-existing. Since the Gingerman Sprint race I've had the pleasure of 2 more sprint races and an enduro at Heartland in Topeka, Kansas, all without incident, all with improvement in my performance, and all with increases in camaraderie. The people part just gets better and better.

Many thanks to those who've gone before us and to those who today make Club Racing possible! I want to sing the praises of National Steward, Ron Mistak, and National Scrutineer, Dan Jacobs. They have tough jobs, working as volunteers among their peers to exercise sensitivity, analysis, impartiality and decisiveness in adjudicating incidents. The performances of these duties are the bedrock of keeping Club Racing a highly competitive, safe and thrilling experience.



2005 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
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.

Look for CRN 05.5 for more info on this photo.

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, re-gearred 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/Roelbing. 2.0 alum. case Sheldrick 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, Fikse FM10 17" 7.5 & 9s. 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

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.

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 Steinsels 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

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@sbcglobal.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

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 and never damaged car with 3 sets of BBS, plus spare motor with upgraded oil pump for \$100,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

1988 Porsche non-sunroof coupe w/43,000 miles. Partially track prepared w/ Fikse FM 10's w/Michelin Cups, heavier bars, twin Recaros, Sabelts, adjustable Charlie bars. Motor and balance of car totally stock except for "Big Reds". Perfect foundation for stock class car. \$27,500



WC/GT prepared but never run in Speedvision WC series. All the latest PMNA upgrades. GT3R Suspension upgrades, Motons 3 way, AP & PFC floating rotors, Three sets- ATS lightweight monoblock wheels, 4hrs on new SVGT motor by Porsche Motorsport with 04' updates, best prepared car in immaculate condition. Very fast-Consistent top finishes in GTA with overall win at Watkins Glen. \$125,000 Contact Paul Flori 602-524-0620 Flori@cox.net

OBRO Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

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.

1974 Carrera, non-sunroof coupe. Total restoration in '92 (glass out, panels off repaint, stock 2.7 and gearbox rebuilt) with 2,000 miles since completion. White over Metropol blue and perfect throughout. \$25,700 OBRO. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

Classified Advertising Classified ads are free to Club Racing members. There is a 60-word limit per ad. Ads may be subject to editing and abbreviation per the requirements of available space. Ads with pictures are being accepted at a prepaid price of \$30 for two issues. If payment is rendered after the ad is published, then a fee of \$40 for two issues will be required. (Larger ads can be purchased at our regular advertising rates.) Ads will run for two issues **unless renewed**, or the notification of sale is received. **Submit ads to the CRN editor via mail or email.** (Andy Jones, PO Box 990447, Redding, California 96099-0447; clubracing@jps.net) **Ads are limited to vehicles and trailers. We do not accept business related ads in the classifieds.** Advertisements for parts and accessories will be respectfully refused.

hans
HEAD AND NECK SUPPORT II
New for 2005!

OGRACING

Aeroquip



**G-FORCE
RACING GEAR**

Showroom:
22585-D Markey Court
Sterling, VA 20166

Hours: (Eastern Time Zone)
Monday-Friday 9am-6pm
Saturday 10am-2pm

sparco

FREE SHIPPING ON-LINE! FOR ORDERS OVER \$100
www.ogracing.com

Shop Our Website at: **www.ogracing.com**
See Our Huge Inventory, Incredible Close-Out Specials & More!

HAWK

**PERFORMANCE
FRICTION
BRAKES**

PAGID

AMB

ICARD

COMPETITION
RACING EQUIPMENT

Normex Suits, Shoes & Gloves • Helmets • Seats
• Steering Wheels • Roll Cages & Roll Bars
• Fuel Cells • Fire Systems • Brake Pads
• Timing & Pit Equipment • Restraint Systems
... And Much More!

Overnight deliveries are our specialty!

Toll-Free Order Hotline
800.934.9112

Tech Support
703.430.3303

Order From Our Online Catalog
www.ogracing.com

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

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

Address Service Requested

Hoosier
RACING TIRE

www.hoosiertire.com
1.574.784.3152

SMARTRACING
PRODUCTS
From CRAIG WATKINS
800.383.0808

www.smart racingproducts.com
1.800.383.0808



www.michelinman.com
1.800.847.3435

Northstar
MOTORSPORTS

www.northstarmotorsports.com
1.800.356.2080



www.theracersgroup.com
1.707.935.3999



www.armorglove.com
1.877.276.6873



www.gt-racing.com
1.800.797.2911

JONGBLOED
Racing Wheels

www.jongbloedwheels.com
1.952.445.8276

FORGELINE
Forged Alloy Wheels

www.forgeline.com
1.888.643.6051



www.cdoc.com
1.434.971.8900

**KELLY
MOSS
MOTOR
SPORTS**
★★★★★
PORSCHE
Racing

www.kellymoss.com
1.608.274.5054

Trailex
ALUMINUM TRAILERS

www.trailex.com
1.877.TRAILEX



www.racegas.com
1.800.722.3427

PWR
PAT WILLIAMS RACING
www.patwilliamsracing.com
901.373.1337



www.ogracing.com
1.800.934.9112

PORSCHE CARS NORTH AMERICA

www.porsche.com

2005 Club Racing Sponsors. Thanks for your support!