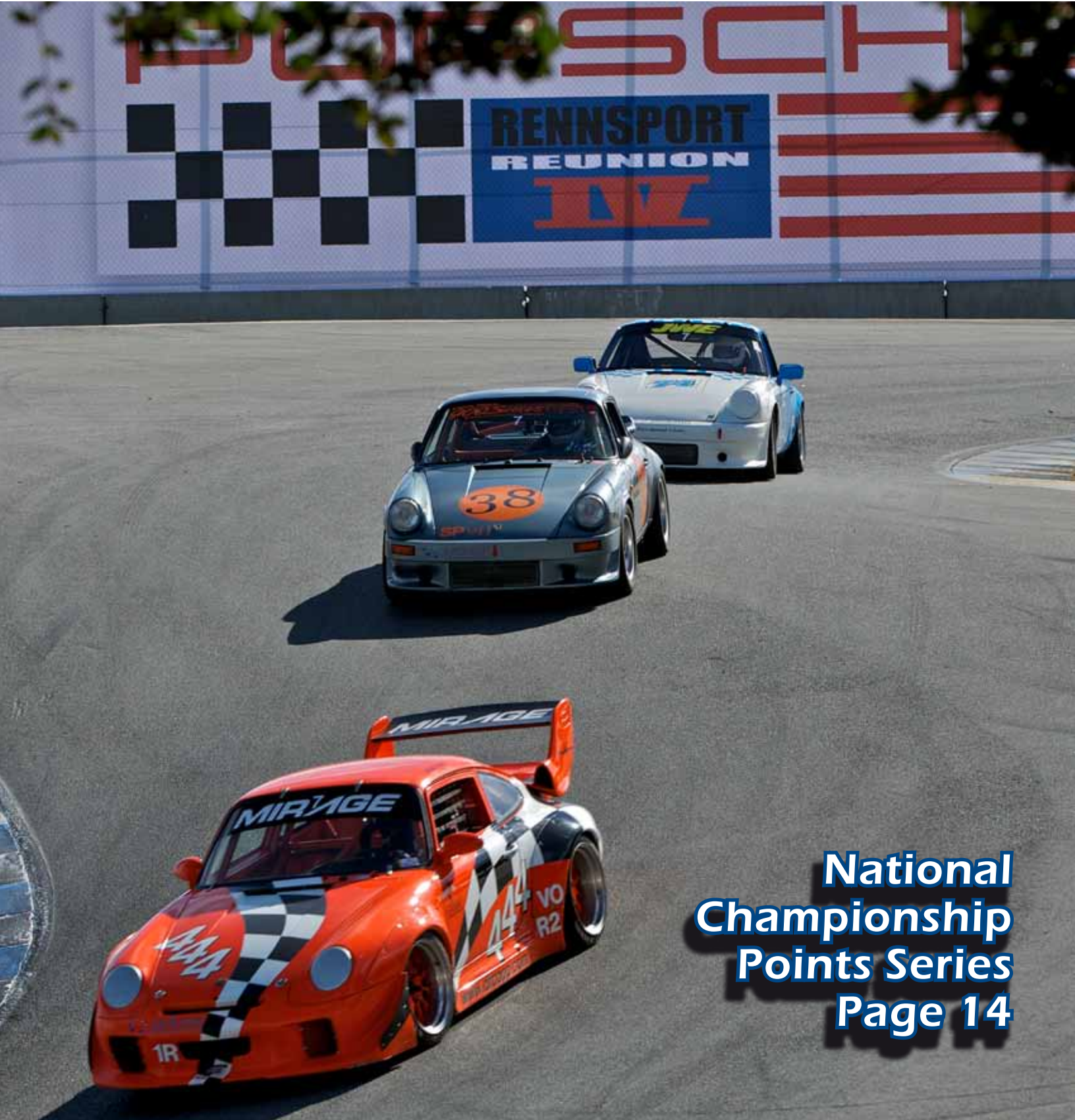




NEWS

Volume 11.4

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America



**National
Championship
Points Series
Page 14**



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Deadline for article submission for the next issue is January 27, 2012



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On the Cover

Michael Copp (SDO) #444 leads Simon Peck (LV) #38 and Bill Ward (GG) #79 down the famous Laguna Seca corkscrew
Photo by Steve Rashbaum (CHO)

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Chairman's Corner

By Bryan Henderson, Chairman PCA Club Racing



We have completed the Rennsport Reunion IV Club Race. It was a blast. We came away with lots of great memories and a new relationship with Porsche Motorsports North America. The PCA team performed very professionally. I am proud of all of them. If you weren't there you missed a fantastic event.

Our Rules Committee has been hard at work setting up a few changes for next year. You can find the details in this issue of Club Racing News on page 10. I want to explain a little bit about at least one of the changes.

We have several spec classes within PCA Club Racing that almost all use a spec tire. The one notable exception is our 996 and 997 Cup Cars. After using a spec tire from Michelin at Rennsport Reunion IV with good success and after receiving very few comments from the racers concerning the proposed change, we decided to go forward with changing GTC3, GTC4 and GTC5 from "tires are free" to a spec tire for 2012. Currently, the classes are spec classes in all regards other than tires although it appears that about ninety

percent of our racers use the same brand of tire. It does not make sense that we would not be on equal tires if we work so hard to make the cars equal in all other respects. As a racer I understand that we also need to have value for the racers in whatever tire we select. We have sent out inquires to several tire manufacturers that ask

We will review the proposals with an eye toward the value to the racers

them to specify what tire they will supply and at what cost to the racers should we choose them as the spec tire. We will also be looking at sponsorship opportunities for PCA Club Racing. We will review those proposals with an eye toward the value to the racers balancing performance, longevity and cost.

The National Championship Points Series is ready to go for 2012. We have reviewed the performance

of drivers at actual races in 2011 and prior years using different computer scenarios to determine what works best.

What you see is our best effort. If we need to make adjustments for 2013 we will. The idea is to get the finishing order to reflect actual on track performance and at the same time not give any advantage to large or small racing venues. The system is weighted toward finishing a weekend with the races later in the weekend being the ones that count for points. This rewards keeping it on track and allows those less familiar with any specific venue to have a good opportunity to compete. The one area that has severe consequences is receiving a 13/13 sanction. This could be from cheating or from being found at fault in an incident. Any 13/13 will cause the driver to be ineligible for a National Championship. A complete description of the points series rules appears on page 14.

It is about time to get ready for Sebring. Be safe!

Bryan 

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

I finished out the back of the company shop last spring, adding a lounge area and a small kitchenette. I bought two gallons of a premium paint custom mixed in a nice earth tone with which to paint the walls. This paint included the primer and paint all in one can. The manufacturer touted an easy one coat coverage. I was skeptical, but thought

I would give it a try since I did not want to spend a lot of time painting.

The product was great; it indeed covered in one coat. I finished painting both areas using less than one full gallon. I also completed the job in one evening. While the paint cost more up front, the time savings was significant and the final results beautiful, if I do say so myself.

Recently, I finished out an extra room at the company office. This time however, the company president handed me a five gallon bucket of "commercial quality" white paint. He provided five gallons of paint even though the new room wall square footage was no more than the square footage of the lounge and kitchenette I had painted earlier in the year.

2012 Club Racing Schedule


| Dates | Event | Region | Region Contact |
|------------|--|--------------------------------|--|
| Feb 2-5 | Sebring International Raceway* | Gold Coast Suncoast Florida | Dan Smithyman 954.224.4717 dansmithyman@bellsouth.net David Herndon 727.804.1439 davidh2310@gmail.com |
| Mar 16-18 | Texas World Speedway* | Lone Star | Jim Troxel 713.529.7050 geotrox@aol.com |
| Mar 23-25 | Road Atlanta* | Peachstate | Dave Barton dbarton944@gmail.com |
| Apr 20-22 | Auto Club Speedway* | Zone 8 | Vince Knauf 619.287.4334 vvvince@aol.com |
| Apr 27-28 | Lime Rock Park | Connecticut Valley | Gary Hansen 203.270.8391 racedirector@cvrpca.org |
| May 26-27 | Buttonwillow Raceway Park | Golden Gate | Carl Switzer 408.206.0615 switzer.carl@gmail.com |
| Jun 1-3 | Watkins Glen International* | Zone 1 | Jennifer Webb 514.235.0157 jenniferbischoff@hotmail.com |
| Jun 2-3 | Motorsports Park Hastings | Great Plains | John Krecek 402.505.9911 jkrecek@investorsomaha.com |
| Jun 9 - 10 | Miller Motorsports Park* | Intermountain | Ed Mineau 801.278.9681 emineau@comcast.net |
| Jun 15-17 | Rose Cup Races Portland International Raceway | Oregon | Peggy Ann Walker 503.913.7987 peggyw@weattrailers.com |
| Jun 16-17 | GingerMan Raceway* | S E Michigan | Jeff Amos 248.760.0672 jeffamos@comcast.net |
| Jun 22-24 | VIRginia International Raceway* | Zone 2 | Mike Andrews 215.589.5633 Mra.1954@gmail.com |
| Jul 28-29 | Brainerd International Raceway* | Nord Stern | Roger Johnson 763.557.9578 rsamerica93@comcast.net |
| Aug 11-12 | High Plains Raceway* | Rocky Mountain | Kathy Fricke 303.499.6540 katfricke@msn.com |
| Aug 17-19 | Mid Ohio Sports Car Course | Mid Ohio | Dave Hayden davidhayden@windstream.net |
| Sep 1 - 3 | Road America* | Chicago | Keith Clark 630.514.5937 kc_design@sbcglobal.net |

* Indicates Enduro Event

As I started painting with the commercial paint, I quickly realized the coverage was nowhere near the quality of the premium paint I used at the shop. In fact, the first coat coverage was more like a terribly thin primer. I mentioned to the president that this paint would require more than one coat. He replied that he always expected it take at least two

coats. Since real work was a little slow and I did not have any pressing projects I painted on.

Over the next two days I painted that room three times and used almost the entire five gallons. The final result was a mediocre finish that resembled a well used medical examination room in an overworked and overcrowded community free clinic.

The lesson here is that you do the very best you can with what you have. Sometimes quality comes easily and quickly, all in one can so to speak. Other times, the very best labor still yields a mediocre result. It all comes down to what one has to work with in the beginning - premium products or otherwise. 

View from the Tower

By Vicki Earnshaw, Chief National Steward



I just returned from an amazing display of Porsches at the Rennsport Reunion IV. PCA Club Racing had two run groups with one of those being the feature race, Rennsport Reunion Cup, of the weekend with 50 cars in the GTC3, GTC4 and GTC5 classes. I want to acknowledge not only the racers in both those groups for their outstanding display of PCA Club Racing, but that also this event could not have happened without all the time and effort from Bryan Henderson. He was the Event Chair and the Steward for a new event which entailed countless emails and phone calls. Bryan, your efforts were appreciated and the event was a true representation of PCA Club Racing. Also thank you Susan Shire for your countless efforts to try to register as many racers as we could and answer all those questions.

Are you aware of the performance of your car?

This year at the High Plains Club Race we invited David Murry, PCA Club Racing Driving Coach, to coach the racers. If you have the opportunity to be at a track where he is coaching, you should pursue his expertise. He drove some cars, critiqued many in-car videos, recommending line changes for drivers, and setup options for cars. It is a common occurrence to hear from seasoned racers that David's suggestions transformed the way the car handled and also how lap times improved.

The track line was improved at High Plains Raceway by braking later and extending the braking zone, sometimes to the apex, resulting in faster lap times. At the driver's meeting David brought up a new challenge - looking at the setup of your car. Do we compensate for this situa-

tion with our driving? Does some of that become a factor in car control? Could that be a factor when we lose control of the car and have car damage? David shared the following thoughts:

"We at PCA work so hard at our driving when we are trying to go faster and improve lap times. Unfortu-

Development - things we change on the car.

Setup - things we adjust on the car.

nately sometimes physics gets in our way. A car can only go so fast though a given corner no matter how much we 'will it' to go faster. When we try to push beyond those physical limits of the car we end up in a tire wall or another car with damage and a possible 13/13. We do need to always work on our driving but there is another factor that can allow us to go faster, the car development and setup.

Development means things we change on the car like wider or stickier tires, new rear wing and or front splitter, new engine with more horsepower, new tranny or diff, etc. Setup means things we adjust on the car like shock settings, wing angle, sway bar settings, ride height, etc.

These things can make our car capable of going faster and improve lap times with even less driving effort on our part.

We also need our car to be 'raceable' which means you can change directions quickly without worrying about the car spinning. Shock settings will accomplish the part of making the car raceable. More compression in the front and more rebound in the rear will make transitions less nervous at the rear and capable of making those quick moves for passes easier and safer.

Log all of your current settings and then go experiment by changing settings on shocks, sway bars, wing, ride height, etc., and see what it feels like. You can always go back to the original settings. Don't get stuck driving the same setup for years, not knowing if it could be better."

Who has the corner?

I want to thank Carl Tallardy for the 360 degree awareness article in the last issue of CRN. The 13/13 rule puts a lot of responsibility on each racer to be aware of the drivers he or she is competing with. We place the responsibility on the overtaking car to complete a safe pass. The car ahead at the turn in has the corner. Unless the car executing the pass is at the front bumper or ahead, the pass has not been completed. Backing off, braking hard, and having a way out are a few options to avoid contact with the car ahead. Some of you race in other venues where the front door or front wheel of the car you are passing gives you the corner. We do not want to advocate "dive bomb passing" moves and we stand by the procedure mentioned above.

Continued on page 12

*Congratulations to Rennsport Reunion Cup
winners Rich Walton and Cooper MacNeil.*

*And to everyone else, no big deal,
you still drive a Porsche.*



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From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



All stations, all stations – control; with 10 minutes remaining your leaders are: 89, 437, and 76.”

“Control – station 12; we have 437 as the leader.”

“Station 12 – control; timing and scoring confirms 89 is the leader.”

“Control - station 12; How’d he do that? He even made an extra pit stop.”

A good corner worker crew can always tell you the top three leaders during a race. However, with the introduction of mandatory pit stops during an enduro, even the best corner crew can lose track of the overall race leader. When a corner crew questions the race leader, I know I have a good and interesting race at hand. This was the case for the enduro at the Intermountain/Ken Garff Porsche Club Race at Miller Motorsports Park.

Car #437, a GTA1 2005 996 GT3 Cup, driven by Andy Wilzoch (RMT) qualified on the pole and led the first 14 laps of the 60-minute enduro. Wilzoch’s laps were two or more seconds quicker than the rest of the competition. In the race Wilzoch

created a 4:47 gap over the then second place car, and second place qualifier #76, a GT3R 1997 RSR driven by the team of Alex Welch (RMT) and Alexandria Sabados (RMT) when the #76 team stopped to pit.

So how did Wilzoch give up such a commanding lead during his mandatory five minute pit stop, not

rather the pit stop of Spencer that occurred seven laps earlier.

Early in the race, an incident in turn-1 (Sunset Bend) created a local yellow flag. The track workers tried to clear the incident but could not remove the mechanically crippled car without disrupting race traffic on the track. Thus, after more than one lap of the local yellow flag the race course went double yellow flag and the pace car entered the track to gather the field to begin lap nine.

Spencer, either from driver skill at observing the clean up efforts of the crew in turn-1 and anticipating a double yellow flag or with pure racing luck, drove onto pit road. Spencer crossed the pit Start/Finish loop just 1:27 seconds before the track went full course double yellow. Since Spencer was already on pit road when the double yellow flag was displayed, he could continue with his pit stop. Spencer then sat on pit road ticking off the remaining seconds of his five minute stop while most of the field circulated around the track behind the pace car at significantly slower than race lap speeds. The one lap of double yellow flag behind the pace car took 6:30 to complete. This pace lap was more than twice as long as Wilzoch’s best race laps which were under 3:00. During this pace lap, Spencer completed his five minute stop and rejoined the pack. Spencer was 5:37 behind leader Wilzoch as racing resumed again under the green flag to begin lap 10. The 5:37 equated to Spencer being one lap and eight seconds behind the leader, and Wilzoch had not yet made his required five minute pit stop.

However, there is more to the story as Spencer got clocked speeding (as did many others) on pit road during his pit stop. Spencer returned

When a corner crew questions the race leader, I know I have a good and interesting race at hand.

to the second place car, but to the #89 fifth place car of Peter Spencer (POL) driving his GTB2 2007 GT3? Spencer had not cracked the top four positions during the first 14 laps and his best lap time was five seconds slower than Wilzoch’s. The answer lies not in the pit stops of Wilzoch and the Welch/Sabados team, but

| | No. | Name | Laps | Lead | Lap Tm | Elapsed Tm | Pe |
|-----|-----|------------------|------|------|----------|------------|----|
| 153 | 22 | MICHAEL ZUIEBACK | 7 | 7 | 3:08.939 | 21:49.360 | |
| 154 | 421 | DOUG TURNQUIST | 6 | 7 | 3:34.204 | 21:56.702 | |
| 155 | 486 | ROBERTO ALBARRAN | 7 | 7 | 3:11.768 | 22:02.231 | |
| 156 | 15 | AL TILEY | 7 | 7 | 3:11.906 | 22:03.018 | |
| 157 | 89 | PETER SPENCER | P 7 | 7 | 3:29.809 | 22:03.989 | |
| 158 | 941 | JOHN HUNT | P 5 | 7 | 7:26.748 | 22:12.226 | |
| 159 | 21 | OTTO SILVA | 6 | 7 | 3:41.937 | 22:26.122 | |
| 160 | 186 | JEFFREY BOGARRD | 6 | 7 | 3:41.492 | 22:26.974 | |
| 161 | 814 | JAN BJERNFALK | P 6 | 7 | 4:05.761 | 22:32.945 | |
| 162 | 596 | MARK BROUSE | P 7 | 7 | 3:43.207 | 23:01.194 | |
| 163 | 821 | JOSEPH BAJO | 6 | 7 | 3:57.048 | 23:09.902 | |
| 164 | | Yellow Flag | | | | 23:30.462 | |
| 165 | 414 | DARRELL TROESTER | 7 | 7 | 3:27.487 | 24:03.111 | |
| 166 | 888 | GUS STRIBAKOS | 7 | 7 | 3:26.893 | 24:05.918 | |
| 167 | 38 | SIMON PECK | 7 | 7 | 3:31.522 | 24:21.845 | |
| 168 | 437 | ANDY WILZOCH | 8 | 8 | 3:27.450 | 24:37.453 | |

Spencer crosses the pit Start/Finish loop at 22:04 into the Enduro (line 157), just 1:27 before the full course yellow flag at 23:30 (line 164)

to pit road under the green flag on lap 12 to serve a stop and go penalty. This extra trip down pit road cost Spencer an additional 50 seconds above his normal lap time. When Spencer rejoined the race, he was one lap and 1:03 behind the leader Wilzoch. With Spencer lapping the track in 3:04-3:06, this means Spencer is just over four minutes behind Wilzoch, who again has yet to stop.

Wilzoch makes his mandatory pit stop at the completion of lap 14, and 35 seconds later Spencer crosses the Start/Finish line to get his lap back from Wilzoch; they are now both on the same lap. Spencer is now slightly more than three minutes behind Wilzoch with Wilzoch about one minute into his five minute pit stop. When Wilzoch exits pit road after his pit stop, he rejoins the race in second position 58 seconds behind Spencer, who has just taken the overall race lead on lap 15. Wilzoch will close the gap to 46 seconds over the next three laps as time winds down to the

| | | | | | | |
|-----|-----|---------------------|----|----|----------|-----------|
| 305 | 421 | DOUG TURNQUIST | 13 | 14 | 3:23.803 | 52:28.365 |
| 306 | 89 | PETER SPENCER | 15 | 15 | 3:06.644 | 52:39.735 |
| 307 | 55 | BOB JONES | 13 | 15 | 3:27.297 | 52:45.184 |
| 308 | 176 | ADAM JASPERS | 13 | 15 | 3:27.858 | 52:47.361 |
| 309 | 141 | BLAKE TROESTER | 13 | 15 | 3:29.607 | 53:03.870 |
| 310 | 414 | DARRELL TROESTER | 14 | 15 | 3:23.015 | 53:05.464 |
| 311 | 56 | STEVEN BRAND | 13 | 15 | 3:32.979 | 53:06.626 |
| 312 | 888 | GUS STRIBAKOS | 14 | 15 | 3:27.019 | 53:23.290 |
| 313 | 437 | ANDY WILZUCH | 15 | 15 | 7:35.992 | 53:27.201 |
| 314 | 76 | A WELCH / A SABADOS | 15 | 15 | 3:06.708 | 53:44.866 |

Spencer takes the overall race lead on lap 15 (line 306) at 52:40 into the 60-minute Enduro. Wilzoch (line 313) completes his pit stop with only 6:30 remaining, which is slightly more than two laps, to make up the 48 second gap to race leader Spencer.

checked flag. Similarly, the team of Welch/Sabados remains behind Wilzoch, unable to make up the time lost following the pace car back on lap nine.

The Miller enduro is yet another example of how the fastest car does not always win the race. I've written about such events in other CRN articles. In the case of the Miller enduro, possible driver savvy combined no doubt with racing luck placed Spencer on pit road when the four mile

race track was covered with a double yellow pace lap. This twist of circumstances on lap nine would later catapult a fifth place competitor to the front of the field on lap 15 when the leaders made pit stops under the green flag. The corner workers could not have foreseen this turn of events, and likewise I suspect the drivers on the podium were also asking, "How'd he do that?" 🏁



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2012 Rules Changes

By Walt Fricke, Technical & Rules Chair



Here are the rules changes for 2012. The gist of the wording of the final rule to be integrated into the rule book appears in standard type. Commentary on why a rule was adopted or rejected appears in italics. The 2012 Rule book should be available as a downloadable PDF file early in December, 2011 with the possible exception of any changes adopted for SP1, SP2, SP3 and SP911.

SAFETY:

1. Steering wheel air bags may be removed or disabled.
Because of the differing effects of doing this on the various models, this will not be mandated, as it is believed that they have already been removed, as the rules allow, from the early model cars where their incidental actuation would be most problematic, and where the windshield is normally broken when they go off.
2. Exterior window clips and straps are allowed to ensure retention of the windshield and rear glazing.
Clips and straps are mandated by some sanctioning bodies. We have not had problems which would support requiring them, but they should not disqualify a car as they are not performance enhancing.
3. Sunroof operating mechanisms must be electrically or mechanically disabled or disconnected with the sunroof locked in the closed position, and sunroof motors may be removed.

GTC:

1. *The National Staff will negotiate with tire manufacturers to determine which tire will be the specified tire for use in GTC3, GTC4, and GTC5. If negotiations fail,*

tires in these classes will remain free. The decision will be announced in time for racers to prepare for Sebring.

2. The catalytic converters in GTC2 may be replaced with a cat bypass pipe.
Porsche no longer stocks this part, and there is no suitable substitute available.

STOCK:

1. Aftermarket fuel rails are allowed in front engine cars as long as the stock fuel pressure regulator and damper are used and fuel pressures are stock.
2. The Stock 3.B. tire tread depth requirement is replaced with: No car may enter the track with cord showing on any tire.
3. The minimum weight for all 3.2 911 Carreras is changed to 2779 pounds, and they may use any ECU/DME and any ECU chip native to US 3.2s during model years 1984 through 1989.
Racers are warned that this is an experiment, and if these allowances prove to give these cars an unwanted advantage in their classes, they will be changed for future years.
4. The soft top and its mechanisms may be removed from cabriolets to accommodate the roll cage.
It appears that a proper roll cage cannot be installed on Boxsters with these parts in place. Removal is allowed for the Spec Boxsters, and all of those cars have done that. Since we do not allow racing with the soft top up anyway, and should allow Boxsters to be prepared and raced in the Stock/Prepared classes, this allowance is appropriate and should be extended to all cabriolets.

SPEC BOXSTER:

1. The Spec tire in SPB is the Toyo RA1.
This tire, unshaven, serves as the rain tire as well.
2. Lexan windshields are allowed.
3. The engine air injection system may be removed.
4. Transmission oil coolers are allowed.

OTHER:

1. The pit lane speed limit in Appendix E (Enduro Protocols) at paragraph 3 is changed from 30 to 35 mph. This speed limit applies throughout the event, but the method of its enforcement is up to the steward.
2. Night Racing Lighting rules are adopted as an Appendix, except item E [See CRN 11.3, page 14].
3. A discrepancy between Safety rule 18 and Appendix C on the location of the required electrical cutoff has been resolved in favor of that found in the Safety rules: A disconnect switch (or the switch controlling a solenoid disconnect) must be externally mounted, or a pull wire, cable, or rod which actuates the cutoff must be external to the car's body.
4. A listing of approved aftermarket parts (e.g., 944 front A-arms) as contemplated by the Rules will be published as an Appendix. Approval only means that use of these parts will not result in disqualification of the car and is not an endorsement of them or their strength or suitability for the application.

PROPOSALS NOT ADOPTED:

- Allow aftermarket suspension links in GTC3, GTC4, and

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GTC5 as long as they maintain the same geometry.

Factory parts are available for this. While the link is usually sold as a unit, each piece has a separate part number which can be ordered.

- Allow GTC3 996 motors to be rebuilt using 997 Cup heads. 996 heads are available and the 997 heads increase power.

- Stock - Removal of vacuum systems.


Exhaust air injection systems are already removable, and allowing mass removal of vacuum hoses and piping will make inspection for rules compliance more difficult than it already is.

- In the stock/prepared classes, ballast is limited to the driving compartment. This is interpreted to mean the passenger compartment, which is the area where there are or were seats for people. Data will be gathered during registration in 2012 on how much

ballast stock cars are running in order to determine a reasonable limit on ballast.

- Stock/Prepared class racers are reminded that all Porsches came with a rev limiter, and their cars must have one which does not allow the engine to exceed the factory specification.
- Allowing any shock valving for the SPB shocks was seen by most commentators as contrary to the spirit of a spec class, and Bilstein asserts that the PSS9 valving is within the range appropriate for the springs.
- Comments on allowing any clutch/pressure plate/throw out bearing in SPB were evenly divided, and the need for this change is not sufficiently evident, as systems currently allowed work well.
- The need for any change concerning SPB drop links is not evident.

CORRECTIONS TO CLUB RACING RULES AND INTERPRETATIONS - SPB:

The article seeking comment on rules announced that the 2012 rule book will have a few changes to better reflect what is already allowed or intended. No comment was solicited, as they are already in effect. Nonetheless, some SPB racers objected to the announcement that the PSS10 is allowed. Because Bilstein informed us in January, 2011, that they were discontinuing the PSS9, it was imperative that there be a shock available for use in SPB which could be obtained through normal retail channels. We were informed that the PSS10 would be available for SPB, and made them an alternative. It now appears that Bilstein has no plan to produce the PSS10 for SPB, and that it has a small stock of PSS9s remaining; they might produce more. Accordingly, the PSS9 will remain the SPB shock until further notice .

Boots on the Ground

By Ray Newman, Chief National Scrutineer



As we come to an end of another great season, I thought it would be good to share some of what we have seen over the year. Hopefully, it will fuel the winter projects in getting the car ready for next season.

But first I would like to thank the over 30 men and women who serve as scrutineers for our races. They give up weekends, vacation time, family time etc. to come and help you play. They are a wonderfully dedicated crew working to keep you safe and fair. Thanks gang, it is a pleasure to be associated with all of you. Now on to other business.

You folks scare me...

I may have covered this before but it is worth repeating. New, old, fresh built, factory built - it just does not matter. The seat mounts take a lot of stress. We have found loose bolts, loose sliders, improper sliders, and broken floor mounting points. Our test starts pretty simple; we grab the seat and try to move it. If it moves, we look deeper. You folks scare me when we find loose or broken seat mounts.

Older GT cars owners, you know if you qualify for this one. Over the past year we have found a surprising number of cars with out of date safety equipment or non-compliance to rules that went into effect a while ago. Some of these infractions are from folks who have been around a while and really should know better. Please don't use scrutineers as your maintenance enforcer. Rather do your homework before you get to the track. Then you can enjoy the event


rather than running around looking for new stuff.

Those who have been racing the same car for many years have learned through experience, internet conversations, and over beers, that certain parts of cars tend to take the abuse less well than others. Our war horse has been tweaked, tuned and improved and most have learned what needs special attention on their car each year: what parts can be maintained, what fasteners should be replaced and how often. I strongly encourage you to look even deeper. Those 20 year old parts will crack and break in areas that are hard to see. Aluminum castings, such as rear suspension arms, are breaking at the track with evidence that the break started before the complete failure.

We now have a new class of old war horse racecars in the mix - the GTC3 classed Cup cars. Even though it is a factory built racecar, it is not impervious to stress related fatigue, especially given that some of these cars are approaching 10 years old and have led a strenuous life. Each time you torque a bolt, you tend to stretch it a bit. How much for what type of fastener is a discussion for another time, and one that I am pretty sure I am not qualified to contribute much substance. Cup cars with center mount wheels are applying an incredible amount of torque to that single mounting point. This then becomes a possible failure point. Rumor has it from the shops that know, that the axle stub is a 50 hour part, replaced with new to prevent failure.

Rather than me dribble on and on about these things, I am going to refer the owners of these cars to the Porsche service recommendations in the manuals. The intervals are defined for quite a list of things. Even if you don't work on the car, you should

read the manual to understand the animal you have chosen for your mount and what is required in the care and feeding to keep it reliable and safe.

Thanks for a great season. Get those credit card balances, whoops sorry, Racing Budget Funds in order and see you next year. 

View from the Tower


Continued from page 6

Question: You are racing an enduro and a double yellow is at all corners and it is after the first 15 minutes of the race. Can you come into the pits?

You may not come into the pits for your mandatory five minute stop. But if you need to use the hot pits they are open for mechanical stops. An example of a pit stop under double yellow would be to change a tire or tires or any mechanical problem you need to address. Rule 1 of the enduro protocol states that a driver or crew member shall notify a National Scrutineer when a pit stop is not to be considered a mandatory stop.

Get ready for next year!

The 2012 Club Race Schedule is developing. Notice a few race events have changed their dates. You can monitor this through our website. You should also review your contact list and make appropriate changes especially in the emergency contact section. Use this winter to evaluate where you can improve your driving and improve knowledge of car setup so 2012 is even more fun than 2011. Have a wonderful Holiday and see you at Sebring!

Vicki 



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National Championship Points Series Rules

By Bryan Henderson, Chairman PCA Club Racing

I. Purpose

The purpose of the PCA National Championship Points System is to determine a PCA National Champion and a subsequent finishing order in each class for each calendar year.

II. Eligible Drivers

Drivers must be PCA Club Racing License holders in good standing.

III. General Points

All races where points are available will have the same basic structure for earning points. Only races with standard starting and scoring will be points scoring races. For example, handicap races or inverted grids will not be points scoring races. Any points scoring races must be open to all racers. Any race that has special qualifications will not award points. For example, night races with extra experience requirements will not award points.

IV. Position Points

Position points will only be awarded for finishing positions in class. The overall finishing position within the group does not earn points. Racers who finish first in class will earn 10 points, second 7 points, third 5 points, fourth 4 points, fifth 3 points, sixth 2 points and seventh 1 point. Points will be awarded in class for enduros in the same way as in sprint races. If two or more drivers share a car during an enduro, the total points earned by that car will be split equally among the

drivers who drove it in that race.

V. Bonus Points

A racer will earn one (1) bonus point for each car in class that finishes the race behind the car driven by that racer. Bonus points will be earned by all cars finishing the race except the car that finishes last in the class. Cars that do not finish the race (DNF) or are disqualified (DQ) do not count as cars beaten in the class. There will be a 10 point limit on bonus points available in any race. For example, the car that finishes 21st in a 22 car field where all 22 cars finish will earn one (1) bonus point. In that same race the car that finishes first will earn 10 bonus points.

VI. Event Points

Each racer will earn five (5) points for each event attended where the racer starts at least one scheduled race. The fun race does not count. To qualify as starting, the racer must have passed the starter stand on the track after the green flag has been displayed to start the race. A late start after the field has started will count as a start if the racer passes the starter stand on the track. There will be a maximum of 25 points available for each year in this category.

VII. Championship Totals

The best eight (8) race points totals for each racer in all

points scoring races for the year will count toward the National Championship. Ties for the first three positions will be broken by the highest total in the ninth race then tenth race etc.

VIII. Points Races

Not all races in a race weekend will have points available. The final scheduled sprint race will have points awarded. If an enduro is offered, it will have points awarded. If an enduro is not offered, the second to last scheduled sprint race will have points awarded. There will be two points races per class. For example, suppose a race event has three groups of races (red, green, and yellow), and each of those groups have two sprint races and then the racers are re-grouped and there are two enduro races (purple and pink). In this scenario, the final sprint races for red, green, and yellow are the points scoring sprint races and both of the enduros, purple and pink, are points scoring races. For purposes of figuring out which races are points races, the final schedule approved by the steward prior to the beginning of the event will be used.

IX. Schedule Changes

If the event National Steward determines that the event schedule must be changed after it is posted as final for any reason, for example for weather or track issues, the steward will

announce which two races (if available) will be the points scoring races when the revised schedule is announced. The goal in that case will be for racers to stay for as much of the event as safely as possible. The steward's decision will be final.

X. **Review:**

Any driver who believes that points awarded in any race are inaccurate may request a review of the points awarded by written request (email is acceptable) to the National Chairman within thirty (30) days of the last day of the race in question. The request shall provide all documentation and/or justification as to why the points awarded should be reviewed.

XI. **13/13 Sanction**

A 13/13 sanction (probation or suspension) during the calendar year will cause the sanctioned driver to be ineligible

for a National Championship. The driver will be dropped from the National Championship points totals.

XII. **Racecars**

All racecars scoring points must be properly classed and have a current log book. Disqualification of the car due to performance related compliance issues will cause at a minimum a loss of all points that have been earned by that car while in a non compliant condition. For example, disqualification of the car due to illegal engine modifications discovered after the last race will cause a loss of all points earned by that car from the weekend and possibly a 13/13 sanction. Disqualification based on the car being underweight by less than thirty pounds will cause a loss of points for the session immediately prior to the weighing. Disqualification

caused by the car being thirty pounds or more underweight will cause a loss of all points earned that weekend prior to the disqualification.

XIII. **Zone Championships**

In addition to the National Championship Points System, each PCA Zone will have a Zone Championship. Points will be totaled by Zone for each racer whose home region is in that Zone. Zone championships will include points scored in races outside of the Zone. Zone totals will include all races the drivers have run in or out of the Zone. For example, a racer whose home region is in Zone 2 will earn points for the Zone Championship in Zone 2 from a race in which he/she has competed in Zone 5 during that championship year if it is among his/her best eight (8) point totals for that year.



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Oktober FAST at Daytona International Speedway

By Kurt Konrath, PCA Club Racer (Chicago Region)

The 2011 PCA Club Race at the Daytona International Speedway was an incredible and memorable experience. Our Midwest contingency included Daytona veteran John



Photo by www.colourtechsouth.com

Kurt Konrath (CHO) navigates the Bus Stop in his '87 911

Fried (#172, GT3R) from the Milwaukee region and newcomers John Glueckert (#358, stock E) and myself (#518, prepared G) from the Chicago region. Transportation and support was provided by Joe Donovan and Austin Stich of CS Motorsports from Milwaukee. Unfortunately it rained most of the weekend with (no kidding) monsoon warnings at one point. When Glueckert and I arrived at the track Friday morning we quickly learned that our weekend had already started a bit rocky. The CS Motorsports rig that transported our cars down to Daytona lost its brakes in the mountains of Tennessee. Austin skillfully avoided disaster by "riding it out," taking the big rig to speeds it had never seen before. Nice job Austin!

Friday practice was mostly dry and by the third session, I was hitting 149 mph regularly and even hit 151 once; as fast as the car would go

and I have ever been. Saturday we had two sprint races in the rain, and I mean RAIN. I don't mind driving in the rain when you can see, but following cars going 140 mph on the banking into a turn when you can't see 50 feet in front of you is reason to lose your mojo. Still new to the track, I was backing out of the throttle looking for identifying markers while the more experienced Daytona veterans pressed through the mist deep into the brake zones. I couldn't force myself to keep my foot down not knowing if I was heading into a pileup. All things considered both

I had apparently been wading in a goldfish bowl

Glueckert and I survived without penalty and did well. Fried did not run his open cockpit slick ridden GT car for obvious reasons. Glueckert did particularly well placing second of seven E-classed cars in Sprint 1. I finished the race second of three in G-class after narrowly (2:14.143 over 2:14.162) qualifying first of four the previous day during the third practice session.

Vowing to do better in Sprint 2, we saddled up for another rain drive. My best lap time from the first sprint race pushed me back to the eighth position in the starting field. A spin by me in the infield on the first green lap did not help matters. Still tightly

grouped from the start, I had to let the field go by me before re-entering the race. Now DFL, I was on a mission to at least regain second in class. The first place G-class 951 Cup of Daytona veteran Alain Goulet was



Photo by www.colourtechsouth.com

"Crazy fast" Alain Goulet (REN) in his '88 951 Cup

crazy fast. He also liked to spin, perhaps more than me. I set out passing many cars very carefully. I finally got around the second place G car and then set my sights on the first (I think he must have spun at some point too).

Suddenly, with two laps to go while coming out of the bus stop and finessing the throttle ever so carefully as I hydroplaned onto the banking, the engine cut out and then came back. I looked down at my feet. I had apparently been wading in a goldfish bowl for a while. I knew I might be in trouble since the ECU sits under the seat. As I drove on the banking - more cutouts at 6K rpm. I had to pull in and DNF.



Photo by www.colourtechsouth.com

Konrath exits a wet Bus Stop only to have his engine cut out

Glueckert had the drive in Sprint 2. He finished first of six in E-class in the rain, sixth overall - the Rain Meister. He had a first AND second in class that day, in the rain, at a new track. Very proud we were. We celebrated with the crew



Photo by www.colourtechsouth.com

John "Rain Meister" Glueckert (CHO) pilots his '91 944 S2

accordingly that evening reliving that day's Ricky Bobby moments. Way to go John!

When the boys got back to the garage after seeing John safely take the checker, they quickly started taking my car apart. They swarmed it. Both Joe and Austin of CS Motorsports are incredible problem solvers, mechanics and race support staff. Joe removed and dried out the DME unit, removed and cleaned the rotor and cap, removed a spark plug to check, and plugged the holes in the floor causing the hull breach. Austin removed the mass flow and cleaned the wire sensor

and checked the coil. We also replaced the DME relay for good measure. In about one hour the car was solid again.

Joe accordingly pissed off our garage neighbors by the repeated redline pad-dock drive bys to diagnose the car. I think he was actually trying to impress them. Oh, our neighbors, none other than gold medal professional X-Game skateboard champ Bucky Lasek (SDO) and crew. Joe was clearly excited and walked around like a school girl with a crush all weekend hoping to get an autograph. We had to keep him away from Bucky so he would stay focused. He did get the autograph finally.



Photo by www.colourtechsouth.com

X-Games medalist Bucky Lasek (CHO) driving his '07 GT3 Cup

Sunday was the combined Blue and Red group enduro. We all talk about closing speed differentials when fast and slow cars share the track, but I have



Photo by www.colourtechsouth.com

The Brumos Porsche pace car made many wet laps during the weekend

never seen or experienced anything like the differentials at Daytona. I qualified first in class that morning in the dry with a last minute tire change to race tires. Cup, GT and one stock class car were ahead of me on the grid. At race start, a couple position swaps and the course went double yellow immediately.

Continued on page 20



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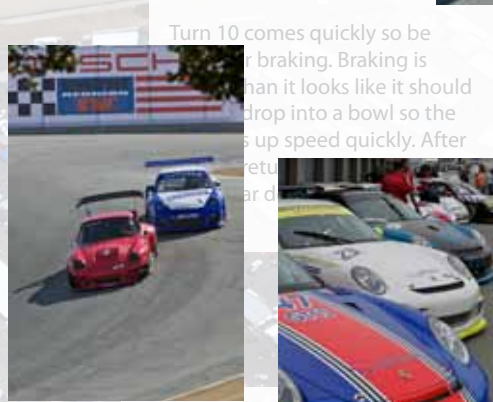
RENNSPORT REUNION IV



Photos by Steve Rashbaum, Sponsor Coordinator (Chicago Region)



Turn 4 is a fast radius turn with no banking so it is not uncommon to have the car slide at the exit. Don't turn in early as that may lead to lifting at the exit and an almost certain slide or spin.

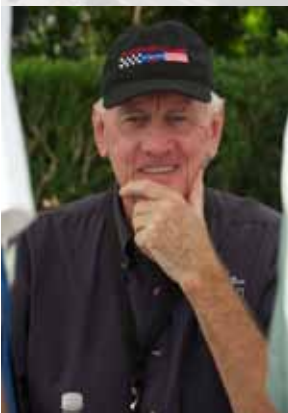


Turn 10 comes quickly so be ready for braking. Braking is more than it looks like it should be so drop into a bowl so the car picks up speed quickly. After the turn return to full throttle as early as possible.

Turn 11 is the slowest corner on the track. Start braking early. You are also heading onto the longest straight. It is very much a slow in, fast out approach.



Aim the car to the number two marker. It is very difficult to slow down to try but not to. The approach is key.





sign bridge. Turn 7 turn i
just past the end of the cu
blind crest so that the car is
approach The Corkscrew. B
continue until just past tur



Turn 6 is a corr
out for. There
and too much
forward can m
by the apex. S
bridge for a s
to a mainten
turning in.



The Corkscrew. Turn in is late so
you can go straight down the
hill. The drop is blind so look
toward the oak tree that is close



you up for th
u head down
me throttle t
the rear of



Turn 5 begins t
The slight bank
is important to
speed up the h
slightly longer,
than shorter ab
speed down.



Stay to the left as you exit pit lane
to enter the track between Turns 2
and 3 on the left. The racing line is
to the right at the exit of Turn 2. It is



Turn 2 is the Andretti Hairpin. For



OktoberFAST

Continued from page 17

Pace car out, restart, one more fast lap, another double yellow. As we grouped back up, the rain started. First drips, then rain all while under double yellow. Another restart, still on race tires, it still felt pretty good. The Cups on slicks could barely stay on the banking. Many cars had gone in for tire swaps. My plan was to stay out as long as I safely could




Photo by www.colourtechsouth.com

John Fried (MIL) found little comfort in the rain driving his open '73 914-6

and wait for a green flag to go in for a tire swap. Another double yellow just as the skies opened up. Coming out onto the banking from the infield (turn-6), I almost kissed the wall due to hydroplaning. That was enough. I could barely go fast enough to stay on the banking with the rear of my car literally sliding down as I gently applied throttle. I came in and

the boys changed me to rain tires. I went back out and shortly all corners went black due to monsoon warnings.

Back in the hot pits we sat for 30 minutes until the rain subsided. When we finally restarted, it was still raining, but there was less standing water. Unbeknownst to me, I was the first car to take the checker flag for the 90-minute Enduro competitors, about 30 minutes later. The crew seemed a bit more ecstatic than usual as I entered the pits. They told me I had taken first place overall. Nah, I didn't believe them until they announced my name on the PA system. Another lap or so and I'm sure the fast cars would have caught me as the track was drying. Glueckert broke a control arm or shock mount on the first lap of the race, so unfortunately he was out. Fried started the race in the dry, but became a pirouetting ballerina on ice skates across the start finish line when the monsoon came.

It was a good weekend and an unforgettable experience for sure. We brought our cars home in one piece after some pretty hairy racing. It was the most intense rain driving I have ever done. And that banking – it is something else for sure. If you ever have the chance and good fortune to give it a try, as Ferris would say, "I highly recommend it." 

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2011 Late Season Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



| <u>Name</u> | <u>Region</u> | <u>Class</u> | <u>Description</u> | <u>Start</u> | <u>Finish</u> | <u>Index</u> | <u>Race</u> |
|--|---------------|--------------|--------------------|--------------|---------------|--------------|---------------------|
| High Plains Raceway | | | | | | | |
| Guy Danielson | MAV | GTC3 | GT 03 91 CUP | 15 | 11 | 4 | Group 1 Sprint 1 * |
| David Speights | RMT | GTB1 | GT 09 CAYMAN S | 16 | 12 | 4 | Group 1 Sprint 1 * |
| Walt Fricke | RMT | GT4R | GT 68 912 | 11 | 6 | 5 | Group 1 Sprint 2 |
| Bill Jacobi | CMR | D | GT 79 911 SC | 39 | 31 | 8 | Group 2 Sprint 1 |
| Ricardo Goncalves | RMT | D | S 77 911 | 14 | 12 | 2 | Group 2 Sprint 2 |
| Al Hess | KSC | E | S 90 964 C4 | 44 | 31 | 13 | Enduro |
| NJMP Thunderbolt Raceway | | | | | | | |
| Bela Sztanko | CTV | D | S 81 911 SC | 10 | 1 | 9 | Blue Sprint 1 |
| Chris Reinsborough | CTV | E | S 91 911 C4 | 10 | 8 | 2 | Blue Sprint 2 |
| William Slowikowski | CNY | GTC2 | GT 97 993 CUP | 29 | 14 | 15 | Yellow Sprint 1 |
| Gene Kim | CTV | GTC3 | GT 01 GT3 CUP | 11 | 7 | 4 | Yellow Sprint 2 * |
| Dan Petchel | SCH | H | S 99 996 | 34 | 30 | 4 | Yellow Sprint 2 * |
| Racers set their own grid rather than using qualifying order | | | | 0 | 0 | 0 | Combined Sprint 1 |
| Peter Debusmann | SCH | H | P 96 993 | 5 | 3 | 2 | Combined Sprint 2 * |
| Chris Reinsborough | CTV | E | S 91 911 C4 | 4 | 2 | 2 | Combined Sprint 2 * |
| John Bilikas | REN | SP2 | S 86 ROTHMAN 944 | 8 | 6 | 2 | Combined Sprint 2 * |
| Road America | | | | | | | |
| John McCarthy | NST | F | S 87 951 | 45 | 26 | 19 | Blue Sprint 1 |
| Rob Hale | MSO | D | S 74 911 | 26 | 15 | 11 | Green Sprint 1 |
| Bob Klaskin | CHO | GTC4 | GT 07 997 GT3 CUP | 37 | 27 | 10 | Red Sprint 1 |
| David Mansfield | CHO | G | P 93 911 C2 | 25 | 6 | 19 | Purple Enduro |
| John La Rue | CHO | G | P 90 911 C2 | 32 | 15 | 17 | Purple Sprint 2 |
| Derek Gibbs | MIL | GT5R | GT 83 944 | 18 | 13 | 5 | Purple Sprint 3 |
| Gary Knoblauch | CHO | GT4S | GT 76 911 RSR | 37 | 16 | 21 | Yellow Enduro |
| Paul Norwood | HCT | H | S 94 911 RSA | 40 | 30 | 10 | Yellow Sprint 2 |
| Seth Davidow | MAV | GTC5 | GT 11 GT3 CUP | 12 | 2 | 10 | Yellow Sprint 3 |
| Miller Motorsports Park | | | | | | | |
| Philip Blackstone | AL | I | S 95 993 RS CS | 9 | 4 | 5 | Fun Sprint |
| Gus Stribakos | INT | GT4R | GT 75 911 | 16 | 10 | 6 | Super Sprint * |
| Jeffrey Bogarrd | INT | SP1 | P 87 924 | 23 | 17 | 6 | Super Sprint * |
| Adam Jaspers | RMT | E | S 78 911 SC | 13 | 11 | 2 | Sprint 3 * |
| Blake Troester | INT | SP1 | P 87 944 | 14 | 12 | 2 | Sprint 3 * |
| Jerry Blazek | INT | D | S 79 911 SC | 15 | 13 | 2 | Sprint 3 * |
| Peter Spencer | POL | GTB2 | GT 07 GT3 | 5 | 1 | 4 | Enduro |

| <u>Name</u> | <u>Region</u> | <u>Class</u> | <u>Description</u> | <u>Start</u> | <u>Finish</u> | <u>Index</u> | <u>Race</u> |
|--|---------------|--------------|--------------------|--------------|---------------|--------------|--------------------|
| Summit Point Motorsports Park | | | | | | | |
| Dan Petchel | SCH | H | S 99 996 | 17 | 11 | 6 | Black Sprint 1 |
| Hugh McNenly | RTR | GTB2 | S 07 997 S | 5 | 3 | 2 | Red Sprint 1 |
| Howard Altman | NNJ | GTC3 | GT 01 GT3 CUP | 19 | 8 | 11 | Red/Black Sprint 2 |
| Lane Martin | POT | G | S 93 911 RSA | 24 | 14 | 10 | Red/Black Sprint 3 |
| David M Coleman | POT | D | S 78 911 SC | 14 | 9 | 5 | Blue Sprint 1 * |
| David Mann | CHS | SP2 | P 86 944 | 15 | 10 | 5 | Blue Sprint 1 * |
| David Gibson | POT | SP2 | P 89 944 | 12 | 7 | 5 | Blue Sprint 2 * |
| Robert Provost | SCH | SP1 | P 87 924 S | 14 | 9 | 5 | Blue Sprint 2 * |
| Dave Derecola | CHS | SP2 | P 85 944 | 16 | 11 | 5 | Blue Sprint 2 * |
| Hunt McMahon | POT | SPB | P 99 986 | 12 | 4 | 8 | Blue Sprint 3 |
| John Giannone | RTR | I | S 03 996 C2 | 35 | 8 | 27 | Enduro |
| Hallett Motor Racing Circuit | | | | | | | |
| Ron Igou | STL | E | S 89 944 S2 | 18 | 13 | 5 | Blue Sprint 1 |
| Brian Young | HCT | E | S 86 951 | 12 | 8 | 4 | Blue Sprint 2 |
| John Byram | KSC | D | S 83 911 SC | 14 | 11 | 3 | Blue Sprint 3 * |
| James Widrig | RMT | D | S 80 911 SC | 15 | 12 | 3 | Blue Sprint 3 * |
| Darrell Clarke | MAV | D | S 83 911 SC | 17 | 14 | 3 | Blue Sprint 3 * |
| Denis Boulle | MAV | SPB | P 97 986 | 5 | 3 | 2 | Red Sprint 1 |
| Terry Morris | WIC | SP1 | P 84 944 | 20 | 16 | 4 | Red Sprint 2 |
| Andrew Cox | NST | SP1 | P 88 924 | 21 | 17 | 4 | Red Sprint 3 |
| Brian Lockwood | CMR | GT2R | GT 91 911 | 26 | 23 | 3 | Yellow Sprint 1 |
| Mark Steingas | NST | GTC3 | GT 05 GT3 CUP | 13 | 9 | 4 | Yellow Sprint 2 * |
| Ron Leonard | KSC | GT3S | GT 88 951 S | 27 | 23 | 4 | Yellow Sprint 2 * |
| Jeff Hood | WB | GT4R | GT 95 993 | 12 | 9 | 3 | Yellow Sprint 3 |
| Daytona International Speedway | | | | | | | |
| Case Crowell | CAR | SP2 | P 88 944 | 17 | 6 | 11 | Blue Sprint 1 |
| Rainer Dronzek | CHO | SPB | P 97 986 | 20 | 13 | 7 | Blue Sprint 2 |
| Phil Gilsdorf | PST | GTC2 | GT 94 993 CUP | 12 | 5 | 7 | Red Sprint 1 |
| Bill Earon | SDO | GTC3 | GT 05 GT3 CUP | 16 | 9 | 7 | Red Sprint 2 |
| Mixed 90/180 Enduro field start prohibits Hard Charger Calculation | | | | 0 | 0 | 0 | 90/180 Enduro |
| Mazda Raceway Laguna Seca | | | | | | | |
| David Roberts | NST | G | S 87 951 CS | 40 | 26 | 14 | Group 7 Race * |
| Gus Stribakos | INT | GT4R | GT 75 911 | 43 | 29 | 14 | Group 7 Race * |
| Roger Schramm | CHO | GTC5 | GT 11 GT3 CUP | 41 | 25 | 16 | Group 8 - Race 1 |
| Charles Wirken | AZ | GTC4 | GT 09 GT3 CUP | 30 | 18 | 12 | Group 8 - Race 2 * |
| Bruce Phillips | RRR | GTC3 | GT 02 GT3 CUP | 37 | 25 | 12 | Group 8 - Race 2 * |

* Indicates a tie

The Classifieds

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Champion (Germany - Former Kelleners) GTC2 very clean. Wagonpass, 3 sets Speedline center lock wheels. 6 hours on rebuilt engine. Air jacks rebuilt 2011, factory Bilstein shocks in 2010. Motec, cool suite, Grand Am nets, fire suppression, Recaro, Schroth Enduro harness. FIA logbook: Nurburgring, Imola, Monaco, Spa, more. Moving to GTC5. Email for price.

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(1)



993 Twin Turbo

450 HP, 2180 Lbs. 100 Liter Fuel Cell, Penske nitrogen shocks, Alcon brakes, Stack dash/data, fire system, CF/FG bodywork, 3 sets Fiske wheels, fast, safe, reliable. Many podiums, 3 PCA lap records. Built by Eurotech in 1998 from 964 at cost of \$265,000 PCA/POC, SVRA, SCCA, NASA eligible. Pics: www.dna-motorsports.com \$105,000

Steve Keneally 617.838.4648
info@americanglobal.org

(1)

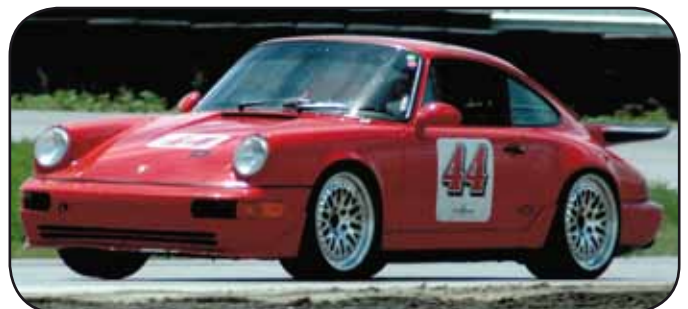


1993 RS America H-class Racecar

2009 engine rebuild by Cox Motorsports (only 3 club races since), 2010 trans/LSD rebuild, full cage, fuel cell, Cool Shirt, Big Reds, LW flywheel, dual oil coolers, B&B headers, Schroth harness, carbon fiber tail, mini battery, Sparco seats, Bilsteins, Cup bars, 4 sets wheels, sorted & ready to race. \$44,000

John Marchant 402.203.3761
johnmarchant@cox.net

(2)



GT3 Cup

2002 996 GT3 Cup

Excellent original condition, never pro raced, never crashed. Six PCA club races. 4800 miles, 25 race hours, 28 DE hours. Extra BBS, Motons, upgraded clutch and flywheel, Aim data, Racecam/Chasecam. New OPM seat & belts, extra seat, 2-way radio, cool shirt, spares, race ready. Contact for pictures. \$80,000. New 24' enclosed trailer available.

Jim Cherry 501.206.6386
flyerjc@suddenlink.net (1)

2007 997 GT3 Cup

Original owner, 6.5 hours on PMNA sealed motor and Copans sealed transmission, blue axels, wheel bearings, clutch, battery, shift cables, 2 sets of wheels, Moton shocks, cools suit cooler, radio system, upgraded Motec, chase cam (2 cameras), Premier Fuel Cell. Many other upgrades. \$135,000 serious only please. Complete spec sheet available.

John 949.510.3738
supercup@cox.net (1)

2005 & 2007 Cup Cars

2007 Grand Am spec, one of 11 for the year, original engine with 47 hours. 2005 World Challenge spec, 15 hours on Porsche Motorsports NA rebuilt engine. Both cars in Rolex 24 in respective years. Both finished without damage. Both used for DE since by original owner. Cars at Alex Job Racing

Bruce Dandrew 352.343.3884 (1)

GT3

2004 GT3

Red with black interior. "J" Class, numerous wins. 12,000 miles, excellent condition inside and out. Full cage, RaceTech seat, Moton Club Sport adjustable shocks. Cup mono balls, shifter, cables, clutch and rotors. OEM mufflers and straight pipes. Spare Fikeses and wets. Sure Shift sequential shift light. AMB transponder and in-car display. In-car RaceCam. \$67,000

Barry.Brensinger@LBPA.com
603.622.5450 (2)

944

1987 Porsche 944

PCA SP2, NASA GTS1, 944 Cup. 70,000 miles, 240 hrs. Racer's Edge suspension: A-arms, T-bar delete, custom valve dual adjust Konis. LSD with short 5th, 2 Sparco S2000 Seats, harnesses, great condition, reliable, competitive. \$9000 car only. \$15,000 for Trailax Trailer all spares, 2 sets wheels, tires. Contact for pics or questions.

Randy Kulamer 404.401.6153
rjkul@att.net (1)

Trailers

1999 Featherlite Trailer

All aluminum, 2 car, 48 foot, gooseneck trailer. Work bench, tire rack, fuel rack, and winch. New tires and spare. Perfect condition inside and out. \$26,500

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Photo by www.colourtechsouth.com

The rain soaked racers of OktoberFAST deserve one more look - that's a lot of water on a Superspeedway

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