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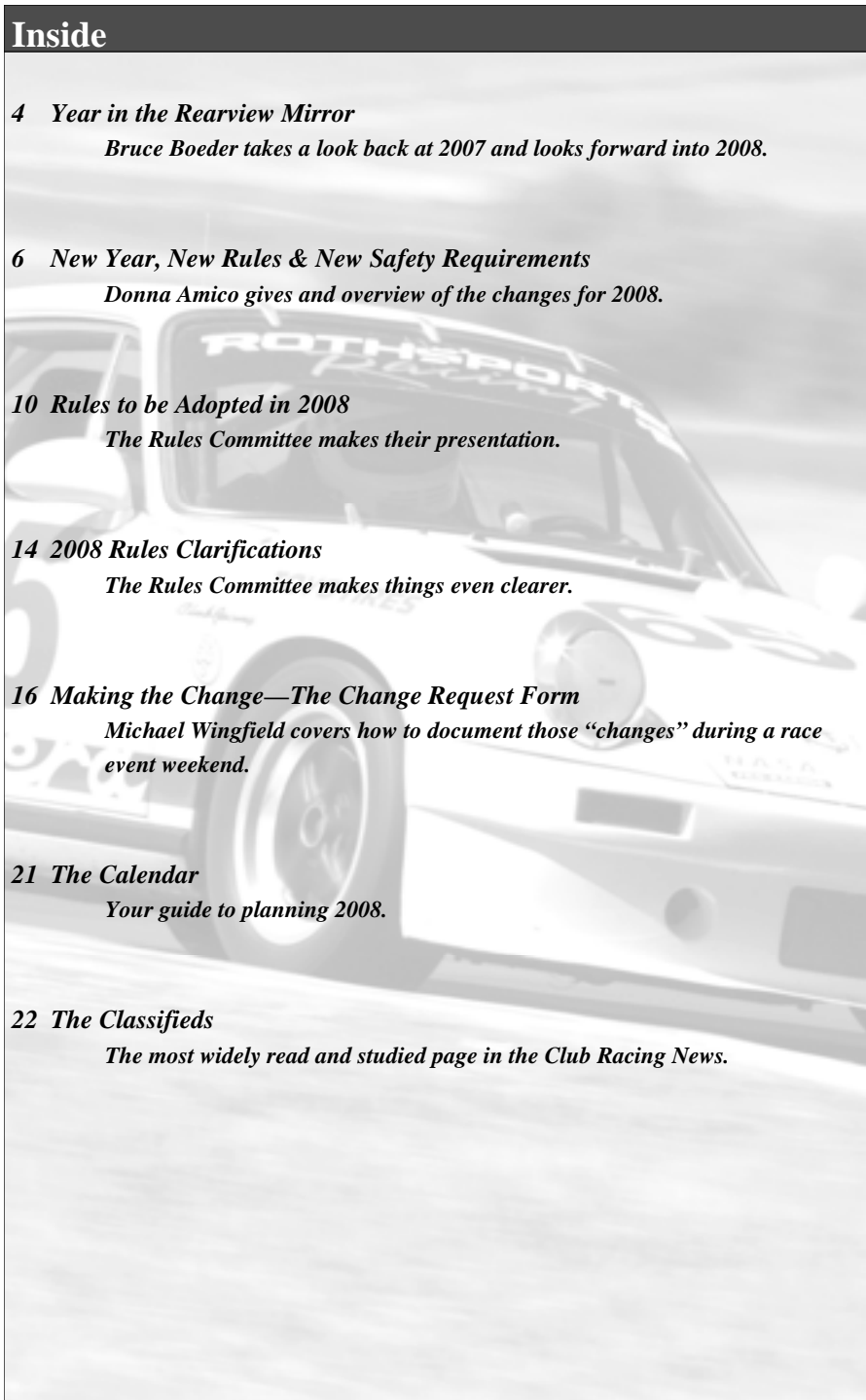
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**On the Cover:** Polesitter Jim Buckley (711, G) leads the Blue Sprint down the main straight and into Turn 1. Photo Courtesy of John Sandusky.

**Deadline**  
The deadline for the next issue is:  
**March 10, 2008**

# Year in the Rearview Mirror

by: Bruce Boeder, Chairman PCA Club Racing

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I hope your families and you have had a wonderful holiday season as we enter the 17<sup>th</sup> year of PCA Club Racing. This coming year should be an exciting season with potentially two new venues, Thunderbolt and the new track in Colorado, plus a return to Phoenix International Raceway, Las Vegas and VIR. Try a new race this year, particularly one of the smaller venues, I think you'll find that in some respects they are a better experience than the "big" events.

In this issue of CRN we are rolling out the rule changes and rules clarifications for 2008. Donna Amico, our hard working Technical and Rules Chair, has described in more detail the rules changes and clarifications in this issue. The process has not been an easy or quick one. For the last several years our scrutineers have been weighing GT class cars but keeping the weights of specific cars confidential (surprisingly, it would appear that there is a reasonably high minimum weight that all of our GT cars are above, other than a few GT5 cars, even some of the legendarily light cars) as part of examining our GT class rules. Starting last year Donna has solicited comments from a variety of club racers and engine builders across the country and across the air cooled/water cooled spectrum on several proposals. I can assure you that no one person/engine builder/sponsor/racer or whatever has had more input in the process. Although the engine builders were very secretive about their dyno numbers, they have come in extremely close in terms of what horsepower each engine builder believes can be produced from various sized and type engines.

After rolling out a proposal for racer and staff comment last year, Donna went back to the drawing board, solicited more comments from racers and engine builders and came back this year with a revised and refined proposal. We've had a fair amount of comment from racers as well as discussion within the committee. The final decision was made by the rules committee, which is made up of Donna, Dick Dobson, the chief national scrutineer, Bryan Henderson, the chief national steward and me as chair. Interestingly enough, none of us "had a dog in the fight" as none of us race a GT class car. We decided last year to not proceed, as it was clear that we needed to "get it right the first time" in order to avoid having to make another significant change in the near future. This year we have made substantial changes to the GT class structure, which we believe will be for the good of the program. Accordingly, yes, that means that the rules for the GT classes in 2008 will likely be the same for a number of years into the future.

Similarly we took two years to review and restructure the cars in Stock classes B-D, ending up now

with five separate classes where there were only three before. These should be classes that we can live with for several years to come. So far, the feedback from fellow racers has been great.

As previously warned, we've flipped the stock classes, since the factory continues to build better and more capable cars. We were running out of space at the top of the alphabet and so have flipped the class lettering system on itself. No, none of us have stock in vinyl companies and yes, at least Bryan and I will need new class letters for our cars along with the majority of the racers in the program.

We've made two significant changes in safety rules. We are requiring full roll cages in all cars in the program as of January 1<sup>st</sup>, with a couple of caveats. Cars with current log books that only have roll bars can run with only a roll bar until January 1, 2009. Rookie candidates who only have a roll bar in their cars can race their cars with only a bar for their initial four races but once they have qualified for a full license, they must install a full cage. Note that this is four races, not four race weekends and in fact, for some rookies who race multiple races in their first weekend, it may only be two weekends before they have to install a full cage. The other exception is for historically significant cars, on a case by case basis, which will be very rare. We solicited comments on this rule from the racers and only had one racer oppose it. With the speeds that we are reaching even in the slower stock classes, we do not want to risk an incident with only a roll bar. Frankly, we are probably the last sanctioning body that allowed wheel to wheel racing without a full cage (other than in vintage racing).

The second significant safety change is that we are going to require a head and neck restraint meeting either the standards of either SFI 38.1 or FIA 8858. We have given a window until June 1<sup>st</sup> for racers to start using head and neck restraints, as we were concerned about availability and also spreading the word about the new requirements. Frankly, although PCA club racing has had an excellent safety record over the 16 years of its existence, more recently we have had two serious injuries, which were potentially life threatening, which likely could have been prevented or minimized if the racers had been wearing the head and neck restraints which they owned (but had left in their trailers). I regret that this additional cost may stand in the way of some rookie racers joining us but the cost is less than a set of DOT race rubber for an I car and there seems to be a good resale market for those who leave racing but want to sell.

Recently there was a lively discussion on the Racing forum of Rennlist about "Where have the trophies

gone in PCA club racing". First, a clarification, the national program allows individual races to award trophies that state class positions. However, you should be aware that for many of our races, particularly the smaller ones but even some of the larger races, the race budgets are very tight. The difference between a race breaking even and not likely can swing on whether or not trophies are awarded. In addition, at most races, when it comes time to award trophies, most racers have left. Adding shipping trophies to racers who wouldn't wait a few minutes to pick theirs up is an unnecessary burden for already overworked event chairs. Personally, I could do without all race shirts, trophies, geegaws and other give aways, as well as at track dinners, particularly if it means that a struggling race or two can break even without giving them away. I don't think any of us chose which race to attend based on the give aways.

Some of you may have noticed that we are no longer posting class records on the PCA.org web site. We started to post those last year after a suggestion by Michael Wingfield, one of our hard working timing techs who took on that thankless job. However, as we moved along we became aware of a several problems with the records. First, we discovered that we do not have complete race results in any one location. In addition, before about 2002 we have only limited race results, with no times for practices and at many races only the actual sprint race results. In addition, as we got further into it, we discovered a number of practical problems. Some racers inadvertently register their cars in the wrong class, which is eventually corrected at races but for their first practices, the cars are in the wrong class. Previously there were some incorrect classifications of cars by race registrars. Although that has largely been eliminated by Clubregistration.net, nevertheless there were some cars we questioned which were unfortunately track record holders. Some cars get reclassified at the race, either by the racer themselves (moving from GTS to GTR, for instance) or by our scrutineers. However, in some instances although the car has been reclassified, they don't get immediately changed on the practice results, thus resulting in a car potentially setting a class record in its former class. At some tracks there was the possibility of shortening the track and thus inadvertently setting class records, such as by straight lining the bus stops at The Glen and Daytona. We even had a car that turned a suspiciously fast time at Road America which turned out to have exited the track at Turn 5, drove through the paddock and re-entered the track in the grid, crossing the timing loop at S/F. Plus, we now have new classes for a significant number of cars. All in all too many issues in my opinion and accordingly, as chair I made the decision to pull the records. If you disagree with my decision, see me at your next race and I'll buy you a soda as a consolation.

There are some changes on the national staff.

We've added two stewards in training, Bob Jones and Mike Hoke. We've also added a number of new scrutineers, all of whom will be introduced in the next issue of CRN. With those changes we also say good bye to two long time stewards, Dick Lane and Axel Shield. Dick has worked as a steward for more than five years while Axel was the second or third steward, after Alan Friedman, starting back in the early days of the program. They both will continue racing with us and may actually race even more often now that they are no longer stewards. I believe the program owes a debt of gratitude to both of them for service over the years. Thanks, Axel and Dick!

See you at the races,

Bruce



# New Year, New Classes & New Safety Requirements:

## An Overview of Rules Changes for 2008

by: Donna Amico, Technical and Rules Chair

---

It was a busy year for rules, with over 100 rules proposals, more than 60 presented for comment, and nearly 50 new rules or rule changes adopted. Several of the new rules involve significant changes. Probably the most significant of these are the new safety requirements for roll cages and head and neck restraints. We also have a new classification method for GT cars that considers weight and engine type. Another highlight (or perhaps lowlight, if you are one of the staff volunteering at the Sebring race) is that every single stock class car is going to have new letters on it for 2008. We were running out of letters, so the classes have been flipped. "Fastest" to "slowest" is now L-A instead of A-K. This article gives an overview of the major changes, with some of the reasons for those changes. We'll start with safety first (of course!).

### Safety Rules:

For a number of years, roll cages have been required for all classes except cars racing in their original stock class (not prepared) and GT-6. Nonetheless, there is a long standing PCA Club Racing principle that it should be possible to drive your race car to the track, race it, and drive it home. Requiring a roll cage makes that more difficult. It was not easy to decide to require cages in new logbook cars in 2008, and all cars in 2009. The only exemption possible is for vintage, historically significant cars. Why? All of you know that there are dangers in racing, and we've seen serious incidents at relatively "safe" tracks with stock class cars. There really isn't a car class or a race track that is immune from serious incidents. We are concerned that requiring a cage might be a barrier to rookies who want to try racing to see if they like it before cutting up the inside of their car for a cage, so rookie candidates will be allowed to race a car prepared to its designated stock class with a roll bar for up to 4 races.

The other major safety change is the requirement for a head and neck restraint after June 1, 2008. These devices are around the price of a set of tires (or less), do not require any modification to your car, and have proven their effectiveness in preventing or lessening injury in a wide variety of crashes. Also, we had at least 2 incidents this year where a racer owned one, but wasn't wearing it at the time of the crash. So, it's effective, it's affordable relative to other racing expenses, and even the racers that own one sometimes won't wear it unless we require it. So, we're requiring it. The device must meet either the

SFI 38.1 or FIA 8858 standard; however we are not requiring periodic replacement, i.e. the device will not expire. That means if you bought a HANS device before the SFI 38.1 standard was established, your device is approved for PCA without the SFI sticker, because these devices did meet SFI 38.1. Hubbard-Downing, for a time, certified the earlier devices and added the SFI sticker if you returned it to them. To the best of my knowledge, that is the only device that met the standard at the time the SFI testing process started. For devices other than HANS, you will need an SFI or FIA sticker on the device.

### Stock Classes:

If you are a stock class racer, whatever letter you had on your car in 2007 has to be changed for 2008. However, with only 1 exception (2005 Boxster moved "up" a class) those cars formerly in E-K will be racing with the same cars in their class; it is only the letter that has changed. Porsche seems to continue to find ways to make faster street cars, and we were out of room at the beginning of the alphabet. The easiest way to fix that is for "A" to be the slowest class, and then we will be able to add classes at the end. At the same time, we have combined J and K classes. Yes, that's a large spread in capability across J and K, but for the last several years we have seen very few cars in either class. So, old J/K is now the new A; old I class is now B, H is C, etc. If you have a "prepared" car, you move to the next letter down in the alphabet rather than up as before.

This straight swap of one letter for another holds until you get to the cars formerly in B-D. Five classes (G-K) were created from the cars formerly in these 3 classes. It was clear that the spread in car capability was too great in each of these 3 classes and some cars could not be competitive in them. The last page of the rules posted on the web site shows how these cars are now classed. Although initially this will mean smaller classes next year, the majority of our new stock class cars are entering these classes and we should see healthy numbers of cars fairly quickly in most of these classes. While examining the cars involved, several errors were found in the horsepower and/or weight numbers. The affected cars are: 2003-2006 GT3; 1999-2000 GT3 (Euro-only); 964 RS (with the U.S. Cup tagging along since it is much closer to a Euro RS than to an RS America); and the 996 Turbo. These were all corrected to factory horsepower and factory weight plus our 150 lbs for the driver, and

their new classes are based on the corrected values. The new "L" class, (formerly A) now has one car added to the Carrera GT, and that's the new 997 GT2.

A note on the lightweight 964s: For years the 964 RS-based cars have run with the RS Americas at the same weight. This did not consider that the RS has a different chip, brakes, flywheel, and ring & pinion from the RS America. The flywheel is no longer an issue but the other items still are. The new classification finally recognizes the advantages of the Euro-spec cars.

There are a number of other stock and prepared class changes. The changes that passed did so largely for one of 3 reasons.

First reason is to allow replacement of parts that are failing unexpectedly and may be a safety hazard. Rules allowing late model cars to replace the rear inner toe links and lower control arms are 2 examples. Another example is replacement of dual mass flywheels. In each case we have specified the replacement or characteristics that the replacement must have. As I write this, we are still investigating the 997 ABS programming issue; if alternate controllers are allowed, it will be to prevent a dangerous condition.

It's hard to describe the second main reason – I thought of it as "the scrutineers feel silly writing this in a logbook." Examples of such requirements that were hard to explain are retaining a heater blower that is connected to nothing after the headers have been replaced; requiring the racer to glue felt for a headliner after welding in a beautiful custom cage; requiring loose trunk or rear deck carpet; and prohibiting little air scoops to fender mounted oil coolers when other stock cars can get air to coolers behind the bumpers under the "bumpers are free" rule.

The third reason was to clarify, clean up, or otherwise update the rules to correspond with what is available in the aftermarket. Those rules in this category include those concerning: methods to correct bump steer; CD units; autocross-spec tires (now available with Z-speed ratings); shocks with adjustable geometry; camber plates (some of which no longer have slots); ring and pinion equivalents; radiators; and the updating and backdating rule.

### Spec Classes

The only changes that will be made to the SP1, SP2 and SP3 rules will be to adopt the rules changes made by the series of origin for these classes.

We had proposals for 2 other spec classes for 911s, and there has been off-and-on interest in a spec Boxster.

However, none of these classes garnered a lot of support and writing rules for a new class is a significant undertaking. If you are interested in establishing a class for either vintage 911s (based on the '72 SCCA GCRs) or 911 cup (based on the Porsche Racing Club rules), the best way to succeed in that is to provide a set of rules that could be used for the class, and then encourage anyone interested in participating in that class to write comments to say so. Yes, write-in campaigns work, especially for new classes where we want to be sure that someone will show up to race in them. This year, GTB was the class that clearly generated the most interest from potential participants, so that's the class we are adding.

### GTC Classes

Most of the rule changes for GTC this year apply to GTC1. These cars are now at least 15 years old, and availability of the Cup-specific parts for these cars is a problem. As time goes on, it is likely that each generation of Cup car will experience this. The approach we plan to take is to try to identify a reasonably close substitute that maintains the race character of the car. Exhaust is a peculiar case for the GTC1 cars; the class includes some U.S. Cups that formerly ran in stock under stock class rules, plus Euro Cups with exhaust components that can be hard to find, so the solution was to allow exhaust to be "free" so long as it appeared correct from the exterior.

For all of GTC, lexan windshields will now be allowed. We will also allow any 2-way adjustable shock in GTC3 and GTC4; this harmonizes our rules with the IMSA GT3 Cup Challenge rules for the 996 and 997 Cup cars so the current and former IMSA cars are not bumped to GTA solely because of their shocks.

### GT Classes:

There were only 2 rules proposals adopted for GT, but they were both significant. First, the entire classification scheme for the GT cars has changed. Instead of a "displacement only" formula, adjusted by a multiplier of 1.3 for turbos, the new classification is based on displacement, engine type and actual car weight. Please take note: It is very unlikely that we achieved perfection with these horsepower/liter numbers for each engine type and/or the calculated performance index class breaks. As we gain experience with this system, numbers may get tweaked. However, unlike the old classification system, we have the ability to make tweaks so that cars based on different engine types are competitive in their class. The old "displacement only" system couldn't be adapted for individual car types.

*Continued on Next Page*

The addition of weight to the formula means that a car that may be at the less favorable end of the performance index for one class will be able to run with a more favorable performance index in the next lower class by adding weight. Right now, the only limit on the amount of ballast allowed is that ballast may only be used to change one car class. We will monitor that; if it appears that racers are adding a great deal of weight, we may look at limiting the amount of weight that can be added to change class and/or require ballast boxes. If you find yourself adding more than 200 lbs of ballast and you are fairly sure that you want to be in that slower class, it might be time to start taking the fiberglass off and putting steel body panels back on.

The new GT classification generated a lot of comments, and a few of those were strongly worded. I remember the day when I thought we must have gotten it close to right. While browsing through rule comments, one racer claimed that the committee must have been comprised of a bunch of turbo guys. A couple of e-mails later, the writer said this was clearly the product of a couple of disgruntled normally aspirated racers. Well, for the record, neither is true. There were 18 racers/engine builders on the e-mail distribution list for the formulation and discussion of the proposal. They represented 911s, 914s, 928s, 944s, and 968s, both normally aspirated and turbo- or supercharged. Half of the group was very active in the discussion, while the other half "lurked," but occasionally a "lurker" would take me aside at a race and show me a dyno sheet on a motor. The active half still represented both normally aspirated and turbocharged cars, and all of the model types mentioned. I am very grateful to those who put so much time and effort into this 18-month project, and I believe the result is more fair and a better platform for the future.

The other major GT change is the addition of "GTB." As mentioned earlier under the section on Spec Classes, this was the clear winner in terms of a new class to add. We have had GTA for 911-type water-cooled GT cars ever since it was obvious that the GT3R/RSRs were too much for the other GT-2 cars, which is where the displacement of these factory race cars put them. However, there are now a good number of race-prepared 996s and 997s that are based on stock drivetrains; many of these cars have been built for Grand Am Cup or Koni Challenge race series (GS class); others were built just for enthusiasts looking for a good track car. Without interiors, they are automatically PCA GT cars, but not competitive with the factory race cars. GTB provides a class for these race-prepared street cars. Boxsters that have been prepared in accordance with Koni Challenge ST rules are welcome in GTB as well as an alternative to GT. We recognize that the ST cars are not as quick as the GS cars, but this is still probably a better place to be than their GT

class.

### In Summary

Whew! There were definitely times during the rules process this year when I felt that we were tackling a bit too much at once for a bunch of volunteers. However, we got through it, and I hope we have given the stock and GT classes a good framework for growth for a number of years to come. Once again, I'd like to express my appreciation to the GT class racers and engine builders who contributed their time and data to develop a new GT classification scheme. I also am grateful to the stock class racers who contributed factory documentation on car specifications. Without your help, my job would be a whole lot harder.



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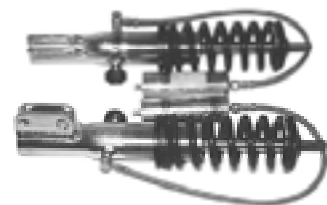
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# Rules to be Adopted in 2008

By: The Rules Committee

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The following rules will be adopted in the PCA Club Racing Rules for 2008. These rules proposals are sorted into two lists. The first list is those rule changes that will appear in the rule book. Please note that there have been modifications to some of these from the original proposal based on the comments received on the proposals. Some of the other rules proposals became unnecessary when these rules were adopted, and some rules proposals were considered to be allowed already under the current rules. In order to be clear that these are allowed, these items are in the second list.

A decision on one rule proposal (substitution of ABS control programming) is still pending while we continue to research the issue. This rule proposal is listed at the end. We will make a decision by the end of November on this proposal.

## New Rules to be Included in the Rule Book

### Stock/Prepared Classes

Allow ducting for fender-mounted oil coolers in stock class. Headlights must be retained; this is to allow small ducts mounted on the side above the bumper. Cutting of body panels is not allowed.

Add to Stock class rules: "Spacers to adjust the height of the steering rack and pinion are allowed." This is allowed, but not currently published.

Add to Prepared class rules: "Spacers to adjust the height of the tie rod end at the steering arm are allowed."

Change Stock rule 1.M. to read: "Any spark coil and CD unit is allowed, so long as it is not capable of changing ignition timing or offer any other performance advantage. The stock engine revolution limiter and function must be retained."

Allow removal of the heater blower from air-cooled cars. Plates or ducts to close the openings for the heater flex ducts would be allowed.

Allow any limited slip differential in stock class; however no locked differentials will be permitted.

Allow replacement of toe links in stock class 993/986/987/996. 993s may use aftermarket links if they are the same length as the OEM toe link when adjusted by the eccentric. 986/987/996 must use the GT3 adjustable inside rear toe links.

Add to stock class rules: "Non-stock factory shock housings with potentially adjustable spindle height are allowed if welded in the stock position and hub mounting matches

factory dimensions"

Clarify the updating and backdating rule to explicitly state that the body must match the year and model for the vehicle to which it is converted. 911s updated or backdated across the '73-'74 body style change will only be allowed if issued a logbook for the conversion before 2008.

Allow OEM two-piece lower control arms on stock class 986/987/996/997s.

Correct the horsepower of the 2005 Boxster to the factory specification of 240 hp, and reclassify the car in F (formerly E, see Rule 20 below) with the '06-'07 Boxster.

Add 2008 Boxster in class F (formerly E, see Rule 20 below) at 245 HP and 3027 lbs (with driver) per published specifications.

Stock Rule 3. A.: Delete "No 'autocross spec' tires are allowed." Tires still must have DOT approval and appropriate speed rating.

Allow deletion of AC or AC condenser as a prepared change.

Allow any dual-mass flywheel to be replaced with a single-mass, ferrous material flywheel. The clutch disk must be the stock diameter.

Allow removal of the headliners in stock class cars for the installation of roll cages.

Allow removal of all carpeting that is not glued or screwed to the car as delivered from the factory - (allows the removal of trunk carpeting, loose floor carpeting in 911s and the hatch carpeting in 924/928/944/968s)

Add to "Prepared" modifications: If there is no alternate ring and pinion available for the car model, an entire gear set for all forward gears may be substituted if the resulting gear ratios are equivalent to a ring and pinion change.

Clarify that radiators are "free" in water-cooled cars. Radiators must be installed in the stock locations.

Reverse the stock class numbering system to start at A for the slowest class. (Note: yes, we are really looking forward to Sebring for this one!)

Combine classes J and K into a single stock class (which will be new class "A").

Allow welding of additional flat metal to reinforce suspension

mounting points or suspension pieces. Added material may not connect with roll cage components or otherwise significantly stiffen the chassis.

In "Prepared" Rule 2, change "Slotting to achieve suspension settings is allowed" to "Slotting or camber plates used to achieve suspension settings is allowed."

Expand the number of classes for the cars currently in A-D. The final classification is attached at the end of this document. Rules 25-33 are incorporated into this table. Please note that there are 6 new classes, designated G-L in the table (under the new lettering scheme), to replace the current A-D.

Correct the weight of the '03-'06 GT3 to the factory-published value of 3042 lbs (w/o driver), which is 3192 lbs for the rule book.

Correct the weight of the MKI '99-'00 GT3 to the factory-published value of 2933 lbs (w/o driver), which is 3083 lbs for the rule book (adopted Clubsport weight).

Add 964RS, 3.6L to the rules in Class H at 260 hp and the published weight of 2684 lbs (w/o driver), which is 2834 for the rule book. (This is the only published weight found for the car and it may include a full tank of gas, but it is consistent with Porsche's other published weights for models at that time.)

Change the weight of the U.S. Carrera Cups to the 964RS weight of 2684 lbs (w/o driver), 2834 lbs for the rule book, correct the horsepower to 265 and class with the 964RS.

Add '74-'75 911 Carrera RS 3.0 to Class H at 230 hp and 2311 lbs (with driver).

Correct weight of 996 Turbo to 3546 lbs with driver, based on published weight of 3396 lbs.

Add 997 GT2 at 530 HP and 3325 lbs with driver to class L.

Add 2008 Boxster S at 295 HP and 3137 lbs with driver to Class G.

Correct the weight of the 997GT3/GT3RS to the RS weight of 3031 lbs (w/o driver) and 3181 lbs with driver.

### Spec Classes

SP1, SP2, and SP3 rules are not part of the PCA rules process and will follow the rules adopted for their series of origin in 2008, including any changes in 2007 that are retained by those series in 2008.

### GTC Classes

Allow the use of Lexan front windows in GTC Cup cars.

Allow any 2-way adjustable shock in GTC3 and GTC4.

GTC1-Specific Proposed Changes: The general reason for these is either difficulty with parts availability or issues of consistency because the U.S. Cups and Euro Cups differ.

After the stock heat exchangers, exhaust is free, except it must be a single outlet exiting in the stock location.

Factory aluminum hood may be replaced with factory steel or aftermarket foam core fiberglass or carbon fiber hood. Hood must have provision for hinges, with only two hood pins allowed. The hood should be indistinguishable from the factory hood in form and function.

Allow updating to the 993 solid shift rod part # 964.424.020.35. This part differs in that the universal joint is metal rather than a plastic bushing.

Allow the replacement of the magnesium engine mount with solid aluminum mounts of the same height.

### GT Classes

Change the GT classification rules to consider weight and engine type as well as displacement. The follow proposal (formerly "Proposal 1" will be adopted. We recognize that some of the specific numbers for theoretical horsepower/liter may require tweaking in the future. This proposal was regarded as flexible (can "fix" an engine type without rewriting the classification scheme, and can accommodate changes in technology) and also potentially more "friendly" to vintage cars whose displacement limits put them at a significant disadvantage under current rules. The full text of the proposal follows:

GT cars will be classified by calculating a "performance index." The performance index applies the same principle of classification as used for the stock classes, which is weight/horsepower. The formula is:

Performance Index = (Weight/[Displacement x Horsepower/Liter for engine type]) x 100

There are 14 engine types. The weight in the formula includes driver and driver gear. The table below provides the HP/L for your type to calculate the Performance Index for your car:

*Continued on Next Page*

Engine Type	HP/L
4 cyl air cooled	90
4 cyl air cooled turbo	150
6 cyl air cooled	110
6 cyl air cooled turbo	210
4 cyl 2 valve water cooled	100
4 cyl 2 valve water cooled turbo	200
4 cyl 4 valve water cooled	125
4 cyl 4 valve water cooled turbo	230
6 cyl 986-based	135
6 cyl water cooled turbo	240
8 cyl 2 valve	90
8 cyl 2 valve turbo	145
8 cyl 4 valve	100
8 cyl 4 valve turbo	165

Classification is proposed as follows:

Performance Index	Class
425 and below	GT1
426 to 550	GT2
551 to 675	GT3
676 to 825	GT4
826 to 975	GT5
976 and above	GT6

The weight in the formula is the actual weight of the car including driver and all gear. It is permissible to add ballast to change one class only. Ballast is defined as removable weight bolted into the car solely to achieve a target weight.

Create GTB Category for “street” 996s and 997s modified beyond stock or prepared class. A description of GTB will be included in the rules; GTB is intended for cars that were prepared to Grand Am Cup or Koni Challenge rules or are otherwise consistent with those rules.

### Safety

Safety Rule 27 – require replacement of FIA-spec seats every 6 years rather than 5 (Note that a racer does not need to replace an FIA spec seat if a seat back brace is used.)

Require full cages in all new log book cars presented by racers with full or provisional licenses as of January 1, 2008. Allow current stock class log book cars to run with a roll bar until January 1, 2009. Rookie candidates may obtain a logbook for a stock class car with a roll bar, but must install a roll cage after completing 4 races and qualifying for a full license. Historically significant cars may be exempted on an individual case by case basis (550A's, Elva Porsches, etc.).

Safety Rule 5 on roll cages: Change the last line to “In stock classes, the door panels and door window glass may be

removed to facilitate the installation of door bars.”

After June 1, 2008, a head and neck restraint meeting either the standards of either SFI 38.1 or FIA 8858 will be required.

Change wording on window nets/plastic windows to: GT cars may run with plastic side windows in place, with or without a sliding opening panel, provided that the plastic windows are removable from the outside in an emergency, and that the plastic side window has no metal other than nuts and bolts that could pose a safety issue. The plastic window must have been designed, built and marketed for motorsports by a recognized manufacturer (no “home-built” windows).

Amend Safety Rule 14: "The angle of the shoulder harness going back from the driver's shoulders cannot be more than 30 degrees above nor more than 10 degrees below the horizontal plane of the shoulders."

### Enduro Protocol

In 60 minute enduros (where under our rules no refueling of any car is allowed) battery-operated tools will be allowed in the hot pits.

### Rule Proposals Allowed under New or Current Rules (not to be added to the rule book)

Stock: Clarify that limited slip differentials are allowed on 996s, 997s and 986s. (Note: included in new Stock/Prepared #6.)

GTC1: Allow the European M545 option fuel tank as replacement for the 17 gallon stock tank. (Note: there are two fuel tanks available for the 964s; either is allowed without a rule change.)

GTC1: Allow the use of a cat bypass. (Note: Included in GTC #1.)

### Rule Proposal Still Pending

Allow the use of aftermarket ABS computers/programs in 996s and 997s. (Note: All models with ABS have characteristic problems and peculiar “failure modes” that the racers must recognize and adapt to. A rule change to allow a particular model or model to change the ABS programming in a stock class car will only be made if there is a significant, documented (not anecdotal) safety problem with that the ABS programming for that model. There is a possibility, not yet confirmed, that this is true for the 997. There is no evidence at this point that this is the case for any other model.)

Stock/Prepared New Rule #24: Proposed Reclassification of A-D.

2007	New	Year	Model	Weight with	HP	Ratio
A	L	All	Carrera GT	3095	612	5.06
	L	All	997 GT2 NEW	3325	530	6.27
B	K	All	996 GT2	3325	456	7.29
B	K	All	959	3340	450	7.42
B	K	All	997 Turbo	3644	480	7.59
B	K	All	997 GT3/GT3RS	3181	415	7.67
B	J	04-06	911 GT3	3192	381	8.38
B	J	All	996 Turbo	3546	420	8.44
C	J	99	911 GT3	3083	360	8.56
C	J	96-98	993 Turbo	3457	400	8.64
C	J	81	924 GTS (Club Sport)	2482	275	9.03
C	I	83-84	911SCRS	2306	250	9.22
C	I	All	997 Carrera S (3.8)	3281	355	9.24
C	I	90-94	911 RS 3.8	2818	300	9.39
C	I	All	930 (3.6 Turbo)	3424	360	9.51
C	I	02-05	996	3060	320	9.56
C	I	All	997 Carrera 4S (3.8)	3402	355	9.58
C	I	All	911 3.6 Turbo	3424	355	9.65
C	I	95-97	993 RS and 993 RSCS	2944	300	9.81
C	H	All	997 Carrera (3.6)	3225	325	9.92
D	H	91-92	911 3.3 Turbo	3150	315	10.00
D	H	78-89	930 (3.3 Turbo)	3005	300	10.02
	H	74-75	Carrera RS 3.0 NEW	2311	230	10.05
C	H	All	997 Carrera 4 (3.6)	3307	325	10.18
C	H	00-01	996	3060	300	10.20
C	H	99	996	3060	296	10.34
D	H	All	Cayman S	3104	295	10.52
D	H	All	US Carrera Cup, street	2834	265	10.69
	H	All	All 964 RS NEW	2834	260	10.90
	G	08	Boxster S NEW	3137	295	10.63
D	G	72-73	2.7 Carrera-Lt. Wgt	2266	210	10.79
D	G	06-07	Boxster S	3115	280	11.13
D	G	96-98	993	3214	282	11.40
D	G	All	Playboy-Escort Canadian	2920	250	11.68
D	G	95	993	3170	270	11.74
D	G	All	911 RS America	2910	247	11.78
D	G	96-98	993 (Turbo body)	3324	282	11.79



# 2008 Rules Clarifications

By: The Rules Committee

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The following are rules that, based on feedback, require some clarification:

Add to Prepared Rule 6. D., that for 924/928/944/968 models, the allowable wing height, relative to the roof line is 9" below roofline. The 9" was measured on a 968 Club Sport at Sebring with a Turbo S/RS wing at the maximum height.

The 2007 rules contained "Substitution of any other flywheel for a stock dual mass flywheel will count as a 'prepared' change and the vehicle will progress up one stock class if it has not already done so due to other 'prepared' modifications." This got deleted accidentally and replaced with the allowed substitutions for dual mass flywheels for 968, 964 and 993s. However, there are later cars with dual mass flywheels for which we have not yet identified a substitute, and the rule needs to be retained for the 986s, 996s, etc.

Change the roll bar padding thickness requirement to  $\frac{3}{4}$ " from 1". Note: The SFI rated products are  $\frac{3}{4}$ ".

Safety Rule 14 and Appendix B should be edited for clarification to move the specifications out of the appendix.

## Rule 14 would state:

Five, six, or SEVEN point *SFI or FIA approved* competition harnesses, properly mounted IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS (SEE APPENDIX A FOR EXAMPLES). Harnesses cannot be mounted to seat or seat rail. Mounting must be to the chassis (backed by large diameter washers IF STOCK MOUNTS ARE NOT USED) or the roll bar. . . . shoulders. The anti-submarine straps SHALL be mounted (NORMALLY, WITH AT LEAST ONE STRAP THROUGH A SLOT IN THE SEAT) such that . . . situation. [Alternatively, save words and delete this sentence, as it is covered in safety rule 15 - routing for straps, which inherently covers the crotch strap slot] **HARNESSES WEBBING MUST BE APPROXIMATELY** [SCCA uses "approximately" for good reason - sub straps are more like 1.25" than 1.5, for instance] **3" FOR LAP AND SHOULDER HARNESSES, AND 2" FOR SUBMARINE STRAPS, MADE OF DACRON OR NYLON. Additionally, FIA approved competition harnesses with 2" lap belts may be used. If a head and neck restraint is used, FIA approved shoulder belts designed to fit over the yoke of**

*the device may be used*

## Appendix B Seat Belt MOUNTING Specifications:

BELTS SHALL BE MOUNTED ACCORDING TO THESE RULES AND THE MANUFACTURER'S SPECIFICATIONS. TWO ILLUSTRATIONS FOLLOW:

(the rules book will keep the current tightening buckle diagrams, with smaller diagrams to save space but same size text) (the rules book will have added mounting diagrams, such as what is found in the SCCA rule book or some of the mfg's specs, or at [sffoundation.com/seatbelt.html](http://sffoundation.com/seatbelt.html))

Added to the wording in the appendix: "Shoulder webbing should attach as near to the rear of the seat as convenient, in order to reduce belt length and stretch."

Change wording to: Super Class - GTC: All non-street legal factory Cup Cars as delivered from the Porsche factory to meet Supercup or Carrera Cup specifications without modification except as provided below.

Change wording of GT 1.A.: All GT cars, with the exception of those covered in (E) below, must have a Porsche chassis consisting of a stock tub that includes the original floor pan, rocker panel longitudinal frame members, front firewall, and include the area surrounding the front shock towers. Additionally, 914/924/944/968 chassis cars must retain the stock tub up to the area surrounding the rear shock towers. 911-chassis cars must have a rear metal firewall, but it can include an access panel for the transmission. Bodywork must be consistent with the underlying chassis. The suspension must be of the same type as found on some stock version of the bodywork type of the car.

Appendix A: Roll Cages: The top of the main hoop must be 2" above the driver's helmet, and the plane formed by the top of the front hoop and the top of the main hoop must be above the driver's helmet in both closed and open top cars.

Allow removal of airbags in stock class cars. (Currently allowed, but not stated in the rules.)



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# Making the Change—The Change Request Form

By: Michael Wingfield, PCA Club Racing Timing & Scoring

Club races are dynamic events. As soon as you think you have everything under control, something changes. Maybe your car is not quite ready for the race weekend and you have to bring a different car to the track. Or maybe your best friend can not make it to the race, so you buddy-up with another pal at the event. Then while you are at the race, your car suffers a mechanical failure and can not continue. However, your friend allows you to drive his car in another run group. Not only are you now in a different car for the sprint races, but the car is in a different class and group for the second driver. Finally, you find yourself with a new or different partner for the Enduro race since your car can no longer compete.

Each of the above scenarios is an example where your best laid plans crack and require a change, making your race weekend even more dynamic. To ensure that you receive the proper credit for driving in the race events for the weekend, you need to complete and submit a Change Request Form. The Change Request Form first gets submitted to the race Steward, and to Timing & Scoring.

The Change Request Form covers any possible changes to your race weekend. First, these changes include any adjustments to your overall car description. An altered car description may include changes to any combination of or all of the following: year, model, color, number, and class. Likewise, any changes to your transponder number should be reported on the Change Request Form. The addition or modification of an Enduro co-driver is also recorded and reported on the Change Request Form. Finally, should your car classification change, either by your own modifications or at the request of a Scrutineer, the change in car classification will appear on the Change Request Form.

When any of the information listed above changes for a competitor during a race event, it is the responsibility of the competitor (driver of the car) to complete and submit the Change Request Form. Competitors can obtain a copy of the Change Request Form from the event Registrar, or any of the members of the National Staff (Steward, Scrutineer, Timing & Scoring) working at the race. The competitor must first fill out the form, providing both the original information and the new (changed) information. After the form is filled out completely and signed by the competitor, the form must be submitted to the race Steward for acceptance and approval. After the Steward approves the changes and signs the form, the form passes to Timing & Scoring. The Steward may choose to deliver the form directly, or request that the competitor deliver

the form to Timing & Scoring. Only after a signed approval by the Steward of the Change Request Form, will Timing & Scoring enter the changes into the race data for the event.

While this narration may appear to be an exceptionally long and tedious process, it is in reality very quick and simple. A competitor can complete and submit the form in minutes. The paperwork then flows from the competitor to the Steward to the Timing & Scoring staff, and the competitor's information gets updated for the event. With the proper documentation now in hand, Timing & Scoring can insure that the competitor gets proper credit for competing in the correct on-track session, in the correct car, in the correct class, and with the correct Driver/Co-Driver pair during the race weekend.

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**CHANGE REQUEST FORM**

EVENT \_\_\_\_\_ DATE \_\_\_\_\_

DRIVER'S NAME \_\_\_\_\_

DRIVER'S PCA MEMBERSHIP/CLUB RACE LICENSE # \_\_\_\_\_

ADD/CHANGE REGISTERED CAR OLD CAR \_\_\_\_\_ OLD CAR CLASS \_\_\_\_\_

SEE CAR INFORMATION: CLASS \_\_\_\_\_ CAR # \_\_\_\_\_ COLOR \_\_\_\_\_

YEAR/MODEL \_\_\_\_\_ S P GT HEIGHT \_\_\_\_\_

DISPLACEMENT \_\_\_\_\_ TRANSPONDER # \_\_\_\_\_

CHANGE CAR #: ASSIGNED CAR # \_\_\_\_\_ CLASS \_\_\_\_\_

CHANGE TO CAR # \_\_\_\_\_ CLASS \_\_\_\_\_

ADD CO-DRIVER

(a) CAR # \_\_\_\_\_ CLASS \_\_\_\_\_ ENDURO GROUP \_\_\_\_\_

ADDED DRIVER'S NAME \_\_\_\_\_

ADDED DRIVER'S PCA MEMBERSHIP/CLUB RACE LICENSE # \_\_\_\_\_

OTHER REQUESTED CHANGE \_\_\_\_\_

APPROVED:

DRIVER \_\_\_\_\_  
Signature

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# 2008 Club Racing Calendar

Date	Event	Region	Contact
Feb 8/9/10	Sebring International Raceway*	Gold/Sun Coast	Nick Hrycaj 941.697.4621 sebringclubrace@yahoo.com
Mar 7-9	Phoenix International Raceway	Arizona	Kent Durkee 602.370.6925 kdurkee133@hotmail.com
Mar 14-16	Texas World Speedway*	Lone Star/Hill County	Jim Troxel 713.529.7050 geotrox@aol.com
Mar 28-30	Atlanta*	Peachstate	Ian Scott 404.932.3156 clubrace08@peachstatepca.org
April 4-6	CA Speedway*	Zone Eight	Ron Mistak 951.314.3600 mistakcal@earthlink.net
Apr 19/20	Heartland Park Topeka*	Kansas City	Sean Reardon 785.766.7585 sean@reardonunlimited.com
April 24/26	Lime Rock Park*	Conn Valley	Jeff Jones jjones00@optonline.com
May 3/4	Las Vegas*	Las Vegas	Bob Mohan 702.306.4338 robert.mohan@suddenlink.net
May 24-26	Eagles Canyon*	Maverick	Joel Nannis 817.721.6077 karnut@joimail.com
May 30-June 1	Watkins Glen International*	Zone One	Botho Von Bose 416.509.6661 bvonbose@lomltd.com
May 30-June 1	Motorsport Park Hastings*	Great Plains	Sean Cahill 402.228.9132 wldrvr@aol.com
June 20/22	Motorsports Park*	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
July 5/6	Gingerman Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
July 19/20	Putnam Park Road Course*	Ohio Valley	Rich Rosenberg 513.530.9090 RJROL@aol.com
July 26/27	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Aug 1-3	Mosport International Raceway*	Upper Canada	
Aug 8-10	VIR*	Zone 2	Tom Bobbitt 757.259.7823 tom.pca@cox.net
Aug 16-17	High Plains Raceway*	Rocky Mountain	
Aug 30-Sep 1	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sept 12/14	Thunderbolt Raceway	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sept 27/28	Miller Motorsports Park*	InterMountain	Mark Boschert 801.596.8245 mboschert1@comcast.net
Oct 10/12	Daytona International Speedway*	Florida Citrus/Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 31/Nov 2	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.736.3950 jpa914@aol.com
Nov 22/23	NP Raceway*	Mardi Gras	John Crosby 958.674.7500 jlcrosby@crosbydevelopment.com

\* Indicates an enduro event

# The Classifieds

**2004 GT3 CUP**, Silver, fresh Porsche Motorsports engine. Ready and LEGAL for PCA GTC3, SCCA GT2, New 996 GT3 cup POC/PCA series, new USERA enduro series, collectors, or future vintage racing (has Supercup history). See <http://www.analogman.com/911/gt3> for more info. Can be seen in Danbury, CT. Asking \$125K, new 997 cup car coming in December. Mike (203) 778-6658

**1988 944 Turbo S Race Car**: Big Reds, Charlie Arms and caster blocks, new top end, hoses, seals and airlines replaced, 17in Fikse FM/10's, 944S2 ring and pinion, suspension points are Delray bushings, Porsche Motorsport suspension, camber adjustments, rear coil overs, additional oil cooler, helmet cooling system, fiberglass intercooler intake and rear European style bumper and much more. 35K Todd 407-342-0259 or [tfosnow@cfl.rr.com](mailto:tfosnow@cfl.rr.com)

**1970 911 Race Car GT4R**, w/935 Glass, Fresh 2.7L, 290HP, 901 Trans w/Quaife, Coil Over, Fuel Cell, 10s & 12s, Complete Restoration w/New Roll Cage, w/20' Enclosed Trailer. IMSA, PCA, POC. \$35K Dennis Tholen at [dltholen@charter.net](mailto:dltholen@charter.net) 775-972-3257

**2002 911 GT3 Cup**. Competitive ex Farnbacher/Infineon cup car. Race the car that Marco Werner drove to victory in worldwide Michelin Cup races in 2002. Fast, dependable & hot looking in original race trim. Car is updated to 2003/2004 specs with adjustable shocks, new gearbox & clutch, new exhaust, cool suit, race video, brake cooling ducts, etc. Motor is strong. It is a Porsche sealed Cup engine new in 2002 AFTER the series ended. No races on engine. sets wheels, rains, wand, transport hubs incl. \$92,000 obo. Jeffrey Freeman 206.419.7037

[bmh993@porschenet.com](mailto:bmh993@porschenet.com)

**1987 944 Turbo Cup** racecar. Built by Porsche Motorsports in Weissach for Escort series racing use. Maintained and updated by Steinel's Autowerks in Twinsburg, Ohio. Many safety and performance mods. Many race wins in SCCA-ITE and PCA-GT3. Safety, reliability, performance, and collectibility - this car is the real thing. SCCA and PCA logbooks. 2 sets Fikse wheels, 1 set BBS wheels. \$31,900. Don Velcio 440-886-1660.

**1973 RSR look alike - GT4R**, 1,970 lbs., 6 events on motor - 2.8 early alum case, Haltech inj, Schrick cams, extra wheels, new fuel cell, 3 nozzle fire, MSD, Bremtek, Quaife, full cage, C/F wing, spares, logbooks & open trailer. Photos avail. \$38,000. Gary McNair, Napa, CA. 707 252 2363. [gtrackman@sbcglobal.net](mailto:gtrackman@sbcglobal.net)

**1973 911 with GT-2 wide body kit** and wing. 2.7L 250 HP engine; elgin mod S cams; dual carburetors; turbo brakes; 2.7 lt case with time certs and race head studs, Carrera suspension; bilstein shocks; adjustable sway bars, full cage, G-50 combination transmission; front mounted oil cooler. Weighs approximately 2100 lbs. Built and maintained by RPM. Minimal hours driven. Please contact Mark for more information: [msilverman@steptoe.com](mailto:msilverman@steptoe.com), 202-429-6450.

**Porsche Factory 993 Cup RSR Race Car** Original 993 Cup 3.8i RSR; WPOZZ99ZRS398073; Fresh 3.8 engine 400HP; GT2 EVO2 body; 2,350 lbs; MOTEC; G50 6; Big red; 2 sets BBS; central bolts; Endurance cell; Many parts. US\$69,000 (CAD\$79,000). [jgailleur@hotmail.com](mailto:jgailleur@hotmail.com) 514-578-3601 <http://993cupforsale.googlepages.com>

**1990 944 S2 Firehawk Race Car** Penzoil car from Canadian series. Yellow w/black. Complete vehicle rebuilt by Precision Motorsports (over \$20k spent). PCA Club Racing E Class legal at 2,900 lbs w/driver! Asking

\$29,500 race ready. Will 908.310.4858 NJ.

**1989 Porsche 944 Turbo S** Red. Powerhaus Turbo, Motec M4 Pro engine management (data logging, add'l memory, lambda sensor upgrade), 475 hp, 50 hrs; new clutch, brake bias, adjustable 968 RS wing; Recaro SRD seat; welded roll cage w/window net; 2 sets of 18" wheels w/Hoosiers, composite fenders, hood, doors, nose, splitter; Lexan windows. Will 908.310.4858 NJ.

**1999 996 Cup Car** brand new transmission & clutch 2 sets of wheels, 40+ hrs great leak down #s. Never been in an accident cleanest 1999 out there! 2006 GTC3 class wins at Midamerica, Autobahn, Topeka (track record). \$65,000.00 obo Contact Bill Berard (952) 921-4955 ex1 [mma-bill@aol.com](mailto:mma-bill@aol.com)

**1984 911 CARRERA, PCA GT-3S**, low hour race 3.4, fresh 915, short ratios, L/S, Sachs; engine and tranny coolers, 20 gal. Fuel Safe, Koolshirt, Sparco seats, 6 pt. cage, carbon fiber doors, fenders, hood, dash; weighs 2100 lbs., twin-turbo brakes (new front rotors & pads), 3 sets 993 wheels & tires, new Hoosiers, 3.8 RS wing, coil-overs, monoball, fresh paint, current log book, much more. Fast, reliable, low maintenance race car, beautifully built by "Foreign Affairs" in Florida for 5 times the cost. Ultimate cheap thrills for \$32,000. Quality trades considered. Greg Gosar, 719 852-5950, Monte Vista, Colorado, 81144. [gosar@amigo.net](mailto:gosar@amigo.net)

**1984 911 Carrera Targa Race Car**: E Class with chip or F Stock w/o chip. Same owner since 1989, raced in PCA and HSR since 1994. FRESH 3.2 Ltr. with \$7K rebuild. Full custom cage, ATL, Mocal, fresh 915 with Swepeco 201, 23/31 torsion bars, Steve Wong chip, FIRE BOTTLE, MUCH MORE. RACE READY \$35,500.00 TAMPA, FL. LARRY HOFFMAN 813-288-9117.

**1993 964 GT1 R/S Race Car**. Stock Twin Turbo 450 HP, G50/50 6 speed. Pro-Car, Built for American Lemans series no expense spared., Current PCA GT1S lap record holder Road America. 1<sup>st</sup> Place at Road Atlanta in 2005. 1<sup>st</sup> Road America 2005. Stored since. Very fast, Reliable, Safe-best of everything \$85,000. View details & photos: [www.dna-motorsports.com](http://www.dna-motorsports.com) Steve Keneally 617-838-4648 e-mail: [steve@dna-motorsports.com](mailto:steve@dna-motorsports.com)

**1995 Porsche 993 RSR (factory 993 Cup)** riginal 993 Cup 3.8i RSR; WPOZZ99ZRS398073; Fresh 3.8 engine 400HP; GT2 EVO2 body; 2,350 lbs; MOTEC; G50 6; Big red; 2 sets BBS; central bolts; Endurance cell; Many parts. CAD/US\$62,000. [jgailleur@hotmail.com](mailto:jgailleur@hotmail.com) 514-578-3601 more at <http://993cupforsale.googlepages.com>

**1977 930 Race Car GT1R '04** GT3RS body. Professionally built by 911 Design. Over \$150,000 invested. Low hours, 3.4 Twin Turbo, Fuel Cell, Bual Brake Bias, Fab Car Shifter, Guard Gears, Bump Steer, Big Reds, 2 sets of wheels. Ready to race, \$55,000. Call Lorren Stiles (702) 860-3681, or e-mail [lorrenstiles@cox.net](mailto:lorrenstiles@cox.net)

**2005 Porsche 997 Koni Challenge** Purchased brand new from PCNA, New Jersey title, all white body inside and out, full cage, JRZ 3 way shocks, adjustable blade Cup type sway bars, Fikse wheels, Motorsport programed ABS, GT race diff, AIM dash, transponder, Delphi on board locator, new factory engine & trans, new race clutch, ready to race Koni or PCA, POC. NASA in 2008, this car is like new, spares package available, Renegade Toter and stacker also available see [www.bodymotion.com](http://www.bodymotion.com) for photos and full breakdown and pricing or call Mike @ 732-245-5505 or e mail me at [mike@bodymotion.com](mailto:mike@bodymotion.com)

**1967 911S Viper Green Numbers Matching**

2.0L # 308377S GT 5 S Full Roll Cage, Corbeau Monza Seats, and 5 Piece Race belts. 2 Sets Wheels & Tires, 15 Gal Fuel Cell, Turbatrol Oil Cooler, Weber Carbs, MSD Ignition, Short Gears - CFLOS, Lexan Rear Window, 2153 Lbs. Fully sorted and ready to compete. PCA Club Race and Rocky Mountain Vintage Racing Log Books. Pictures at : [thesourceintl.com/67s](http://thesourceintl.com/67s) **Email** Dale Thero speedster1@thesourceintl.com

**1973 911 GT4**, 1,970 lbs., 6 events on motor - 2.8 early alum case, Haltech inj, Schrick cams, extra wheels, new fuel cell, 3 nozzle fire, MSD, Bremtek, Quaife, full cage, C/F wing, spares, logbooks & open trailer. Photos avail. \$36,500. Gary McNair, 707 252 2363. [gtrackman@sbcglobal.net](mailto:gtrackman@sbcglobal.net)

**1989 Porsche 944S2 F Class** Two races on complete motor and transmission rebuild. Head work, crank line bored with all new internal parts. Complete Racer's Edge suspension including A-arms and new billet hubs. Rebuilt Leda struts, new springs. New Rotors in box. Two oil coolers, all gauges, all safety equipment, cool suit hard wired, turbo splitter, 3 sets of 18" wheels and hosiers, limited slip. Lots of spare parts. Third place Daytona sprint. You can drive better than me so you will have a winning car! Call Paul 1-800-256-1050

**2005 Porsche 997 Koni Challenge** Purchased brand new from PCNA, New Jersey title, all white body inside and out, full cage, JRZ 3 way shocks, adjustable blade Cup type sway bars, Fikse wheels, Motorsport programed ABS, GT race diff, AIM dash, transponder, Delphi on board locator, new factory engine & trans, new race clutch, ready to race Koni or PCA, POC. NASA in 2008, this car is like new, spares package available, Renegade Toter and stacker also available see [www.bodymotion.com](http://www.bodymotion.com) for photos and full breakdown and pricing or call Mike @ 732-245-5505 or e mail me at [mike@bodymotion.com](mailto:mike@bodymotion.com)

**2001 GT3 Supercup**

2001 GT3 Cup car for sale. Fresh engine & trans, dyno time only, 2005 update gears, new 8:32, updated big brakes, fuel cell, stock class GTC3 legal, shocks just rebuilt by Bilstein, realigned, new windshield, most areas just repainted, laminate protective on rockers, turn-key, no issues - needs nothing. \$85,000. Dyno sheets available. Spare set of BBS wheels with slicks, another with rains available. Featherlite 20' trailer also available, wand, hoses, regulators, impact gun, POR. Not all Cupcars are created equal. This was a Kadach Supercup, and it's a fast one!

Jim (585)734-8243

[jssullivan@stny.rr.com](mailto:jssullivan@stny.rr.com)

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