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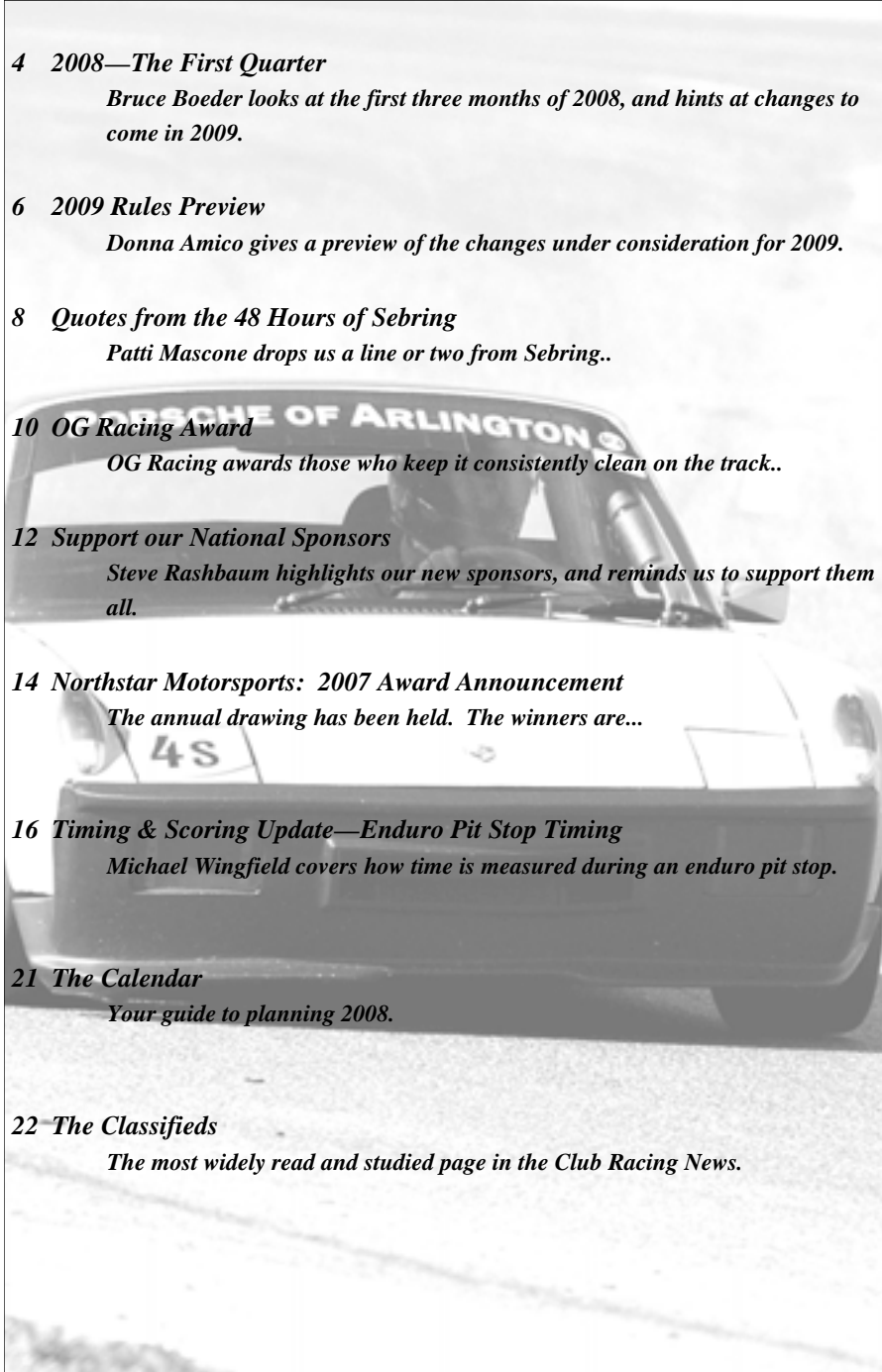
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Come Visit Our Web Site: <http://www.pca.org/pca/clubrace/>

On the Cover: *Night time action from Sebring.*
Photo by: Daniel Mainzer

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

2008—The First Quarter

by: Bruce Boeder, Chairman PCA Club Racing

By the time you are reading this the 2008 Club Racing Season will be well along. The season started off with a bang at Sebring, with a great event, including night racing. Attendance is also strong for Road Atlanta and registrations are progressing for the other races. Unfortunately, some of the smaller races continue to struggle for attendance and the Phoenix race was cancelled this year because of low registrations. If you haven't raced at one of the smaller races, I'd suggest trying one, as they afford a wonderful experience and oftentimes more track time than the large races.

We've had very good feedback on all of the rules changes made for 2008. The rules committee can assure you that it is very unlikely we will have as many changes for 2009 or frankly 2010 as we did this past year. I always appreciate getting comments on the program, both good and bad. If you have comments, don't hesitate to send them to me (email preferred).

You'll note that the majority of our contact with you is now by email. We are no longer mailing out notices of upcoming races, licensing reminders or other information, other than issues of Club Racing News. That puts a premium upon the requirement that you keep your email address current with Susan Shire. However, as most club racers are among the most technologically adept group I know, that shouldn't be a problem. We are also considering sending Club Racing News by email, rather than printed copies by US Mail. We won't start that until next year. Our intention by doing so would be to get the issues to you more rapidly as well as cut down on the use of paper. Please send me your feedback on that (by email, please).

You will see some new faces among the staff at races this year. We added Dave Rodenroth, as a steward last year. Also added last year as scrutineers were Sean Reardon, Mike Mulligan, Colin Mazzola, Cal Townsend and Ray Kehrt. Added this year are Bob Jones and Mike Hoke as stewards, and Geoffrey Ring, Brian Thomas, Toby Duckett, Geoff Daniels, and John Cotter as scrutineers. The program continues to grow, in terms of number of racers and number of races and accordingly, more staff has been needed. All of the staff are either experienced club racers or avid supporters of the program with

technical experience. The three new stewards are particularly experienced, with long records of participation in PCA club racing as racers and event chairs, plus participation in other racing venues. Please welcome all of them to the program, as all of the staff give long hours to the program so we can race.

I look forward to seeing all of you at the track!

Bruce Boeder



Fred Beasley, deftly drives a lightened '89 944 (SP2) past the PCNA Corner Workers Choice award winner, Chief Wells, the lone Class J entry.

Photo by: Matthew Conn

Great Plains Region PCA CARRERA MPH

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Races ~ May 31st & June 1st

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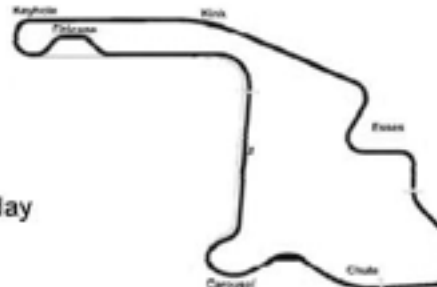
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See you at *SPRING AT THE CAROUSEL!*

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2009 Rules Preview

by: Donna Amico, Technical and Rules Chair

2009? Is that a misprint? Didn't we just see the 2008 rules published? Well yes, the 2008 PCA Club Racing Rules were finally posted in their final form around March 1st. The rules changes for 2008 were posted on November 15, 2007.

The first item in my rules file for 2009 is dated November 17, 2007. Yes, it took all of 2 days for an issue to be raised that we probably need to address in the 2009 rules.

It is common that the process of finalizing one set of rules uncovers other problems or even problems created by the new rules. So, if we already know a change is likely, it seems like a good idea to let you know about it. It could prevent some expensive investments that might not be so attractive next year.

GTB Rules: It's inevitable that an attempt to add a new class to the rules without using too many words is going to result in some things that were overlooked. Within the first week of posting the final 2008 rules, not 1 but 2 race shops e-mailed to ask about the wing. Yes, the way it is written now (as a class within the GT umbrella), you could put a 4'10" wing on a GTB car. Please don't. The wing will be limited to either a GT3 or GT3 Cup wing (non-extended) depending largely on the preference of our GTB racers. Also, please don't start putting fiberglass flares and huge tires on these cars either, since we want to preserve the svelte lines of these 996s and 997s. As for the suspension restrictions, wherever it currently says "GT3" in the class rules, it should say "GT3 or GT3 Cup;" the revised sentence will read: "Suspension components must remain stock except that GT3 or GT3 Cup lower control arms and GT3 or GT3 Cup adjustable rear toe links are allowed." These Cup suspension parts are allowed in 2008.

Reclass 2005 Boxster S with 2006 and 2007: The 2005 Boxster S is now listed at 3060 lbs and 258 hp in F. Unfortunately, the hp number is wrong, and we will be correcting it to the factory-advertised 280 hp, which will put the car in G.

Spec Boxster, 911Cup and Vintage 911: These classes were proposed for 2008, but we did not add

them to the 2009 rules. However, all three are included in 4 races this year (Phoenix, California Speedway, Texas World Speedway, and Las Vegas). If there is interest, these will be included in 2009. Spec Boxster is currently a POC class, and 911Cup comes from Porsche Racing Club. Vintage 911 is based on the 1972 SCCA GCRs. Based on e-mail traffic, we already have a number of racers with Spec Boxsters.

Cold Air Intakes: These are not allowed in stock or prepared now, and they won't be allowed in 2009 either, but racers are not clear about this, believing that this is just a replacement for the air filter. It isn't; it is a modification after the air filter, which is not allowed under Stock rule 1.A. It's true that these can be purchased as a unit with the air filter, so we will make it explicit that cold air intakes are not allowed in stock class. If any of you want to propose this as a prepared modification, well, we'll think about it.

Stock Factory Parts on GTC Cars: GTC rule D states "Body parts may be replaced with stock factory parts" but the rules are silent about parts that are not body parts. It isn't always easy to come up with the correct Cup part right away, and use of the corresponding stock production part, if it fits, is a reasonable stop-gap that we have been allowing, but it isn't in the rules. It's time that we made that clear.

Limits on Updating and Backdating: An extended dialog with a racer earnestly trying to backdate the body style from a '74 911 to a '73 has pointed out that this is not easy – it involves a lot of welding and a complete redesign of the bumper mount. The end result will look OK, but isn't "a duplicate in all regards" as required by the rule. Firm date lines corresponding to major chassis changes are likely to be established for each model and updating or backdating across those lines will not be allowed after 2008. So if you have a project that might get caught in this change, get it done and get it a logbook in 2008.

SFI sticker on Head and Neck restraints: HANS devices manufactured (as opposed to hand made)

before the SFI standard comply with that standard, and we aren't requiring HANS to have the SFI sticker in 2008. Unfortunately, "knock-off" HANS devices have been sold (a scrutineer found the listing on eBay) and they are not certified to the SFI standard. It is likely that we will require all head and neck restraint devices to have an SFI or FIA sticker in 2009. If you own a HANS device with a bar code sticker, you may be able to pay a small fee to have the device inspected and SFI sticker affixed to the device. Have your serial number handy and call 888-HANS-999 to find out.

Plastic Side Windows in GT, GTA, and GTC3/4: You would not believe the amount of discussion this subject generated in the Scrutineer Meeting and subsequent e-mails. Let's just be honest about it; the scrutineers hate these. First off, the current Porsche design cannot be removed by a corner worker without basically pulling the door off (which apparently isn't that hard, but I'll get to that). Second, we do not know how to tell the difference between one that easily allows a corner worker to get into the car and one that doesn't. It seems that corner workers need to carry something to break them, since they don't break away anymore. The only argument in their favor is that they are allowed in some race series. However, let me get back to that door issue. Recently we've seen a number of GTC3/4 cars come off the track missing a door after minor contact. Great, so now we allow cars to run without window nets and the doors fall off? Anyway, you can see where I'm heading with this one.

Additional GT-class Engine Types: We want to keep the GT classification stable for a couple of years while racers figure out their new class and whether they have a reasonable option (using weight) to get into a "better" class. It will take a little while to get comfortable with the new classification, have cars optimized for the new rules, and see how it is working. However, we may look at folding other cars or engine types into this classification. An example would be the 996/997 factory race motors in GTA, and cars with 911-based water-cooled motors in 993 or earlier chassis that were put into GTP a few years ago. There has also been interest in developing separate HP/L factors for supercharged motors, although realistically there may only be data to support this effort on V8s (and

those aren't Porsche V8s). If anyone out there would like to help me answer these questions, please send me an e-mail: donnaamico@comcast.net.

Ethanol Mixtures Higher than 10% Ethanol: ALMS announced in 2007 that the series was working on E85 as a possible fuel. They did not pull this off in 2007, but it appears that E85 is alive and well in ALMS for 2008. I have had a number of inquiries about changing GT Rule 2.B. "Engine must run on gasoline." E10 is common and allowed; the issue is fuel that is predominantly ethanol. My preference is to see a change from gasoline to ethanol successfully implemented and sorted out by a professional race series before PCA allow ethanol-based fuel systems, but we are monitoring this and I will note there is certainly interest from PCA racers. Of course, I suspect that you are secretly coveting the higher octane more than environmental friendliness!

And finally:

997 Cup S: In case you have €250,000 burning a hole in your pocket (about \$375,000 at current exchange rates), please be aware before you run out and buy one, that this is a GTA car, not a GTC car.

By the time you read this, we will be coming up on the actual start of the 2009 rules change process, so start thinking about those other rules you think should be changed and get ready to submit them via the PCA Club Racing web site on May 1st. I look forward to your input.



Quotes from the 48 Hours of Sebring

by: Patti Mascone, Public Relations Coordinator, Photos by: Daniel Mainzer

“The Night Race was a blast ... Only problem was some cars had high-intensity lights that made my eyes feel like Lasik was performed through the rear-view mirror.”

Chris Ingot
1991 944 S2
Northbrook, Illinois
Chicago

“Night racing was like driving into the Abyss and going to heaven.”

Jim Lewis
2003 GT3 Cup
Carlisle, Massachusetts
Connecticut Valley



“Driving at night sharpens the senses, in terms of braking, shifting, accelerating – and turning right at the Chateau Elan, because it’s the only thing you can see.”

Thomas Vahle
1988 944
Baltimore, MD
Potomac

“The night race was an experiential high, punctuated with excellent driving in close quarters. In other words what a RUSH!”

Dennis O’Keefe, Racer
1995 993
Palm Harbor, Florida
Suncoast

“The night racing was an incredible experience that left me with great admiration for the 24-hour teams that can put down lap times in the night as quick as in the day.”

Chris Musante
1972 911 GT3R
Coventry, Connecticut
Connecticut Valley



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2007 OG Racing Award

By: OG Racing



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By: The Steve Rashbaum, Sponsorship Coordinator

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Inglot Electronics is also pleased to be the new sponsor of the "Hard Charger Award" starting in 2008. With the help of the Porsche Club timing techs, the driver at each club race that has the greatest improvement from their qualifying position to their finishing position and completes the race incident free will be considered as a "Hard Charger".

The Hard Charger Award is meant to credit a well-driven race for someone that may not have achieved a podium finish. The intent is just for the fun of it. Winners will receive a certificate worthy of framing, a sticker and a patch for their driving suit. Simply bragging rights amongst your fellow racers.

Owner, Chris Inglot regularly participates at Club Races across the country. Remember drive fast and stay on track!



Racer's Edge was founded by accomplished PCA Club Racer Karl Poelt in 1998. The company recently moved to a newly-renovated 12,000 square foot facility in Knoxville, TN. to handle the tremendous growth experienced in the last several years. Service, repair and modifications for Porsche, BMW and other European manufacturers are offered as well as development and preparation for race and/or track cars.

Racer's Edge is North American distributor for Wossner, the German Engineered and Manufactured High Performance Piston and Connecting Rod Company. Racer's Edge also exclusively distributes Leda custom-made Race

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The company also distributes product lines including Ohlins; Moton; Cobra Race Seats; AIM; PUMA; Forgeline & CCW.

Racer's Edge is also an authorized dealer for Evolution Motorsports, noted Porsche tuners and Active Autowerk, a leading BMW tuner.

Racer's Edge develops and sells internally designed and engineered parts including control arms; hubs; spherical bearing kits' camber plates and sway bars and drop links.

Poelzl is debuting his newly-developed 996 J stock car for the PCA 2008 season. Please call to discuss new product offerings to upgrade suspension setups for Cup Cars; 996's; Cayman's and; Boxsters. The Company still offers it extensive selection to enhance and improve 944's.

Racer's Edge is also excited to announce a new Club Race program. A complete "Arrive and Drive" program is available for Porsche Club Racers and DE Participants. Driver Coaching and Setup preparation is led by Owen Trinkler. Trinkler is a Grand-Am Professional Driver and Porsche Driving Experience Master Instructor.

Visit Racer's Edge at the track or call to learn more about opportunities to help enhance your track-day experience.

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A proud sponsor of the PCA, Shock Doctor, introduces a Bag Collection built to meet the unique equipment needs of motorsports enthusiasts. Whether you are traveling to the track for a day of testing or taking a vacation and heading down to Speed Week, Shock Doctor has exactly the bag you need to keep your gear dry, deodorized, organized and protected.

New From Our Sponsors



OG Racing has added Motive Products Power Bleeders to their expanding line of garage accessories. Motive Products Power Bleeders, the premiere DIY pressure brake bleeder system, provides professional-style results at a fraction of the price. OG Racing has also added HJC Helmets to their Personal Safety Equipment lineup for 2008. HJC helmets, known for their lightweight construction, are HANS compatible and offer a carbon-fibre version priced under \$900.

OG Racing added Race Ramps automotive and trailer ramps to its extensive Trackside Accessories lineup. Race Ramps offer high capacity, lightweight ramps with shallow approach angles to raise even the lowest street cars high enough for drive-on DIY service. OG Racing added RaceTech seats to its extensive lineup of competition seats. RaceTech seats, all HANS compatible, are the seat of choice for SCCA MX-5 Cup and Dodge Viper Competition Coupe teams.

The 2006 OG Racing Safe Racer Award winner is Philip Blackstone of Eugene Oregon. Please join OG Racing and PCA Club Racing in congratulating Philip Blackstone, the winner of the 2006 OG Racing Safe Racer award. Mr. Blackstone was randomly selected from a record 360 Safe Racer award recipients to receive a custom Sparco X-Light HC suit – a retail value of \$1525!! This award is for all PCA Club Racing participants who complete a minimum of five incident-free races during the season. Congratulations!!

For 2007 and beyond, OG Racing will rename their annual award simply as **The OG Racing Award**. This is because OG Racing offers so much more than just safety equipment. Check out our new website www.OGRacing.com, launching in mid-2007 to see our racing and track related offerings.



Northstar Motorsports: 2007 Award Announcement

By: Northstar Motorsports

On March 8, 2008 Steve Rashbaum, PCA Club Racing National Sponsorship Coordinator and Susan Shire, PCA Club Racing Program Coordinator came to Northstar Motorsports to conduct the drawing for the Year-End Winners of the Northstar Award.

To recap for those of you unfamiliar with this award. Northstar Motorsports has sponsored an award which is conducted by a drawing at each PCA Club Race. To be eligible to win, each racer must have Northstar Motorsports decals on both sides of their racecar. The winner at each of the year's Club Races won a certificate good for a 20% discount on any one time purchase of merchandise sold by Northstar Motorsports. In addition to winning a 20% discount certificate each race winner of the Northstar Award had their name placed in a year-end drawing for a \$250 Gift Certificate at Northstar. This year we chose two names for this Year-End award. This years winners are David Douglas from Chicago and Bill Lamb from Colorado. Congratulations to you both.

And for next year make sure you carry the

Northstar Motorsports decals on your racecar to be eligible to win the 20% discount certificate and be eligible for our Year- End Award. If you need these decals just call us at (800) 356-2080 and we'll be happy to send them right out.

Northstar Motorsports has become the country's premier motorsports safety equipment company since opening in 1990. Northstar has built this reputation by offering an extensive inventory of only the highest quality products and exceptional customer service, all at competitive prices. Northstar is an authorized distributor for the finest names in Auto Racing Safety Equipment and Accessories: Alpinestars, Arai, Bell, Brey-Krause, Corbeau, Diadora, G-Force, HANS, Momo, OMP, Pagid, Piloti, Racetech, Recaro, Sabelt, Schroth, Sparco, and many more. For more information call Northstar Motorsports at (800) 356-2080 or order online at www.northstarmotorsports.com.



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Timing & Scoring Update—Enduro Pit Stop Timing

By: Michael Wingfield, PCA Club Racing Timing & Scoring



Chuck Perilli monitors Enduro pits stop using the new electronic Pit Stop Timing scoring system.

Many things have changed for the 2008 racing season. The 2008 rule book contains numerous changes. Included among these changes are new safety regulations, new competition rules, modifications to existing rules, new car classes, and the re-lettering and grouping of existing stock classes. However, one change does not appear in the 2008 rule book – how Timing & Scoring (T&S) will score Enduro pit stops.

New for 2008 is electronic computer timing of Enduro pit stops. This new system is an extension of the electronic computer system already used by T&S to score each racer's individual lap times. The acquisition and implementation of this addition to the T&S system comes from months of extensive off-season research and work from two of our devoted T&S staff volunteers: Jon Beatty and Chuck Perilli.

Jon, Chuck, and I had many discussions during the 2007 season on how to improve the manual Enduro pit stop timing process. The manual Enduro pit timing process requires many region volunteers, a requirement that belabors some regions. The manual process also has several transcription steps where competitor pit times are copied, relayed and calculated. Each subsequent transcription provides an opportunity for introducing a copy or computational error. Finally, the manual process requires the region to provide several synchronized stop watches, much like a road rally. Our discussions centered on developing a solution that could

reduce the number of regional volunteers, eliminate any possibility of transcription and computational errors, and provide a central timing clock for all competitors.

When Chairman Bruce Boeder said he would support an electronic alternative to the manual pit stop timing process for 2008 (if we could find a solution within budget limitations), Jon and Chuck eagerly took the challenge. We continued our off-season discussions on the required software, hardware, and communications needed to make such a system work. Jon went to work on locating transponder decoding hardware and software licensing. Chuck tackled the challenge of identifying radios and power supplies to power both the radios and decoders to transmit the information from pit road to the T&S location (typically in the control tower). All components had to be small and portable, a difficult constraint to overcome. Meanwhile, I began working configuration scenarios with our existing T&S software. I had to find a way to use a program designed to score "laps" *around* a track, to now score only trips down pit road.

Jon and Chuck provided a solution both innovative and creative. With the use of remote decoders and a wireless radio network, a separate scoring system was created. The new system scores racers only on pit road. Not only is each racer's individual transponder number used to score lap counts and record lap times around the race track, the transponder also records the racer's entry and exit from



Michael Wingfield (L) and Jon Beatty (R) complete the set up of the Pit-Out scoring equipment at Sebring.

pit road. The elapsed time the racer spends on pit road is then presented when the racer exits pit road. This elapsed time is used to determine if the racer remained on pit road for the mandatory five minutes required for the Enduro pit stop.

The new Pit Stop Timing system debuted at the 2008 race season opener at Sebring International Raceway. Jon, Chuck, and I went to Sebring to put the new Pit Stop Timing system to the ultimate test – scoring an Enduro race. With practice and Sprint races on Thursday, Friday, and Saturday, the system received exhaustive testing before actual implementation during the Enduro races on Sunday. We had some growing pains, lessons learned, and unexpected twists, but the Pit Stop Timing system provided the information we wanted to see.

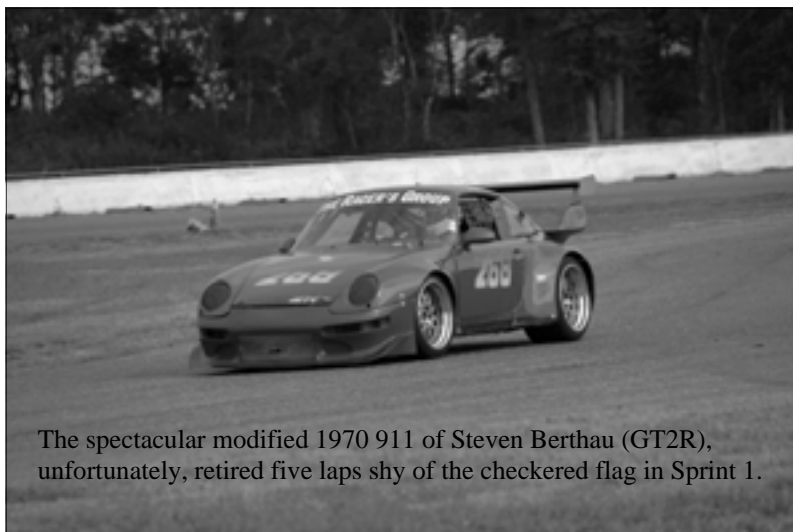
At the Enduro Driver’s Meeting, Chief Steward Bryan Henderson informed the competitors of the new electronic Pit Stop Timing system. To punctuate the

effectiveness of the scoring system, Bryan told the competitors that, “pit stops of 4:59 would no longer cut it.” Most racers gave themselves a margin of a few seconds above the required five minute stop. However, during the Purple Enduro, one racer surprised us by scoring a near perfect pit stop with an elapsed time of 5:00.756. Later, another racer became the first to suffer the wrath of the new timing system by being captured on a short pit stop of only 4:58.473. Love it or hate it, the system worked.

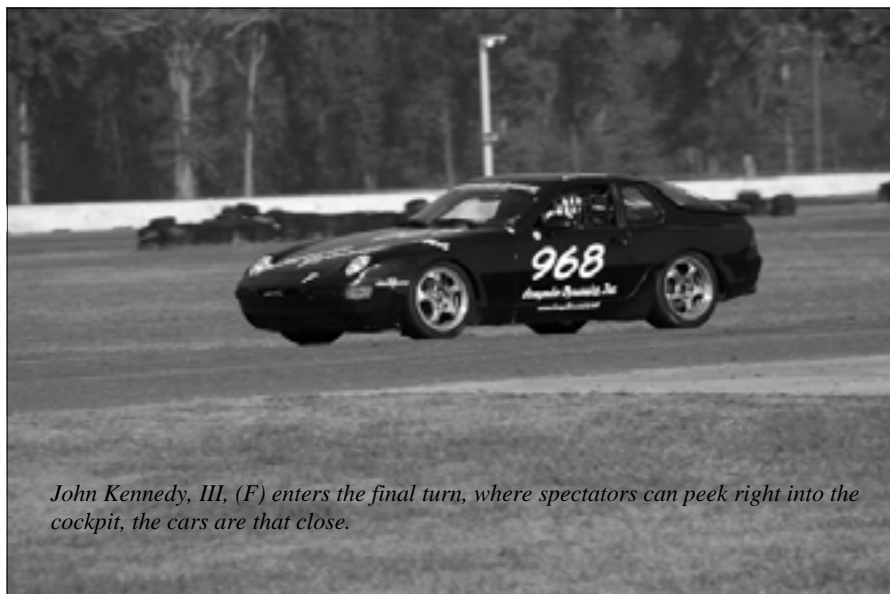
Either way, when you see Jon and Chuck at a race, thank them for all of their hard work in making this new timing system a reality.

Photos from No Problem Raceway, 2007.

Photo by: Patty Poupart



The spectacular modified 1970 911 of Steven Berthau (GT2R), unfortunately, retired five laps shy of the checkered flag in Sprint 1.



John Kennedy, III, (F) enters the final turn, where spectators can peek right into the cockpit, the cars are that close.

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2008 Club Racing Calendar

Date	Event	Region	Contact
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 17/18	Mid Ohio Sports Car Course*	Mid Ohion	Jay Koehler 704.983.3072 koehlerjk@earthlink.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
May 31/June 1	Rose Cup at Portland Int.	Oregon	Steve Haywood 425.830.5540 steve_haywood@hotmail.com
June 20-22	Barber 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	Wayne Spiegelberg 905.825.2853 spieg57@gmail.com
Aug 8-10	VIR*	Zone 2	Tom Bobbitt 757.259.7823 tom.pca@cox.net
Aug 15-17	Blackhawk Farms Raceway*	Milwaukee	Mike Clemens mclemens@sbcglobal.net
Aug 16/17	High Plains Raceway*	Rocky Mountain	Bob Speights 970.282.3495 bobspeights@comcast.net
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
Sep 27/28	Miller Motorsports Park*	InterMountain	Mark Boschert 801.596.8245 mboschert1@comcast.net
Oct 3-5	Summit Point Motorsports Park*	Potomac	Kevin Oyler 240.505.4332 kevino@scmanage.com
Oct 10-12	Daytona International Speedway*	Florida Citrus/Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 18/19	Hallet Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott@valornet.com
Oct 31-Nov 2	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.736.3950 jpa914@aol.com
Nov 22/23	No Problem Raceway*	Mardi Gras	John Crosby 958.674.7500 jlcrosby@crosbydevelopment.com
Dec 5-7	Roebing Road	Florida Crown	Bob Linville 614.834.2047 cblinville@earthlink.net

* Indicates an enduro event

The Classifieds

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. gmtrackman@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, 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 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.

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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

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. 1st Place at Road Atlanta in 2005. 1st Road America 2005. Stored since. Very fast, Reliable, Safe-best of everything \$85,000. View details & photos: www.dna-motorsports.com Steve Keneally 617-838-4648 e-mail: steve@dna-motorsports.com

1995 Porsche 993 RSR (factory 993 Cup) 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. CAD/US\$62,000. jgailleur@hotmail.com 514-578-3601 more at <http://993cupforsale.googlepages.com>

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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 for photos and full breakdown and pricing or call Mike @ 732-245-5505 or e mail me at 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 **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. gmtrackman@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 for photos and full breakdown and pricing or call Mike @ 732-245-5505 or e mail me at mike@bodymotion.com

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

1984 911 Carrera Targa Race Car: F class w chip or E w/o chip. Same owner and all paperwork from 1989. Races and podiums in PCA and HSR (FIA5.0). NO PAINT WORK, NO ACCIDENTS, NO DNF'S. FRESH 3.2 ltr, FRESH 915, Full Custom Rollcage--Very rigid for Targa. ATL, Mocal, Kirkey, 23/31 TB, 22mm. Adj. Sways, Steve Wong Chip, 3 Nozzle Fire Bottle, Camber Truss, Turbo Tie Rods, New F/R Calipers, "Cool Brake", New CV's, Short Shift. Wired for Radio and Cool Suit.... MUCH MORE. Contact for Pics. Corner Balanced and Lowered. Fully Sorted...Just add Gas and GO!!! Reliable and Inexpensive to run. \$27,900.00 USD. Tampa, Fl. Larry Hoffman 813-919-9117, Hoffman 911@aol.com

1983 944 Race Car Built by Steinel's Autowerks. Recent new rod bearings and fuel injectors. New exhaust including Racer's Edge header. Adjustable Weltmeister sway bars with new bushings, Koni adjustable shocks. Accusump. 3 sets of wheels. Its a proven winner and \$1,500 in tires sweetens the deal. \$10,500. Brandon Sick. Rock Hill, SC at 803-554-3689 or onesickmd@aol.com

1987 PORSCHE 944 FACTORY BUILT TURBO CUP RACE CAR, NUMBER ONE OF NINE IMPORTED TO THE US FOR THE SCCA ESCORT SHOWROOM STOCK SERIES. ORIGINAL RED PAINT & WHITE MAGNESIUM FUCHS, ONLY 21,000 MILES WITH NO DAMAGE HISTORY BECAUSE IT WAS NEVER RACED. IT SOLD NEW TO GM AND USED FOR COMPARISON PURPOSES AGAINST THE CORVETTE, NEW SPARCO II SEAT, TRANNY REBUIL CLUTCH INSTALLED AT 14,000 MILES. PERFECT EXAMPLE. ASKING \$52,500 CALL DENNY HANSON IN ORLANDO AT 407-273-6071

1989 944 Turbo-S Race Car Turn-Key Race Car ready for PCA/NASA racing this season! Many Podiums including track record. Enhancements include Charlie Arms, Racers Edge Bushings, Bilsteins, Koklen Sway Bars, Roll Cage, Kirkey Seats, 4 Sets Wheels, AIM Data Acquisition, Complete Transaxle rebuild. Weltmeister Stage III included. \$23,500. Call Bill at 845-227-2492 or wjfarrel@gmail.com (Email for specs and full photos.)

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