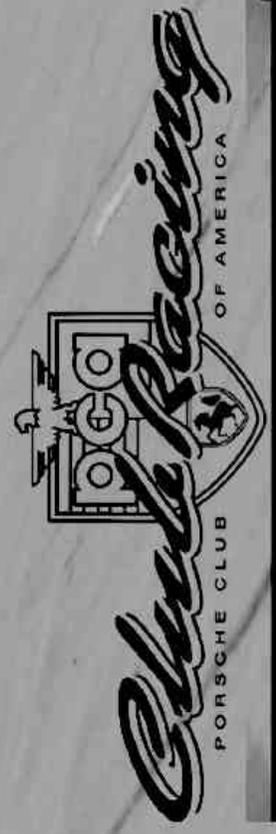


TEXAS WORLD SPEEDWAY



News

PCA's Club Racing Newsletter Volume 03.3
Sponsored by Porsche Cars North America

WINDWARD

PERFORMANCE PRODUCTS

North America's High Performance Specialty Parts Source

GUARANTEED Best Prices For All Club Racers!

NATIONAL SPONSOR



PCA Member Since 1982

<p>SAFETY PRODUCTS Windward offers a wide range of safety products for guaranteed industry best prices!</p>	<p>Amesex Only! All metal valves. Double straps, 5K. Inches—From \$49.00</p>	<p>Billy Goat, Falspeed, DRI, and Dansk The finest selection of the best prices—guaranteed.</p>	<p>Fuel Pressure Regulators Silder adjustable for all models, incredible quality & performance!</p>	<p>Best Brakes Known To Man! Brembo, Alcon, Fuchs, and more—All Models!</p>	<p>Suspension Capital of the World! Bilstein, Perle, Ohlins, Sachs, H&R, Hypercool, Eibach & More. All Models.</p>
<p>FORMULA 1 QUALITY Fire suppression systems in all configurations for all applications from Sparco, Spa, Phoenix and more!</p>	<p>Charlie Arms What arms can we say! Extreme quality and performance.</p>	<p>Clutch Heaven Centerforce, Sachs, D.E. for race, street, or sport. Wild to wild—we've got it!</p>	<p>Boost Boosters An amazing difference—no more hot boost or power! Ballbeared alloy construction.</p>	<p>Cool it, man! Best intercoolers available from Greenleaf, Koldale, and B&B in stock!</p>	<p>Ignition Solutions! Electronic Master Distributor, Bosch, Permatone, Magnecore and more at everyday prices.</p>
<p>OIL COOLERS Complete Custom aluminum kits. Fender-mount or spooler mount. All models. Best Prices.</p>	<p>Lose the Rubber Highest quality spherical bearings available for those serious about handling. Best price guarantee.</p>	<p>Best of the Best We sell non-performance stainless exhausts from anyone. Best selection & price—guaranteed!</p>	<p>Breathe Deeply Only the best intakes and filters for all models. K&N, AirFek, BNC, Falspeed and more.</p>	<p>Turbo Time! Largest distributor, biggest inventory and lowest prices in N. America on any K&N turbocharger, street or track.</p>	<p>Join the 21st Century—Fast! Massive power gains from Mass Airflow Sensors—cheap!</p>
<p>SPRINGTIME! 954, 993, 96A, 996, 998, 999, 996A, 996B, 996C, 996D, 996E, 996F, 996G, 996H, 996I, 996J, 996K, 996L, 996M, 996N, 996O, 996P, 996Q, 996R, 996S, 996T, 996U, 996V, 996W, 996X, 996Y, 996Z. All models. Best Prices.</p>	<p>Finally Complete! Fully splined quick-release steering wheel adapters for all models. No slip, low price.</p>	<p>There can be no other! Full 952 style viscopines. Direct ball on beautiful, ballbeared, reliability with no flooding whatsoever.</p>	<p>We drive and race everything we sell! No phone jockeys, just knowledgeable enthusiasts who love what we do.</p>	<p>BRAKE PAD MADNESS! Pagid, Hawk, KFF Carbon Kevlar, Motec, Jotic, Texas. All brands for all applications. Call!</p>	<p>Sweyer Central Sportrocks. Factory or custom, track or street. The best for less. Largest inventory, all models. Call!</p>
<p>3-Piece Packs by HRE</p>	<p>HRE 540</p>	<p>KINESIS K29-4G</p>	<p>SUPERCUP-4G</p>	<p>BBS MSP</p>	<p>FORGELINE</p>

Insane Club Racer Discounts On All Forged Modular Street And Race Wheels!

Orders: (800) 642-1348 • Tech: (802) 387-4509
Fax: (802) 387-5579

Performance Enhancements • Rebuild Components • Race Prep Consultation
911, 964, 951, 993, 986, 996, 930, 965, 993TT, 996TT

trackmen@together.net • www.Windward-Perf.com
155 Main St., The Power Warehouse, P.O. Box 241, Putney, Vermont 05346





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

Editor

Andy Jones
P.O. Box 990447
Redding, California 96099-0447
Phone: 530-241-3808
clubracing@jps.net

CRN Advertising Coordinator

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

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

Classified Advertising

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

Commercial Advertising

Inquiries regarding commercial advertising should be directed to the CRN Advertising Coordinator, Ralph Woodard.

PCA Club Racing News is the official publication of Club Racing of the Porsche Club of America, c/o PCA Executive Secretary, PO Box 30100, Alexandria, VA 22310, and is published six times per year.

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

Copyright

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

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

Postmaster:

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

Printed By:

Artistic Printing
Salt Lake City, Utah

Copyright 2003
Porsche Club of America



Volume 03.3 May/June 2003

Inside

4 Rules, Insurance and Mentors

6 Quick and Painless "Black Flag" Stops

6 Racing by the Rules

8 The Art of Qualifying

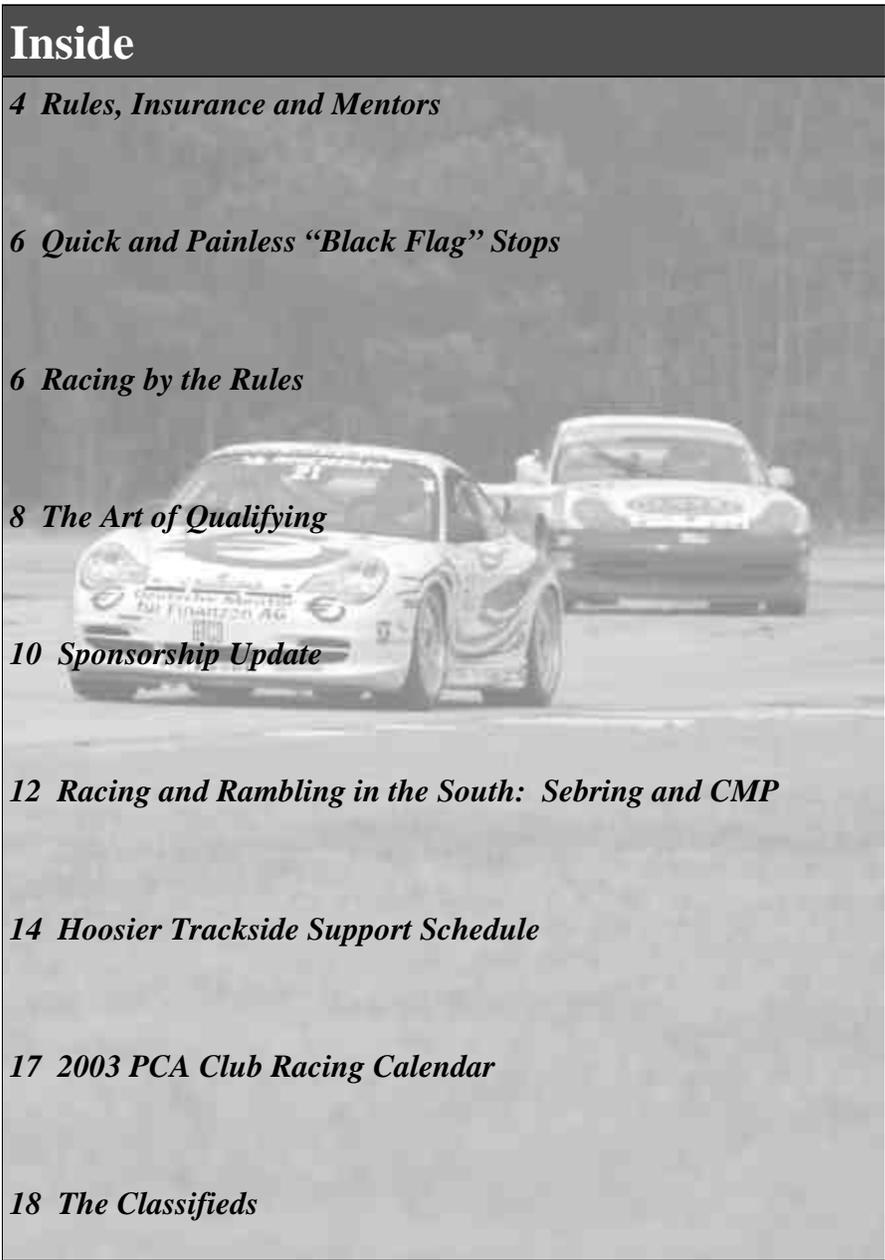
10 Sponsorship Update

12 Racing and Rambling in the South: Sebring and CMP

14 Hoosier Trackside Support Schedule

17 2003 PCA Club Racing Calendar

18 The Classifieds



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

On the Cover:

*The opening moments of a club race at Texas Motor Speedway.
Photo by Jack Puryear.*

Deadline

The deadline for the next issue is:
June 15th

Rules, Insurance and Mentors

by: John Crosby, Chairman PCA Club Racing

It is hard to believe that it is already May and that we are ready to start the rules review process once again. Seems like we just finished that. May 1st begins the time period for submittal of racer suggestions for the 2004 rule changes. Did I say 2004? That is hard to believe as well. The input from the racers will be distributed to the Club Racing Rules and Advisory Committee for their review. Suggestions must be made in writing and sending an email is by far the best way to accomplish that. An email link has been set up on the Club Racing website to make this process very convenient. Log on to pca.org/pca/clubrace and click on the "Rules, Licensing, & Forms" button and on the rules page you will find the link to Proposed 2004 Rule Changes. The submittal period will end on July 1. The Committee will then review the suggestions and formulate a list of proposed revisions which will be published on the website and the *Club Racing News* for racer input on September 1. The final changes to be adopted for 2004 will be published in November. Your name and license number must be included in order for your suggestion to be considered.

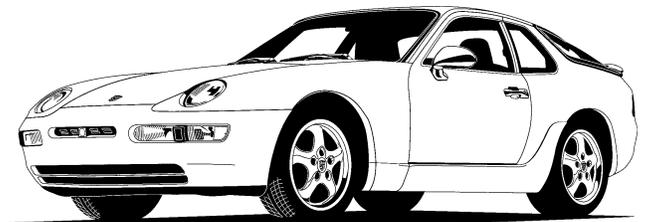
One of the most critical needs of the PCA Club Racing Program (which is probably taken for granted by the average racer) is that of insurance. The PCA Executive Council and Insurance Committee have worked diligently over the past several months in obtaining competitive quotes from highly rated insurance carriers in order to meet Club Racing's insurance requirements for the next year. If you happen to work in the insurance industry or have the need for commercial insurance, you are surely aware of the state of the insurance business these days. If Club Racing were unable to obtain the necessary coverage, we would not have a place to play. There has been a change in insurance carriers for the April 1, 2003 to March 31, 2004 policy year as well as a change in the premium structure for insuring Club Races. The agency handling PCA's insurance is Weisenberg Insurance, who also writes coverage for many other racing organizations including SCCA and BMW CCA. Despite the overall increases in cost that must be absorbed by PCA, I am pleased to report that most regions will be paying about the same amount or less than they did in the previous policy year. Only a few of the very large races will see a slight cost increase. This is even considering that the amount of motor sports liability coverage that PCA now carries has been substantially increased. Many thanks to the Executive Council and Insurance Committee for taking care of us racers.

I would like to personally thank all the racers who have volunteered to be Mentors for one of our rookies. In case you are not aware, the purpose of the "Mentor

Program" is to help ensure that each rookie candidate will gain the most out of his/her first P.C.A. Club Racing experience. Having a mentor provides each rookie candidate with someone to call on throughout the weekend for some help or to hear some helpful words of wisdom from someone who's 'been there'. As you know, the pace, from the time one arrives the first evening for the orientation meeting, until the last checkered flag drops, can be quite hectic. The approach that we have found to be most effective is to send each rookie candidate a letter several weeks before their first race, asking them to designate his or her own mentor. The "Mentee" will approach one of the guys or gals that is going to the same race, and ask if they would be interested in helping. The ideal mentor would be someone that they know and are comfortable with. It could also be someone with whom they might paddock, drives a similar car, and is in the same run group. This arrangement probably happens quite often on its own. However, having a mentor designated ahead of time will certainly be helpful in getting prepared to get to the race. The Mentor and Mentee names are provided to the National Steward. Additional guidance is provided to the Mentors and they will meet briefly after the first driver's meeting with the National Steward. I receive numerous emails from our rookies after their first race and they are usually raving about what a great experience Club Racing is, often giving much credit to their Mentors. The program is strictly voluntary. However if you are approached to be a Mentor, by all means do your part to give something back.

See you at the track,

John





UPRACING.com

Huge selection of safety equipment in stock and online!

sparco Club Gloves \$39⁰⁰	sparco Fast Tech \$119⁰⁰	alpinestars F1 Gloves \$108⁰⁰	alpinestars F1 Shoes from \$178⁰⁰	sparco Speed \$259⁰⁰	sparco Pro 2000 \$579⁰⁰	OPTIMA Red Top from \$119⁹⁵
NEW! Two Handle Fuel Jug \$19⁹⁵	Best prices on helmets!			In stock & online! from \$99⁹⁵	Driving Suits! On sale!	Over 100 suits in stock!
	sparco		sparco		Nomex underwear Online and in stock!	



Check the Online Clearance for deals on suits & supplies with savings up to 50% off!

TUCSON 5839 E. SPEEDWAY BLVD • TEMPE 4453 S. RURAL RD
TOLL FREE ORDER LINE 1-877-438-5872 • WWW.UPRACING.COM

Gear Box Headquarters

901/904/911
915/930/G-50
torque-biasing limited slips

GT

www.Carquip.com
7191 Arapahoe
Boulder, CO 80303 USA
(303) 443-1343
(303) 444-3715 fax
email tomconway@carquip.com

Carquip, Inc.

- ### Racing Gear Ratios
- 356 - 14 Ratios with new dogsCall.
 - 911 '65-'71 (901) - 22 Ratios with new dogsCall.
 - 911 '72-'86 (915) - 59 Ratios with new dogsCall.
 - 930 '75-'88 - 39 Ratios with new dogsCall.
 - G-50/C-2/C-4 '87-'94 77 Ratios with new dogsCall.
 - 904 Mainshafts NEW (300 m)\$795.
- ### Limited Slip Differentials
- 915 / 930 GT (ZF style) 72-87/911 NEW\$1795.
 - 904 / 911 '65-'68 Torque-Biasing\$1495.
 - 915/930 '69-'87 Torque-Biasing\$1495.
 - G-50 '88 on 911 Torque-Biasing\$1495.
 - 356/741 '59-'65 Torque-Biasing\$1850.
 - 904/911 '65-'68 Rebuilt (ZF style)\$1495.
- ### Ring and Pinions
- New 8:39 Turbo (Short) 76-88\$2150.
 - New 7:31 915 72-86\$1350.
 - New 7:31 356 53-65\$850.
 - Ring & Pinion "R" Factor Tool (Nice)\$895.
- ### Transmissions
- 356/741 59-65 rebuilt (exchange)\$2450.
 - 901/911 65-71 rebuilt (exchange)\$1895.
 - 915/911 72-86 (exchange)\$1895/\$2950.
 - 930/75-88 (exchange)Call.
 - 930/38-1988 w/LSD (exchange)Call.
 - 1990 C-4 rebuilt (exchange)Call.
 - 944 S Rebuilt (exchange) 9:35 R & P\$2450.
 - 944 Turbo (exchange) 8:27 R & P\$1950.
 - 944 83 on (exchange)\$1750.

New Gears

915
interchangeable
mainshaft w/first gear

NEW! G-50 Race Gears
Rebuilt and exchange transmission program. Check out our website for a complete listing.

Transmission Service
• Rebuilding • Race Prep • Custom Boxes

- ### Specials and Rare Stuff
- 17 gal. 356 alum. fuel cell A & 1-5Call.
 - 65-68 rebuilt turn signal assysCall.
 - Euro & USfrom \$450/pr front \$550/pr rear.
 - S-90 pistons & cylinders NEW forged\$1095.
 - 356 SC gas tanks 82-65 OE\$895.
 - '911 gas tanks 69-73 NEWCall.
 - Wide selection 4-cam partsCall.
 - 356-911 sheet metal noses/fenders etc.
 - Used 356-911 engines 55-85Call.
 - Rebuilt & used 4-cam engines & partsCall.

Call or email for Gear Lists and Gear Charts
We Buy Parts - Trades Considered • Dealer/Shop discounts available

Quick and Painless “Black Flag” Stops

by: Donna Amico, Chief National Scrutineer

OK, everyone, let's practice this line: "I'm sorry, I know what I did, and I won't do it again." There are some perfectly nice variations on this (you can fill in what exactly it was that you just did, such as "I overcooked it and drove off), but in general, some version of this is absolutely the fastest way back on the track without undue delay from the scrutineer at the Black Flag station.

This cheerful attitude will serve you well during practice sessions, if you have just spun or gone off the track. We can take a very quick look at your car to make sure that nothing broke in that trip over the curb or the grass, and get you back on your way.

A quick "sorry" can really help you out if called in during a race for something that calls for a "stop-and-go" penalty. Nearly everyone wants to debate this with the scrutineer. Not only is this pointless (after all, you have already come in for the penalty), but the conversation only serves to delay getting back to the race. OK, in a sprint race I will admit that you have pretty much lost any position you may have had. However, in an enduro, there might be time to still salvage your race.

Sometimes, I get the impression that a driver is concerned that their indiscretion will go on their "permanent record." This is absolutely not true. Now, if you've just had your 6th spin in 3 run sessions, it is likely that you will start to

look quite familiar. By this time, obviously the scrutineer will think that you two have become quite friendly, and will take the time for a nice long chat. Otherwise, remember that just about all of us are drivers as well, and are likely to have had our own moments doing things as dumb and dumber. If you are curious, my husband keeps the videotapes.

Alas, it is also true that sometimes we make a mistake. Car numbers aren't always easy to read or remember, and occasionally someone gets one wrong. Even the way the black flag and number board are displayed can cause confusion. I was watching the start-finish station at Texas World Speedway, and the black flag came out, followed by the number board, a couple of seconds later. By that time, about 5 cars had been "black-flagged." I apologized profusely to the guy who came in by mistake (and thanked him for seeing the flag). If you think that there has been a mistake, it's OK to say so, as politely as you can manage to muster at the time (we understand if that's hard!). If it's at all possible, we'll check it out. We'll also look you up and apologize, if it turns out you were right, but unfortunately, that's about all we can do once you've already had to come in.

So, no matter the circumstances, the same rule is always true: The less you debate with the scrutineer at the black flag station, the faster you get back on the track.

Racing by the Rules

by: Lance Weeks, Technical and Rules Chair

The 2003 racing season is well underway and it is time again to start the procedure for reviewing the rules. The dates are on page 22 of the Club Racing Rulebook. This procedure allows each of you the opportunity to submit your proposed changes and assist in the shaping of the rules for the following year. Your comments and views are welcome. While each and every comment is reviewed not all of them will be offered during the comment period. The Club Racing website will provide an e-mail link which is an efficient way to provide your suggestions.

Now, consider the following:

Super Class GTC Rule 1. Tires are free. This means just that. **Only the tires** are free. In the case of the GTC1, Euro Carrera Cup cars, the Speedline wheels are no longer available. These wheels are suffering fatigue from many track hours and the failure rate is increasing. An alternate wheel, the RH Wheels 3.6 18" is available which is virtually identical and will be legal in GTC1 only.

Super Class GTC Rule 2. All PCA Club Racing safety requirements must be met. Safety rules are always under review and can be modified should an acceptable alternative become available. After considerable review by the rules committee, the use of two (2) lap belts supplied by the factory in the 996 Cup, GT3R and GT3RS factory race cars will be

legal. This applies to these cars only.

Once again, the factory developed a better idea for the 2003 Cup cars by gluing on the Lexan side windows. This installation is legal, but you need to think about a viable means for a corner worker to get you out should the need arise. These windows will not come out or come off. So besides opening the door an alternate means of extraction should be available. Your safety comes first.

General Rule 9. Vehicles entered in the program must, in addition to meeting safety and classification rules and regulations, be presented in **an attractive and eye pleasing manner**. There are a number of cars which no longer meet the "attractive and eye pleasing manner" aspect of the rule. Things that the scrutineers do not want to see are damaged or missing lower body panels, primer painted panels and missing interior components resulting in holes left in door panels, rear shelves and dashboards. If your car falls into this category, cover the holes tastefully, paint the panels and replace or repair those valances and rocker panels. Damage on a car can be construed as having occurred at the event you are at, which could mean an incident and even worse, a 13/13. This is in keeping with the spirit of Club Racing.

Let's keep the rules short, simple and fair.

**WORLD FAMOUS CIRCUIT. TONS OF TRACK TIME.
FIERCE COMPETITION. LOW CANADIAN DOLLAR.**



SO MANY REASONS TO RACE AT UPPER CANADA REGION'S
MOSPORT CLUB RACE ENDURO: AUG 1, 2, 3.

This is one of Club Racing's premier circuits. Upper Canada Region invites to you drive at famous Mosport, just outside of Toronto. It's a fast, technical, world-class track that's less than a day's haul from just about everywhere. Our event features a full slate of Sprint and Enduro races, as well as a touring group for advanced driver's ed students. There's also a test and tune day on July 31st. And it's the only Club Race that boasts an attractively devalued Canadian dollar.

Visit www.pcaucr.org for detailed information and registration forms.
Or contact Glynn or Patti Green: 905-643-9811, gpgreen@interlynx.net.



Photos: Michael A. Coates. Design: Compass360.com.

The Art of Qualifying

by: Jim Coshow, Chief National Steward

The goal is clear, one fast lap. How racers approach that goal varies tremendously. Qualifying for a race is unlike any other session in a race weekend. From the control tower we get to witness the various strategies people use during qualifying. Some of these strategies are very effective. Others are less so and create some real safety hazards.

Our qualifying results show us that most drivers hit their fastest lap in their third, fourth or fifth lap. Since we pre-grid cars by their quickest lap the grid for qualifying should be in an order that allows several fast, unimpeded laps. Staying in pre-grid order and allowing yourself a few car lengths clearance ahead gives most drivers the clear track they need to concentrate on that one fast lap. Making a pass on the car ahead, especially on the first lap or two, puts a driver on the defensive as they attempt to hold that position. That action detracts from the goal of a clean fast lap.

Once the first few laps are completed it is possible for the faster cars to start to encounter lapped traffic. Regardless of car class designation everyone out there deserves cooperation in qualifying. That cooperation is best demonstrated by good clear hand signals. This signal is never a requirement, it's just a courtesy, but one that will net a faster lap for both drivers. The slower cars should give the passing signal. The faster car should watch for the signal and act quickly.

Many drivers recognize they had turned a fast lap early in the session and return to the paddock. Since our qualifying sessions are usually fairly long a driver can break the session into two by running four or five laps then entering the pits while some of the other cars retire. After a break you can then reenter a less populated course

for a second set of quick laps.

There is only one specific rule that pertains to qualifying: If a car goes behind the wall during a qualifying session they are not allowed back on the track. There is also one standard procedure followed by the stewards, qualifying sessions start under a green flag (exceptions are dictated by track conditions).

There is also qualifying etiquette: The cars up front should take the warm up laps at a speed sufficient to warm up their cars without impeding the traffic behind them. Occasionally we see the leader intentionally and dramatically hold back the pack on the first lap in an effort to give themselves a larger gap to the back of the pack. This practice results in an accordion effect throughout the rest of the pack that makes it extremely difficult for anyone behind the leaders to get a clean lap. This practice serves only the offender. It's not only bad form, it also creates a safety hazard. Any reports of such practice to the tower, will result in the offender being black flagged.

If you are running a slow lap for any reason, be very alert and stay out of the way of the faster traffic. Usually that means getting off the racing line. It also means you should make it very easy for the faster cars to get around you. If traffic is going to catch you in a tight section of the course you may need to temporarily speed up enough so as to not impede traffic.

We all like to qualify well. We should all have an opportunity to do so. But if all else fails and you can't get a good qualifying time you may find yourself starting behind a few cars that you know are slower. Remember, you will have the entire race to correct that situation.



The Chicago Region proudly presents ...

TRAC 2003 - The Road America Challenge

At Road America in Elkhart Lake, Wisconsin

Friday, August 29th - Monday, September 1st

**11th Annual Club Race - Drivers' Education -
Enduro - Concours - Dinner - Party**



*Join the Chicago Region
for our 37th year
at Road America!*

Drivers' Education: Friday, Saturday and Sunday. Monday is optional.

Club Race:

Friday: Optional Test and Tune (DE Rules)

Saturday: Practice and Fun Race

Sunday: Sprint Races

Monday: Two 90-Minute Enduro Races

Concours and Dinner: Saturday evening at Siebkens in Elkhart Lake, WI, with a special band and police escort provided to and from Siebkens for race cars. This year we are pleased to feature Mr. Kevin Buckler with the Racer's Group, who will share his winning experiences at Le Mans and The 24 Hours at Daytona.

The TRAC2003 Club Race and Drivers' Education event information and registration forms will be available beginning June 2nd, 2003, on the Chicago Regions' web site at www.pca-chicago.org or from the registrar email at roadam.pca-chicago@attbi.com, or 847.604.4795.

Club Race and Drivers' Education forms should be returned to the Registrar with a postmark date NO EARLIER than July 1st.

Please be advised that Harley Davidson is celebrating their 100-year anniversary during this same week in Milwaukee and surrounding areas. We have made similar room block arrangements with Elkhart Lake area hotels as in previous years, and highly suggest you make your reservations early.

To insure we will see you at TRAC 2003, reserve your accommodations now.

Sponsorship Update

by: Steve Rashbaum, Sponsor Coordinator

FOR IMMEDIATE RELEASE

Bill Love opens a second OG Racing location at Summit Point Motorsports Park in Summit Point, West Virginia.

Summit Point West Virginia, Bill Love is announcing that OG Racing @ Summit Point Motorsports Park, in Summit Point, West Virginia is now open. The OG Racing store is located in the main paddock of the raceway.

The store is carrying the full line of Sparco safety equipment, including nomex driving suits, gloves, nomex underwear, shoes, helmet supports, gear bags, karting suits, gloves, shoes, and accessories. OG Racing @ Summit Point will also carry Bell helmets, Redline lubricants, ATE brake fluids, Longacre gauges and test equipment, racers tape, and Summit Point Motorsports Park t-shirts, hats and other memorabilia. OG Racing @ Summit Point will be open for all events at Summit Point Motorsports Park from 8 a.m. to 5 p.m.

Dave Parker, OG Racing's sales manager, will staff the store. "Dave brings seventeen years of automotive parts experience plus six years of sports car racing experience to the store" says Bill Love.

OG Racing @ Summit Point will be the exclusive on site vendor for safety equipment at the facility.

The store can be reached at 304.728.9932 or email Dave at dave@OGRacing.com. We look forward to helping all of our customers, both old and new in this unique partnership formed by the management at Summit Point Motorsports Park and OG Racing at Summit Point. If you are unable to join us at the track please check us out on the worldwide web at www.ogracing.com.

**Porsche 911
HEAD
Reconditioning**
Race Proven
**by the Legendary
Leo Goff**



*Tuner and machinist extraordinaire.
For the complete story click
www.memphismotorwerks.com*

M E M P H I S

MOTOR WERKS

901-757-1009

9063 Macon Rd • Cordova TN 38016

Eliminate Heat Induced Fatigue!

COOL SHIRT™ offers a range of complete personal cooling solutions for car racers, boat racers, and equipment operators. These systems feature components made of high quality materials, constructed with precision and care. Cool Shirt systems are designed to eliminate heat-induced fatigue and the error factor that accompanies it. **We are the leader in driver cooling systems!**

#RS-10 New Round Cooler! Features threaded lid and smaller footprint for tighter spaces. Easy to fill and drain. Threaded lid eliminates spills; compact size fits many applications!



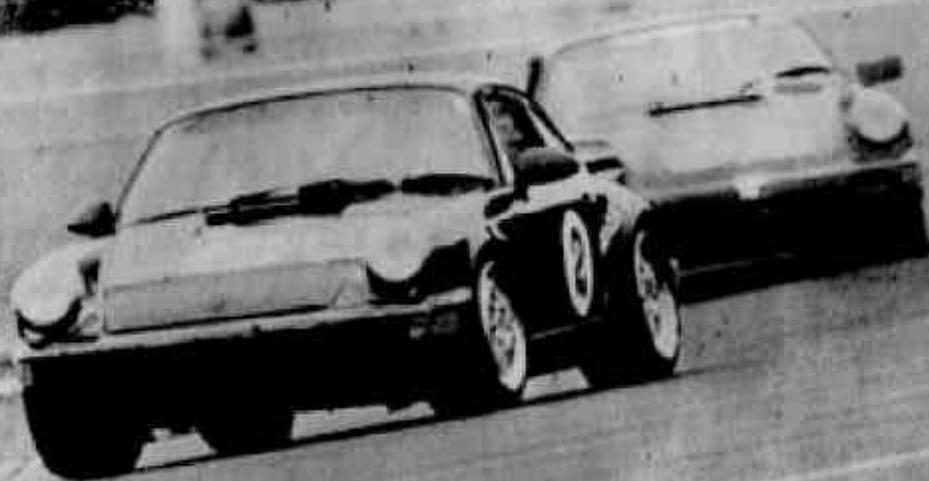
Urama Sales & Marketing

12050 I Avenue, Suite F Hesperia, California 92345 Fax Orders: 760-244-1787

760-244-1996 • urama12050@aol.com



NOT EVERYONE IN NORTHERN
MINNESOTA
IS CONTENT WITH THE PULL OF
A 3HP TROLLING MOTOR



**2003 NORD STERN LOONACY
PORSCHE CLUB RACE**

THE FASTEST TRACK IN NORTH AMERICA
BRAINERD INTERNATIONAL RACEWAY
AUGUST 8, 9, 10, 2003

www.nordstern.com

CAROUSEL PORSCHE

MAPLEWOOD
IMPORTS

MMMA
MORTGAGE
MARKETING
ASSOCIATES

Auto Edge
Racing

Racing and Rambling in the South: Sebring and CMP

by: Rock Webb, Carolinas Region / Sebring Photos supplied by Daniel Mainzer



The Porsche 944 of William Pawlan turns into Turn 1 at the famous Sebring track.

Sebring Season Opener

The first race of the new year, a little cool and cloudy, but we were going to sunny Florida! Not too long ago, the drive from Orlando down Florida Route 27 was a breeze, a nice two-lane back road through the orange groves. Not any more, it's four-lanes, with wall-to-wall retirement communities, shopping centers and traffic lights all along the way.

The track is about 10 miles east of the town of Sebring, at the Sebring Airport, 3.7 miles of rough concrete runway connected by bad asphalt, resulting in a very fast, bumpy track.

We had a quick registration at the Chateau Elan Hotel; it has a great view of the Hairpin Turn, and is a great place to stay if you can get in. There were some 200 racers and about 70 DE folks (that's a bunch), who filled up the paddock. With three race groups and one DE group, 70 cars going into Turn One was going to be wild!

We checked into the Inn On The Lakes and hit the hotel's "CHICANE" bar, which is really a neat place with old Sebring race photos and a back wall signed by famous Sebring 12-Hour racers.

Friday morning came early, with a cloudy and warm weather report. We made it to the 8:00am drivers meeting and were on the track by 9:00. By 1:00pm, it was 85 degrees. We soon went out for the fun races. With 70 cars, three practice starts and a 20-minute race, those of us in the Blue Group came in maxed out.

After the beer bust at the track and a trip to Outback, we hit the hay. I slept about three hours and drove the track in my head the rest of the night.

Saturday morning was a lot cooler, (who says praying doesn't work), but it was drizzling. However by the time we reached the track, the rain had stopped. Yes! After a warm-up, we had our qualifying runs. Carolinas Region racers all had better times than the day before, but so did our competition.

We adjusted our fuel strategy for the 40-minute race and prepared to go for it! Jamie Levy's 944 Turbo S loves gas, so he sometimes cuts it pretty close. He was lucky to make it to the pits where the car ran completely out of gas. The good news is he finished and had a great time.

Dick Lane had signed up for the Enduro and was running well until he pitted and his car would not restart. That's the crazy part of racing: You never know what may happen.

Andy McNeil, (I did not catch his finishing position) was up front. Gary Pennington, who has a new Cup car said, "He passed me on the front stretch like a bat out of hell, and then took it sideways through Turn One! I was impressed. He was chasing a Kelly-Moss GT3RS car."

PS: Hey, there were some pros racing with us. Kevin Buckler, Daytona 24 Hour and Porsche Cup winner, was dicing it out with club racers, who were holding their own.



The #35 of Jon Grand brought his well prepared Class 1 944 to Sebring to test his skills on track.

CMP Spring Sprint

Well, the Carolinas Region outdid themselves with a fantastic spring event at Carolina Motorsports Park (CMP). This was a new event, so our region was pleased with the turn-out. There were three DE groups and one race group. With some 50+ cars in the race group and a 40-minute race, there was going to be a lot of passing.

Alan Friedman said at the drivers meeting that we would be getting a taste of the conditions during a professional race. That is, racing in a group where the speed differential between cars was extreme and you really had to be on your toes.

He was right. The difference in lap times between the lower class cars and the GT-P/GT-1 car's was some 30 seconds. I know because I was driving an I-car and was lapped three– maybe four times–by Andy McNeil in his twin turbo 914-6. Everyone did an amazing job staying out of each other's way. I have to say getting caught and passed by two Cup cars going through the kink at 100+ was exciting (SCARY).

So how did it go? Saturday morning was a bit chilly with a heavy fog that socked us in until almost 10am. After the fog cleared, we all were able to get some track good time and ran the fun races that afternoon.

After the last car came in we all gathered around the Warsteiner keg and did some serious bench racing in anticipation of the southern BBQ supper. By the way for those that may not know, dinner is served at noon in the south and their ain't no such thing as lunch! The BBQ and banana pudding was excellent and SPEEDWORKS, the event sponsor, gave out some nice door prizes.

Saturday dawned much brighter without any fog. It was going to be a nice day. Thanks to the intelligence of the race committee, the race group was divided into two sessions for qualifying, GT class cars and Stock Class cars. Qualifying went well and we all looked



forward to the racing after “dinner.”

Sitting on the false grid in 35th position, I had a good view of lots of fast cars. Andy McNeil was on the pole. He was running without a 3rd gear; man, but based his ability to maintain speed that thing must have some torque! The rest of the 45 cars were pretty much staged in class order, Turn One was going to be wild!



Pictured above: Andy McNeil and his father pose with his class winning Porsche 914-6.

Pictured center: The #14 “green machine” of Cory Friedman (993 RSR spec) was seen holding his own against some (if not almost all) of the newer technology.

Pictured left: Gary Pennington and his 996 Cup Car was present at CMP and circulated the track with impressive speed.

CMP photos supplied by Ralph Webb and Gordon Friedman.

Hoosier Trackside Support Schedule

by: Steve Rashbaum, Sponsor Coordinator



<u>DATE</u>	<u>TRACK</u>	<u>SERVICING DEALER</u>
May 24 - 26	Texas Motor Speedway	German Motorworks P - 817-877-1772 F - 817-877-5493
June 6 - 8	California Speedway	Hoosier Tire West P - 559-485-4612 F - 559-485-4632
June 13 - 15	Portland Int'l Raceway	Trackside, Ent. P - 503-236-2106 F - 503-233-3079
June 13 - 15	Watkins Glen	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
July 5 - 6	Gingerman	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673



A variety Porsche models await their turn on the track in the staging area at CMP.



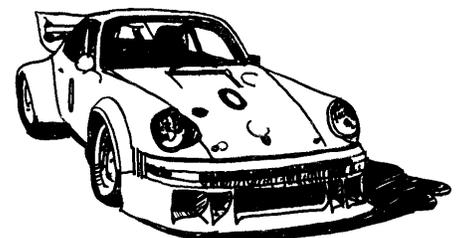
Rick Tomlinson piloted his 1983 944 around CMP to a 3rd place finish in Class I.

The pace car held us to a slow second-gear start with the green coming out at the last minute. It was a drag race to One. After about six laps, rearview mirrors started to fill-up with the leaders, who were bearing down on the stock-class cars.

Whoosh, whoosh, whoosh they go by;. –Hey maybe we can draft them and stay with them in the corners. “Right.” Ha, Ha, they were gone in an instant! It’s a 40 minute race so this scenario happens many more times,. I applaud these guys, they are very good drivers, they didn’t hit us! Elsewhere on the track things were happening, there were spins and off-road excursions. The most spectacular thing was a 944 Turbo that blew its engine going into Turn 14.

A large fireball shot out from under the car, blowing debris all over the track. Luckily, the fire blew it self out and the turbo spun to the inside; we took to the grass and passed him on the outside.

The racing was intense with all the passing going on. McNeil had a substantial lead and won the event with Leh Keen second, in his beautiful 996 Cup Car, and Cory Friedman right behind him in his 993 RSR.





veracityracingdata

Nobody can match our selection.

Veracity Racing Data carries data acquisition systems from: **MoTeC**, **Stack**, **Pi Research**, **SPA Design** and now **AIM**. We (owners Ellen and David Ferguson) are club racers, and PCA members for the past 19 years.

If you already have a data system, but aren't getting what you expected, perhaps we can help. Whether it's supplying sensors, replacement parts, or just friendly advice on how to get the most out of your current system, please visit our website or give us a call.

Interested in getting data from your race car? With so many choices, we're sure to have the perfect data system for you. And with our experience, we can help you sort through all the features. Here are a few popular products:



MoTeC's Advanced Dash Logger can be found in many Porsches racing in IMSA and Grand Am. This flexible dash, and configurable software can

unlock the secrets of car setup and handling.

Stack's analog tachometer and powerful software are useful tools for many drivers looking to improve their own performance.

In-car "predictive lap timing", provides immediate feedback on which driving techniques will lower lap times.



The new Delta Lite logger from Pi Research has been designed to offer a powerful 10-channel logger at an affordable price. This next generation data acquisition product has increased flexibility and performance in a new smaller package.



MoTeC



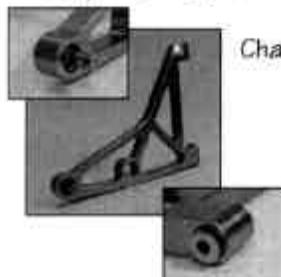
408.732.6606 www.veracitydata.com
sunnyvale, california

Autometries

MOTORSPORTS

Track Car Preparation for PCA, POC, HSR, and Grand-Am

- Engines and Transmission Upgrades and Overhaul
- Safety Equipment
- Suspension Systems
- Roll Cages
- Ground-Up Conversions
- Precision Alignment and Corner Balancing



Charley Control Arms for 944/951/968
Absolutely the Finest Control Arms Available!
\$1,600 Shipping Included

For Sale

Autometries Motorsports
3.8 RSR the Ultimate GT2
Club Racer. Visit our web site
for more details.



(888) 767-6269

www.autometriesmotorsports.com

Located in Charleston, SC

ONLINE ORDERING NOW AVAILABLE

Quick Release Steering Wheel Hub

T C Racing's quick release mechanism makes it easy to insert and remove the steering wheel from the hub—simply pull the twin pins. Quick bolt-on installation on most racing steering wheels.

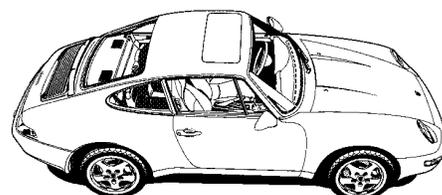


Product Description

- Quick Release and Hub: \$145
- Coarse Suede Wheel "Dish" Design: \$115
- Coarse Suede Wheel "Ergo" Design: \$115
- Complete Kit, including QR, Hub and choice of steering wheel: \$249

TC Racing

Order online at www.tcrcracing.org
or call 901-821-9235



PCA Club Racing National Committee

Chairman

John Crosby
301 Rue St. Ann
Metairie, LA 70005
Phone: 985-674-7500 - Day
Fax: 985-624-9505
Phone: 504-837-3066 - Evenings
before 9 pm CST
Email: john@crosbydevelopment.com

Program Coordinator

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

Technical & Rules

Lance Weeks
1239 West Pitchfork Rd.
Murray, UT 84123
Phone: 801-265-2364
Fax: 801-265-2364
Email: LWeeksPors@aol.com

Sponsor Coordinator

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

Chief National Steward

Jim Coshow
3045 SW Fairview Blvd.
Portland, OR 97205
Phone: 503-525-0088
Fax: 530-706-6170
Email: jim.coshow@att.net

Chief National Scrutineer

Donna Amico
8805 Blue Sea Drive
Columbia, MD 21046
Phone: 410-381-5769
Email: donnaamico@comcast.net

Public Relations Coordinator

Patti Mascone
10716 Kings Riding Way
Rockville, MD 20852
Phone: 301-944-7151
Email: esscape26@hotmail.com
Email: patti.mascone@digene.com

Ohio Valley Region presents
PCA Club Racing's first



For more information:
<http://ovr.pca.org>

Putnam Park
June 21-22nd, 2003



ARPCA Club Race at BeaveRun

July 26-27, 2003

(limited to 130 entries)

<http://vista.pea.org/all/>
Registrar: arpcarace@connecttime.net



2003 PCA Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
May 24/25/26	Texas Motor Speedway*	Maverick	Lanean Hughes 972.484.3040 lhughes@fmstech.com
June 6/7/8	California Speedway	San Diego	Ron Mistak 909.314.3600 mistakcal@aol.com
Jun 13/14/15	Watkins Glen*	Zone One	Henry Hoeh 516.575.7772 Hoehhe@mail.northgrum.com
Jun 13/14/15	Portland Rose Cup	Oregon	Jim Coshow 503.525.0088 Jim.Coshow@ATT.net
Jun 21/22	Putnam Park*	Ohio Valley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Jul 5/6	Gingerman*	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 12/13	Mid America	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jul 26/27	BeaveRun MS Complex	Allegheny	Steve Scholze stvzs@attbi.com
Aug 1/2/3	Mosport*	Upper Canada	Glynn Green 905.643.9811 gpgreen@interlynx.net
Aug 9/10	Brainerd*	Nord Strem	Roger Johnson 763.557.9578 rsamerica@attbi.com
Aug 23/24 (tentative)	Shenandoah	Riesentöter	Michael Andrews michael.r.andrews@unisys.com
Aug 30/Sep 1	Road America*	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 13/14	Pueblo	Rocky Mtn	Vicki Earnshaw 720.981.5281 Vicklm@aol.com
Sep 20/21	Putnam Park*	Central Indiana	Henry Riley 812.579.5673 hriley@core.com
Oct 3/4/5	Laguna Seca	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
Oct 4/5	Summit Point	Potomac	Dave Derecola 301.743.5948 clubrace@pcapotomac.org
Oct 11/12	Hallett	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Nov 7/8/9	Carolina Motorsports Park*	Carolinas	Dick Lane 803.932.7988 dicklane@sc.rr.com
Nov 22/23	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrahh@pipeline.com
Dec 6/7	Roebing Road	Florida Crown	Dave Rodenroth 904.992.0380 racer914@earthlink.net

Note: For the latest updates on the Club Racing Calendar, visit pca.org/pca/clubrace; "*" indicates an enduro

*Photo courtesy of Dave Zipkin of
Fast Forward On Track Photography*

Classifieds

1987 924S PCA-H class race car, professionally built and maintained. Beautiful car! 3 Class H Wins, well developed and ready to race. 924GTR appearance. Motor rebuilt by Memphis MotorWerks. Accusump, Authority Chip, Konis, Weltmeister, '89 944T spindles & brakes, 4 sets 16" wheels, Hoosier & Yokorubber. Full cage, Momo seats, Simpson harness. White with red/blue stripes #53. Also 16" open trailer, 15" A/R White Spoke Wheels & Goodyear Marathon Tires (new), tire rack. Terrence. trex53@comcast.net. 615.799.6122. \$18,500.

1974, 914 race car. Semi-tube frame, full cage, tube stiffening all suspension front/rear. Trailing arms boxed. "A" arms reinforced. Sheridan body. 3.2 Euro engine, 10.5 compression, performance chip for max hp at 7,000 rpm. Headers nickel plated with super traps. 901 w/qaife. Brakes 944 Turbo 25mm front rotors, rear 19mm alum., MC 23mm. Wheels 23.5 X 10 X 16. Front struts: Bilstein RSR w/coilovers. Rear Konis's double adj. Two in line filters. Fire system front and driver compartment. Trailer included. \$25,000. Bill Seymour 304-267-0537 Wseymour@email.msn.com

1992 Carrera Cup. Mint Condition. Serial #1 OF 45 produced. NOT AN ANDIAL CAR. 10K street miles. Never raced. Right off the showroom floor. Loads of spares, all original. Fully documented by Porsche. \$78,500. Contact Brad at 650-529-9623 or brad@mjanja.org.

1991 911 Turbo: Blk ext, int removed painted blk, 2820lbs, Cup Suspension, Big Red brakes, Kinesis K28, Spacero EVO seats, fully welded cage, GHL headers, RSR Splitter, GT2 with EVO Carbon Fiber Wing, Powerflow/K&N air, filter, lld slip, lightweight fly, to much to list. \$53,000. Will e-mail pictures. Chip Grimes: Malvern, PA 610-389-3352 or chip@fsgflooring.com

1993 RS America WPOAB296XPS418002 Red sunroof delete prepared C class, 19,000 mi, PCA & SCCA logbooks, Penske suspension, KMR adjustable sway bars, RSR clutch, light fly, big reds, Alcon rotors, new SPG's and Scroth, B&B headers, new Fabspeed muffler, 3.8 RSR wing, 36 G cell, professionally built maintained, competitive, beautiful. Needs nothing. 4 sets wheels, records. Tom Rothers 440 543 8702 cthams@aol.com

74 RSR Replica Group 4 flares. 0 hours on 1980m chassis. Full cage & fuel cell. Plexiglass windows. 3.6L twin plug, Bosch ignition, 50 PMOs, MSDS exhaust. Fresh 50 w/short bell housing/LSD. RSR front struts w/935 style front suspension, RSR rear coil overs. Monoball/spherical everything. Front custom oil tank, aeroquip lines Fire system, helmet/vest coolers, etc. Call or e-mail. Don Istook (817)332-6547 istook@airmail.net

SCCA GT2 or PCA GT3 Targa. 0 hours on 3.4L twin plug. Electromotive ign. 935 style front suspension, RSR struts & rear coil overs Monoballed and spherical on components. Full cage and fuel cell, front tank and coolers. Fresh upgrades on entire car. Turbo flares. Very nice car. \$39,000. Call or e-mail Don Istook (817)332-6547 istook@airmail.net

1983 944 Porsche Club of America I class race car, professionally built by WheelSource in Dayton and maintained by Steinel's in Twinsburg, Ohio. Extremely well developed, podium finisher 8 out of 11 PCA events. Suspension - 450 lb front spring adjustable, oversized adjustable sway-bars, Koni adjustable shocks (rebuilt for 2001season), and many more parts (too much to list), -12 wheels, 15" & 16", new paint, full interior & A/C, ready to go racing, get in and be competitive, \$11,500 including 1997 18 ft beaver tail trailer George Slyman, 330-668-9273; gsllyman@zoominternet.net

HighTech (Kentucky) 48' race transporter, white, 20 kw gen, hydraulic liftgate, holds 2 cars up top, fully finished, Heat/A/C, full lounge with wraparound bench sofas, table, cabinets, tv/stereo, microwave, fridge, halogen lighting, dimmer, suit closet. Full sized tent in white, lite grey cabinets throughout, built in toolboxes, wkbenches, vise. 1990 model completely rebuilt in 1998. Clear title. Steal for \$89,000/OBO/trades. jmreiser@frontiernet.net or 585-624-3899 phone/fax.

2000 Porsche GT3 Cup (3900 miles, one owner). \$90K. Driver's ed one year; Raced one year (7.5 race hours on engine). Won POC Florida region class championship 2001. Well maintained. Extras: 2 sets PMNA wheels - one brand new set of Dunlop slicks, plus one set with 25 minutes on them. 2001 rear wing upgrade. Factory air jack wand. Seats: Momo Acropolis XL mounted (plus Recaro that came with car, not mounted). 2 exhaust systems one that came with car (i.e., with cats) + custom made straight exhaust pipes (+10 hp per Porsche Motorsport). Call Howard 305-793-3750.

1992 US Carrera Cup car. 1 of 45. These Cup cars had 52 major differences from the RS America. The car is white/black interior, Matter cage, 16K miles. It can be street driven or raced in a stock PCA "D" class and be very competitive. I have all the original street equipment that was taken out of the car in perfect condition, i.e. seats all of which is in heated and cooled storage. This car also has carbon fiber shifter and barke handle. I will sell it for \$72,500, pictures on request to jimnewman@mindspring.com.

RARE Rothmans Canadian Turbo Cup 944. This turbo cup is 1 of 36 produced and specifically made for a special series that was run in 1988-1990 by Porsche. It is a Turbo "S" but has 52 "racing type" differences from the regular Turbo "S". The car has less than 7K miles and has only been used in selective DEs since the series finished. It is in excellent shape, completely original and still has the original graphics. The Rothmans Turbo Cup cars care eligible to race in a stock "D" class in PCA. I will sell this car for \$52,500. Pictures on request, jimnewman@mindspring.com.

74 911 IROC Replica. Fully sorted and prepared for '03 season. 3.0 L twin-plug with PMOs and Cox header. Trick upgraded 915 gearbox. Custom cage, fire system, coilovers, 24 gal fuelsafe with new foam. Braced Sparco seat with new Sparco harness and quick-release steering. New windshield and battery. Turbo brakes and monoball sways. Wired for radio and helmet bowler. 2050 lbs. Spare BBS wheels (4), brake pads, and 74 RSR bodywork. Never wrecked. Very clean. Photos available. Must sell! Run in PCA HSR or SCCA. Price reduced to \$55,000. John Taylor email johnboy@rose.net or call 229-224-0757.

Beautiful, sorted 935 ready to race with HSR, PCA. Built in 79' by Fabcar for IMSA, SCCA. Extensive restoration in 00' w/new body, etc. All correct parts. Zero hours on 3.0 flat-fan, twin-turbo motor. Spare Ti axles, wheels, more included. 911 trace considered. \$95,000. Mark Havens, aircool@pacbell.net or (650) 279-1233-20

1979 928 RACE CAR. Black, 4.5 L V8, 210rwhp, 2800lbs, "S" Brakes/air dam & S4 rear wing. 17" Fgline Race rims (9.5"/11") w/kumors 80% left. New clutch, timing belt, many more. 6 point cage, ready to race in SCCA ITE, PCA GT2S, or NASA PRC/PS1. great starter race car, or dependable endurance car. 3 sets of custom int. PIA enduro lights. 2:07 at T-Hill w/o hill. Raced only 2X and 3 DE events always driven to track. Log book. \$8,000. Contact Mark Kibort, 408.823-3731/mkibort@compuserve.com =

1982 Porsche 911SC--Personal situation requires sale after only 2 Club Cars. Car is fresh & never damaged. Too many modifications to list (ie. Weber 4B Carbs., Electro Motiv Crank-fired Ignition w/Twin plugs, GT Air Dam, SS Dual exhaust system, 915 Box, etc.) More mods. & upgrades to engine, brakes & suspension (invoices available). All racing accessories available including 2nd set of wheels w/new Bridgestones. \$26,500 or best offer. Trailer (2yrs.old) sold separate. Mike Corrao 847-842-0704 or email: mjca443@msn.com

1979 911 Turbo GTI R/S PCA. Fresh 620 HP twin-turbo. New PHIL 5-sp. Full carbon Evo body w/Crawford wing, 935 susp., 2150 lbs. Nascar cage, halon system. Big reds, 2 sets BBS 10-12. Fully sorted & fresh, proven winner. Over 225 K invested. \$89,500. Spares pkg & trailer available. Kent Goebel, 1612 Pleasant Plains Rd., Annapolis, MD 21401(410) 349-2927. Ortho911@aol.com.

FRESH 911 RACE CAR, COMPLETE REBUILD, BEAD BLASTED INSIDE AND OUT, GUARDS RED EXTERIOR, LIGHT GRAY INTERIOR, NEW WIRING, SEAT ON ADJUSTABLE RAILS WITH BACK BRACE, FIRE SYSTEM, PPLUS MUCH MORE (CALL FOR LIST), SCCA LOG BOOK FORGT-3. \$25,000.00 CALL DWIGHT RIDER 303-364-8896, E-MAIL PHYLLISRIDER@EARTHLINK.COM

2000 GT3R Factory Race Car. White. Porsche Motorsport engine rebuild/updated to 2002 specs, Moton & Penske's, 6 spring sets + Virusus, suspension spares, Stack data acquisition, Fikse wheels/tires, spare brakes, gear sets, axles, body parts: bumpers, fenders, rear wing, door, flares, rockers, new heated windshield, Sobek tools, electronic oil level gauge, ready to race!! \$160,000.00/Reasonable Offers, Tom (516) 428-9948

1984 911 Euro Race Car. Full cage, halon, fuel cell, kill switch, C-2Body, GT3 wing, F/R sway bars, strut brace, 3 sets of 996 take-offwheels/tires, short shift & sure shift kit, Momo wheel, strong race motorwith low hours on top end rebuild, proven car. \$25,900 Ralph Byer954-253-4822 or GREST412@bellsouth.net

1992 968 Coupe. Cinnamon/Gray, F Stock (1 race). 60k miles. M030, 17" Club Sport wheels, 6 speed, limited slip, Turbo Cup Bilstein shocks/springs, Weltmeister struts, Racers Edge spherical bushings/castor block package (no rubber in suspension), Charlie A-arms. Full safety equipment including Sparco seats, cage, 5 pt belts, Brey-Krause brace, etc. B&B stainless exhaust. Perfect multi-purpose Club Racer/Drivers Ed/street car. \$30,000.00. CONTACT: Will DiGiovanni (908) 876-1810 or (908) 310-4858 (leave

Porsche GT-1R twin turbo race car. 600 hp at 1-Bar. Built on 1970 chassis with 993 fiberglass body. Weights only 2150 lbs. Full 935 ERP suspension. Smart-Racing sway bars, custom valved Bilsteins, big reds, 993 GT2 EVO camshafts, Carrillo rods, J&E pistons, Mahle cylinders, latest Electromotive. 2 sets of new Kinesis. Over \$120K invested. Sacrifice \$49,500. 650-965-1574 or email dave@rennwerks.com

1995 Porsche 993 Time trial or club racer. Black on black. Legal for PCA Class C. 2960 lbs, Phase 9 exhaust, upgraded to Varioram intake, Program Piggy Back computer, 265hp at rear wheels, Recaro SPG seats, Full cage, upgraded Bilstein struts and cup sway bars, Big Reds, 2 sets Fikses, Over \$85K invested. Sacrifice \$51,900. 650-965-1574 or email

1957 Reutter Cabriolet 356A Race Car 3 sets of wheels, spare transmission, zero time new engine not installed. \$26,000. Ford Shaw 973-316-8025 days, 908-221-1398 eves till 10:00 EST or Shaw1892@msn.com

1972 914 GT-SR race car. Built with nothing but the best from an acid dipped chassis. Semi-tube frame. New 2.2l motor with the latest technology from Peter Dowie--titanium valves; custom heads, pistons, and slide-valve throttle bodies; Motec programable engine management system. Custom suspension design and set-up by Doug Armao at VCI. 1770 lbs. This is the fastest GT-5 car in Club Racing. It has been a consistent winner for years. Lap times include 58.3 at Lime Rock, 2:10.0 at Watkins Glen, and 1:22.0 at Summit Point. One-of-a-kind. \$49,900. Contact Kyle Dolbow 973.543.3022, email kdolbow@mendhamresearch.com.

Porsche GT4S Race Car; 73 Frame with GT-2 wide body kit; 2.7L endurance race motor; full cage, much more; built and maintained by RPM (Stan Fox), \$35,000. Trailer available. Call Mark 202-429-6450.

1981 911 based 993 bodied GT5R PCA/GT3 SCCA race car, extra lightweight pro-built chassis and cage, extremely lowered, monoball front struts, MODE rear spring plates, 2.2L fresh rebuild with only dyno time (dyno sheets available). New 46mm Weber carbs, Electromotive crank/fir ignition, twin plug heads, new J&E high compression pistons, highly modified engine case, magnesium 915 gearbox with Quaife limited slip, and much more, -many spares, many wins, well sorted and prepared, must sell; bought new cup car. Pictures available via email. Mike Hardage 281 361 5677 or mikehardage@iee.org

88 911 Targa D Stock, Authority MF, 250 mi new endurance motor, Mahle P/Cs, Raceware, headers/Phase 9s, Quaife, cage, 3.6T Big Reds, 12.9" rotors, strut brace & sway bars, 23mm/30mm torsion, HRE 8&9x16 wheels, Momo seat, quick release wheel, IROC bumpers, RS tail, receipts, stock pieces & Fuchs. Call Mike (785) 488-3371 Bennington, KS or mneu@twinvalley.net.

1973 914 - 2.0, 4 cyl. I Class racer w/logbook. Fresh zero (0) hour motor w/40 IDF. Kirky Seat. Custom valved Bilsteins. Lowered, corner weighted. Accusump. Front cooler. Full cage. Turbo tie rods, Euro headers, new Diest Belts. Supertrapp,transponder,quick release steering wheel. \$8500.00 OBO. Tom Burdge (908)369-4147

Trailex Trailer-Single car, open trailer w/ tire rack, 71" wide platform between side rails. New tires, recently serviced hubs & surge brakes. In Ft. Lauderdale, FL. \$2,500 ob. Contact Bob Love, 954/658-7426 or rovearc@attglobal.net.

911 Race Car. 993 turbo body on '73 tub. 3.4L JWE engine. Smart Products suspension. 2100 lbs. Consistent podiums in W. Coast PCA GT3S, incl. '02 wins in Vegas and Fontana. Email for photos and component list. Car is sorted and fast. \$40,000. Steve Meacham, 18808 Deer Park, Sonoma, CA 95476. (707)938-0948. Steve@BHCResults.com

1968, 911T-Porsche, PCA-GT4, CVAR. SCCA GT2 logbook from '79, New white/blue, 2.7 fresh eng., 0 miles, w/linebore/shuffle pin, permatune, rev-limiter, carrillo, 46 webers, 930 brakes, coilovers, ATL, aero-quip, fire sys., cage, 2030 lbs, 74 fiberglass, \$39K-Must Sell Make Offer, large spares pkg. available. David Beauregard, 15622 Sunfish Dr., Willis, TX. 77318, 936-890-8470 (wk), pbcdavid@cs.com

1973 RSR look alike - GT4R, 1,970 lbs., 2 events on new motor - 2.8 from early alum case, Haltetech inj, twin plug heads, Schrick cams, 12 X 16 and 10 X 16 wheels, w/ extra set. 17gal cell, 3 nozzle fire, MSD, Bremtek, Quaife, full cage, C/F wing, spares, setup tools, logbooks & 2 axle open trailer. \$40,000. Gary McNair, GMTRACKMAN@aol.com or 707 252 2363.

1972 914 2.0 PCA/PCR race car class I. Orange/black. Built as a "prepared" car running in class I with current logbook. Six races: one win, two thirds and three fourths with no DNFs. Never been wrecked. All receipts since 1992. Ballasted to minimum 2,135 weight. Car is also street legal. Engine and transmission professionally rebuilt. Fuchs wheels, big brakes, many upgrades. \$10,000. ldwnshft@juno.com or David at 816-505-1625. Go to http://www.bahrfamily.net/~david/ for more details and pictures.

1993 RS AMERICA WPOAB296SP419073 Red, consistent podium car in C & ITE. Log books for PCA, POC & SCCA. Strong, reliable motor, fresh Rothsport short ring & pinion box, Bilstein RSR shocks, full monoball suspension, twin turbo front calipers/rotors, Euro RS rear calipers/rotors. Two Recaro SPG race seats, full fire suppression system, 18" Fiske FM10 w/new Hoosiers & stock 17" wheels w/new AO32R rains. Avail. extra Fiske set & 27 g. Fuel Safe cell. Great turnkey club car ready to win. \$50,000. Photos at jfreeman81@hotmail or call 206.419.7037

1992 911 S2 Turbo WPOAA2968NS480207 Black on Black Leather Sunroof CD Player Alum Excellent Condition 32,000 Miles Zero Track Miles Fairly Rare \$44,000 201 337 8237 heal-tp@optonline.net. Jim Lombardo

2000 Sunner 2-car trailer; 41/34" on floor; 8.5" inside height; goose neck; all aluminum; white exterior; no graphics ever; tri-axle; bare aluminum interior; dome lights; 48" door on each side; low mileage; beautifully built and immaculate; USD 19,500 o.b.o. E-mail for pic's: kye@kyser-racing.com; phone: Kye at 416-666-6556 Toronto)

1995 Porsche 993. Combination street/DE car. Polar silver/black leather w/28,000 miles(2,500 on EPE 300 hp 3.8 liter w/Varioram). Aerokit II w/rear wing, full Cup type suspension, big reds, 2 sets of 17's. Flawless and perfectly maintained for \$51,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1996 Porsche 993 TT. Combination street/DE car. Black/black w/40,000 miles. Loaded w/options plus Turbo S front spoiler/coolers, coolbrake, Krupp-Bilstein suspension, rollbar, RS bars, new rotors and pads, new 18's. Perfectly maintained stock Engine. Great base for a stock B racer. \$68,900. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

GT3S PCA logbook car. EPE maintained, many podiums. Zero hour 3.4 liter race motor w/Motec, custom slides, updated 915 Wevo, Fabcar shifter, 2,100 lbs wet, lowered roofline, full cage tied to pick-ups, aluminum trailing arms, Kirkey, full fire system, Fuelsafe, coilovers w/custom perches, Big red fronts, custom 928 rears. \$50,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

2000 Porsche GT3 Cup Car in original HP white and blue livery. PCA CTC-3 logbook, 12 hour motor, fresh gearbox, '02 brakes and wing, new axels and wheel bearings, Cool Helmet, 3 sets of wheels w/new sticker rubber. Airwand and all set-up sheets. Never damaged, exceptionally clean for 990,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

2000 Porsche GT3R. PCA logbook GT2R racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade. Complete and never damaged car with wand and spares, plus spare motor with upgraded oil pump for \$150,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

'88 930 GTIS Race Car. 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Wheaton. Building new car. \$89,500. Glenn Sapa, 27W506 Wal-lace Rd., Wheaton, IL 60187. (630) 291-6982, glenn@thesapas.com.

Classified Advertising. Classified ads are free to Club Racing members. There is a 60-word limit per ad. Ads may be subject to editing and abbreviation per the requirements of available space. No pictures are being accepted at this time. Ads will run for two issues unless renewed, or the notification of sale is received. **Submit ads to the CRN editor via mail or email.** (Andy Jones, PO Box 990447, Redding, California 96099-0447; clubracing@jps.net) **Ads are limited to vehicles and trailers. We do not accept business related ads in the classifieds.** Advertisements for parts and accessories will be respectfully refused.



PCA Club Race National
Safe Racer Award Sponsor



The Faster You Go – The More You Need Us!

Call us

800.934.9112

(To Order)

703.257.0009

(For Tech Support)

Fax us

703.257.7993

E-mail us

info@ogracing.com

Visit Our Showroom

7204 South Hill Drive
Manassas, VA 20109

Monday-Friday 9am-6pm

Saturday 10am-4pm

Eastern Time

We ship daily via

UPS and Federal Express

from our fully-stocked
warehouse

Your Largest North American



Warehouse Distributor

Roll Cages & Roll Bars

Fuel Cells

Fire Systems

Brake Pads, Rotors & Cooling

Torsion Bars & Sway Bars

Steering Wheels & Quick Releases

Harnesses

Window Nets

SA2000 Helmets

Nomex Suits, Shoes & Gloves

Timing & Pit Equipment

Aluminum Jacks

Gears & Differentials

Seats

...and much more from:

ATL • Bell • Brey-Krause • FabCar • Kirkey

• Longacre • Performance Friction •

Phoenix • Quaife • RaceQuip • Red Line Oil

• Simpson • Smart Products • Sparco

Shop On-Line Anytime at

www.ogracing.com

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

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

Address Service Requested

Hoosier
RACING TIRE

www.hoosiertire.com
1-574-784-3152

TWEEKS

www.tweeks.com
1-888-489-3357



MICHELIN

www.michelin-us.com
800/847-3435

Northstar
Motorsports

www.northstarmotorsports.com
1-800-356-2080

SMARTRACING
PRODUCTS

From CRAIG WATKINS
800.383.0808

www.smartracingproducts.com
1-800-383-0808



www.gt-racing.com
1-800-797-2911



www.mazzawines.com
1-800-796-9463



www.trailex.com
1-800-282-5042



www.crescentcitymotors.com

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

www.kellymoss.com
1-608-274-5054



www.racegas.com
1-800-722-3427

WINDWARD
PERFORMANCE PRODUCTS, INC.

North America's High Performance Specialty Parts Source

www.windward-perf.com
1-800-642-1348

FORGE LINE
FORGED ALLOY WHEELS

www.forgeline.com
1-888-643-6051

JONGBLOED
Racing Wheels

www.jongbloedwheels.com
1-612-445-8276



www.patwilliamsracing.com
1-901-212-7327



www.ogracing.com
1-800-934-9112

PORSCHE CARS NORTH AMERICA

www.porsche.com

2003 Club Racing Sponsors. Thanks for your support!