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

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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
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Ruth Harte
PCA Executive Secretary
PO Box 5900
Springfield, VA 22150

Printed By:

Artistic Printing
Salt Lake City, Utah

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Porsche Club of America



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Back Cover - Our National Sponsors

Come Visit Our Web Site:

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On the Cover:

Metro New York Region members pose for a photo at the Clash at the Glen.

For more from The Glen, turn to Page 12.

Photo by: Valerie Reppin

Deadline

The deadline for the next issue is:

October 10th

Home Stretch

by: John Crosby, Chariman PCA Club Racing

We are now into the home stretch of the 2001 racing season with seven races remaining. Requests for 2002 dates are already coming in and a preliminary 2002 calendar may be found later in this issue. Keep an eye on the Club Racing website for updates to the calendar. Congratulations and a big thank you to Ohio Valley, Central Indiana, Upper Canada, South East Michigan, Nord Stern, Oregon (their second of the year), and Chicago regions for hosting very successful races during the months of July and August. Within the regions is where it all happens. If it were not for the hard work of these dedicated individuals, there would be no Club Racing Program. If your region is planning to host a race, get involved, I promise you a very rewarding experience.

This issue of the *Club Racing News* contains the much anticipated rule change proposals for 2002. The final comment period is open until October 1. Submissions should be made to Tom Charlesworth and myself preferably by email. The Club Racing Advisory Committee will meet shortly thereafter to review the input from the racers and make a final determination. Changes will be published on the Club Racing web site by early November and in the next issue of the *CRN*.

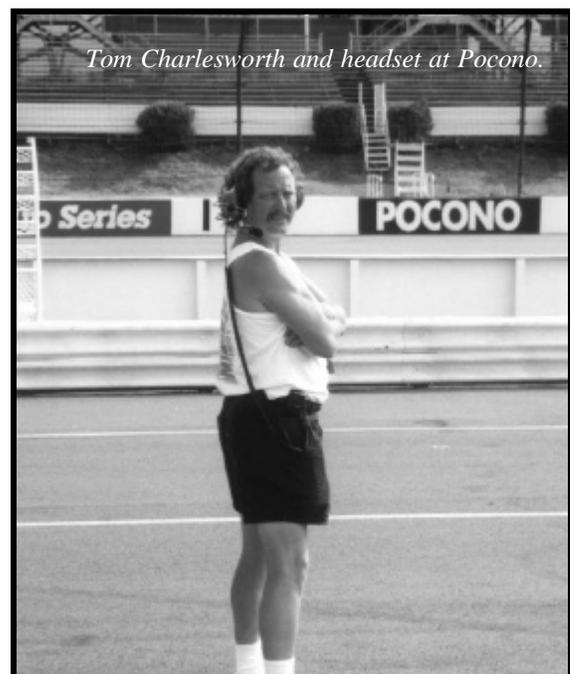
Here are some statistics on incidents for the first 6 months of this year:

Number of races:	11
Number of 13/13's:	91
Average per race:	8.3
Avg # of cars sustaining damage per race:	13.5
Suspensions this year:	8

General Rule 2.B. states "Drivers involved in an incident shall report, with their car, to the Chief scrutineer at the established black flag or 13/13 impound area, as directed, immediately after the incident occurs. Drivers will then report to Medical and then to the Steward." In light of the high incident rate and with the anticipation that this will have a favorable impact, effective with the IRP race, this rule has been and will continue to be enforced in its most strict and literal interpretation. "Immediately" does not mean at the end of the race or practice session. It means come in and report to the scrutineer. "Drivers will then report to Medical and the Steward" does not mean go back out and finish the race. It means your race or session is over. At the beginning of this year if you had asked me if this rule were fair, I would have said no. Having written nearly one hundred 13/13 letters in six months time to fellow racers however, I have come to realize that the real unfairness is to everyone out on the track who have experienced a much greater exposure of damage to their cars than should be in the PCA Club Racing Program. The point of all this is that in this program, racing cleanly takes priority over racing for position. It is going to take more than the enforcement of this rule however to bring the incident rate down. It will take the right attitude on each racer's part. One final note on the incident rate, contrary to what some might believe, the rate among rookie racers (those with 3 races or less) is about half of the average. In reality, the high numbers are actually generated by our more experienced drivers.

Tom Charlesworth has announced that the Road America race this year will be his 100th and last race as a National Scrutineer. Tom joined the Club Racing National Staff in the third year of the Program, mid way through the 1994 season. As of Road America this year, there have been a total of 170 races in the entire history of the Program. Tom has dedicated his weekends to nearly 60% of them. Not to mention his time allotted to the Technical & Rules part of the job. Thinking way back to my very first PCA race, I vividly remember reporting to tech inspection for the first time in the non-log book line on Friday evening. There was this longhaired guy thoroughly examining cars inside, under the hoods, and even underneath. Finally it was my turn, and of course I was a little nervous that my I Class 944 wouldn't pass inspection. I was greeted by the longhaired guy and immediately felt a sense of support and helpfulness. The inspection went well and I was even complimented on the way the car was prepared. At the driver's meeting the next morning, he was there offering advice on safety issues. When I lined up on the grid, there Tom was again, checking seat belts and window nets before we went out on the track. As cars came off the track and into the pit lane he was talking to drivers and checking their cars. This guy seemed to be everywhere. Being unfamiliar with the structure of the PCA staffing for a race at that time, I distinctly remember thinking... "This guy is working his butt off! How much could they possibly be paying him?" I was absolutely amazed to later learn that he was a fellow PCA member and volunteer. The long hair has been gone for a while, but the dedication to PCA still remains. Tom has truly been an asset to the Club Racing Program and has left some big shoes to fill by Lance Weeks, who will be taking over as the Technical & Rules Chair at the end of the year. Tom will continue with his service to PCA on the National Nominating Committee as well as other duties as called upon.

Thanks Tom!



Tom Charlesworth and headset at Pocono.

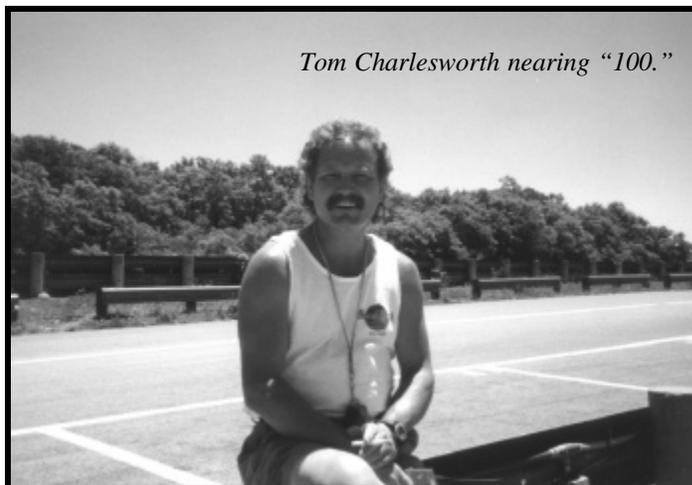
What seems like about a hundred years ago, I received a phone call from Alan Friedman asking me if I'd like to be a Steward for the PCA Club Racing Program and suggesting that I travel to Corpus Christi, Texas. The region was hosting their first race and Alan thought it would be a good idea for me to assist him and see what the job entailed. He told me when he was landing and I made arrangements to arrive in Corpus at about the same time. Transportation, he told me, had been arranged.

Alan met me at the gate and we collected luggage and then went out to meet our transportation. There he was, a rented convertible, shorts, tank top and long curly hair. My introduction to Tom Charlesworth.

It took about two minutes for me to figure out that Tom is special. We worked a number of races together and one of my first moves, after getting another call from Alan and becoming Chairman of Club Racing, was to split Harry Hall's position into two parts and to make Tom Chairman of the Tech and Rules Committee. The price he paid for the office was shorts and tank tops in the hot pits.

Charlesworth became my wing man. To walk with him through a paddock and listen to his observations about stock configurations and the rules is inspiring. I cannot count the number of race nights, after everyone else had gone to bed, we spent talking into the wee hours about Club Racing and how to make it better; always, of course, over single malt and cigars. We have shared innumerable occasions for celebration at races and we have been together when things were bad: Pocono when the tornado hit with cars on track just as we were starting a fun race; a heart attack that took the life of one of our racers; probably one of the most violent crashes I have ever seen on a race track that changed a driver's life forever, etc., etc. But, if you have to share bad times with someone, it should be Tom. His overall perspective has pulled me through more times than I care to report.

Most racers will be surprised to learn that "subtle" is not a word I would use to describe Tom Charlesworth. If you want to know where you are at, ask Tom; don't ask unless you want to know. But at the track, he knows that our Program is about racers and that they, and only they, are important. His "sermons" are usually short and to the point. Many is the time that I have reported from the tower that a car is on track with the passenger window up and that we have black flagged the car. When the racer comes in, Tom is positioned on the left side of the car, taps on the window and waits. When the window is lowered, Tom smiles and signals the racer to go back on track. I will never forget Willow Springs where one of our guys did a 720 coming out of turn nine, barely missed the wall and ended up in the dirt in the infield. It took several minutes for the dust to settle and when it finally did, the driver spent a great deal of time apologizing to the corner workers and berating his own ability to drive. He then went to the ambulance driver and, again, profusely apologized for his stupidity and existence. I reported this to Tom. The racer drove to the black flag station and immediately started his litany again when Tom raised a hand to silence him, carefully went over what had been a red car but was now a dirty brown and, kneeling by the window, said, "Go wash your car."

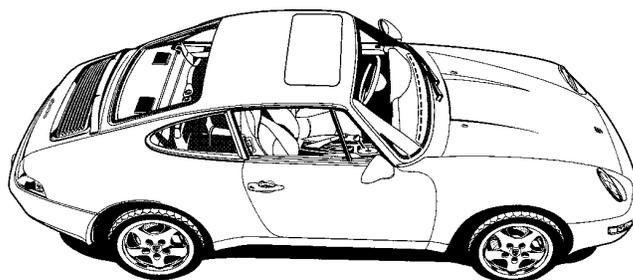


Tom Charlesworth nearing "100."

Mt. Tremblant was an exceptional place for a race. The track left much to be desired (that has been fixed) but the location and setting can only be described as wonderful. Two things will forever remain in my memory about that event. One is that in the middle of the resort there was a tiny pub that has probably the greatest selection of single malts this side of Scotland. The other was at the driver's meeting: I finished my regular greeting and asked Tom if he had anything to add. He mounted the stairs, turned to face the troops and, in the most horrid, Oklahoma accented French, started with, "Ben Jar." A new high was set for cross cultural exchanges.

Road America will be Tom's last race as Club Race Scrutineer and this will be his last year as Chairman of Tech and Rules. I feel that, with the parting of my friend from the Program, we are seeing the end of an era. An era of which both he and we can be proud. But PCA has a way of keeping good people once they are found. The Executive Council has asked Tom to serve on the 2002 Nominating Committee and he will be one of three people charged with selecting who will be on the ballot for 2003/2004. Further, it would not surprise me to see his name, at some time, in the back of Pano in some other position.

We are richer because of Tom's service to the PCA Club Race Program. We will miss him because of who and what he is and because of the great contribution that he made for our benefit. But some things are everlasting. During his tenure as my wing man he became my friend and that will remain forever.



2002 Proposed Rule Changes

The proposed rules changes listed below are submitted for racer input in accordance with the rule change procedures in the PCA Club Racing Rule Book. There are several fundamental principles which are adhered to by the Club Racing Committee in deciding which proposals make the list for consideration and which do not. First is the desire to maintain the simplicity of the rules which enables us to maintain the scant size of the rule book. Another is that one of the founding principles of this program is that a Porsche car, with minimal modifications, can be driven to the track and raced. Although most of our racers these days have dedicated race cars, this philosophy still weighs heavily in the consideration of allowing or disallowing modifications particularly in the Stock Classes. In the Prepared Classes the rules become more liberal and of course in GT the class structure based solely on displacement, which has proven to be very simple and very workable. Finally, there must be sound and over-riding reasons to make a change. PCA Club Racing has enjoyed phenomenal success and undoubtedly has the best formula for a program of this type. In other words "if it ain't broke, don't try to fix it". One last point, the list of rules recommended for consideration are by no means a "done deal". Each racer's input is important. There are differences of opinion even among the committee members in regard to the merit of some of the proposed changes. The majority did agree however that those listed below should be put on the table for discussion. Please submit your comments to Tom Charlesworth with a copy to John Crosby. Email is best but faxes or snail mail will work also. Contact information can be found elsewhere in this issue. The final rules changes for 2002 will be posted on the Club Racing website in early November and will be published in the next issue of the *Club Racing News*.

1. GTC Class Changes:

- a) Split the GTC Class into two classes: One class based on 996 models, the other based on 993 models.
- b) Allow updating and backdating within the model range of GTC classes.
- c) Allow the replacement of unavailable parts with equivalent factory Stock parts.

2. 911 C2's and C4's to move to "E".

3. 1980 to 1983 911 SC Euros to move to "E".

4. 911 C2 Turbos to move to "C"

5. Classify 959 to "B"

6. 1972-73 911 E's to move to "H".

7. Allow Hoosier radial rain tires in the Stock classes. The tires are hand grooved and as a result are not able to comply with DOT certification, however do meet all other DOT regulations. Documentation as been provided by Hoosier that the compound is identical to the existing radial with the exception that it has 2/32's additional rubber.

8. Allow KLR chips to be changed on turbo cars as a "Prepared" modification and move up two classes. Max 2.0 bar absolute pressure.

9. Allow non-Stock valve springs and retainers as a "Prepared" modification.

10. Allow non-Stock cam timing as a "Prepared" modification.

11. Safety Rule 15. (to be reworded) Open cars, cabriolets (even with the top up), and cars with non-metal roofs must be equipped with approved arm restraints.

12. Enduro Protocols:

- a) Change the term "balaclava with eye protection" (for refueling) to "balaclava with goggles".
- b) State that the pin must be removed from the fire extinguisher during refueling.
- c) For night enduros, all cars are required to be equipped with operational head lights and tail lights providing illumination at least equal to factory lighting. Lights above the roof line are not allowed.

Rule Change Submittals Not Recommended for Consideration

The proposals below are not recommended for consideration by the committee, however if you feel there is a strong justification to consider any of these, please feel free to email Tom and John. There is also an explanation as to why these were not recommended.

- A. Weigh cars with the drivers in the Stock classes.
- B. Minimum weights in GT classes
- C. Weight/Displacement ratios for GT classifications
- D. All "Prepared" cars to move up two classes from their respective "Stock" class. Modifications which result in the progression of two classes would then be three classes.

A through D were all considered and rejected last year (some in the past several years). The impetus for making these changes is quite small.

- E. Allow RSR struts (raised spindles) in Stock classes.
- F. Allow adjustable camber plates in Stock classes
- G. Allow non-Stock valve springs and retainers as a Stock modification.

E, F, and G go beyond what is considered minimal modifications for the Stock class. Item F, which is allowed in Prepared, was also thoroughly addressed earlier in the year. Item G is being considered this year as a Prepared modification.

- H. Adjust minimum car weights within the Stock classes so that weight to horsepower ratios are equal within a given class.

Item H is an interesting concept, however Stock classes are not based solely on weight to horsepower ratios. Other factors such as handling characteristics, torque range, and the effect of allowed modifications are also considered. For example, in the Stock classes the exhaust system is free. The resulting horsepower increase in later model with catalytic converters is much greater than say a 1973 911 which gains very little.

- I. Allow 2 piece driving suits. - *This is a basic safety issue.*
- J. Assign permanent car numbers. - *With over 2,000 licensees, half of the numbers would be four digits. This is just not practical.*
- K. Do not issue 13/13's in single car incidents or leave to the discretion of the steward.

Item K is not a rule change, but rather a suggestion for fundamental program change. Since the proposed rule changes is probably the most widely read article of the year, this is a good opportunity to sneak in an editorial. The 13/13 Rule is one of the founding principles of the PCA Club Racing program. It is also designed and implemented to be as objective and impartial as humanly possible. If there is damage (except due to mechanical reasons), all possible evidence is reviewed and one or more of the drivers is going to be found at fault. Should a single car incident resulting in a minor dented fender be treated in the same manner as someone who totals their own or someone else's car? The answer is yes. The level of damage and number of cars involved is irrelevant, as that is usually just a matter of luck. The steward's job is difficult enough already and the addition of such a subjective aspect would probably cause them all to quit... I know that I would. -- John

Rule Clarifications

These rules are currently being enforced as written, however require some rewording in the book. Below is the revised wording, which is submitted for informational purposes only.

1. Prepared Rule 6.C - Fender flaring is allowed with the use of factory material based on the year and model.
2. 78-79 911SC Euros (with US specs) are classed in "G"
3. Stock Classes A through K - add phrase "must have been built by Porsche for street use"
4. Delete Stock Rule 6.D and Super Class Rule 7.G and add the following under general Safety Rules "Fuel cells are not required, but are strongly recommended for Super Class cars and allowed in Stock and Prepared cars. When mounted in Stock, prepared, or GTC cars, the fuel cell must be in the location of the Stock gas tank and carpet may be removed in that area."

Comment: Fuel cells actually are a general safety issue and as written it is unclear as to whether or not GTC cars could change to a fuel cell. The new wording will clearly allow GTC cars to have fuel cells.

What Scrutineers Do When Wandering a Race Paddock

by: Donna Amico, Chief National Scrutineer

Whenever there is an opportunity during a race weekend, one of the National Scrutineers assigned to the race may start wandering the paddock looking at cars. The scrutineer may be looking for a couple of specific cars for an opportunity to really exercise the test equipment, or may be checking a single item on an entire class, group of classes, or even the entire field.

As much as possible, scrutineers have been consciously trying to look at entire classes rather than just a couple of fast cars in a class. This includes weighing of stock class cars as well as technical inspection of specific items. So, even if you don't normally run in the front of your class, don't be surprised if your car has been pulled for a displacement check or if you've been sent to the scales after qualifying or the race. Everyone in the field deserves a fair race with the cars and drivers around them.

The test equipment sets get a little more complete each year. Most racers know that we have equipment for checking engine displacement, compression ratios, cam timing, DME chips, and turbo boost. At the end of last year, Darrell Troester added two fiberscopes. This greatly enhances the ability to find non-stock pistons, creative uses of titanium in stock motors, lightened flywheels, etc. So yes, your car can

be called in for a "full body cavity search"!

If cruising the paddock, the scrutineer may have other objectives. We no longer see every car at every race, since tech inspection at the beginning of the weekend for cars with logbooks really is usually limited to follow-up on items documented in the logbook. I think that everyone appreciates no longer having to wait in those tech lines of a couple of years ago. However, we really do want to check all of the tech inspection items on your car at least periodically.

Sometimes the goal will be to check safety equipment items in as much of the paddock as possible. Is your seat back brace properly installed and contacting sufficient seat back area? Does the seat have a solid back and is it securely bolted in? Is the fire extinguisher or suppression system charged? Does the kill switch work, and is it labeled? Are your harnesses up to date and installed correctly? Do you have roll bar/cage padding where needed? Is there an inspection sticker on your roll bar/cage or does it need to be measured? When new equipment is added or old equipment removed and reinstalled as part of other work on the car, sometimes it happens that it isn't all put back properly. Thank the scrutineer for being concerned for your safety. Better yet, take this paragraph out to your car and check for yourself.

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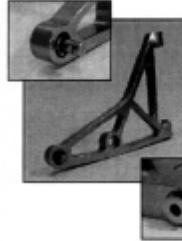
Other compliance items that are easily checked while wandering the paddock are spoilers and bumpers, wings, stock interiors, and numbers/class labels. What? We care that much about labels? Well, yes. Having the correct class on your car sure makes a difference to the racers in front and behind you. Did you change class but not change the designation on your car? If you are in GT-2 but your class says GTC, that GTC driver might try a bit too hard to stay with you. As for numbers, yes, the corner workers and steward really need them to communicate. Also, as a scrutineer, I've been asked to stop and inspect cars at the end of a session to see if they might have a serious leak. If there is no hood number on the car, it is nearly impossible to pull it out of line. That quick inspection could save you a blown engine, or save the rest of your group from a major oil slick on the track next run session.

Finally, if the scrutineer has spent some time with you and your car, he may ask you for your logbook at the end. That doesn't necessarily mean that he's found anything wrong. We also will write what has been checked and found to be OK. After all, it will make a good impression on the next scrutineer to read your logbook.

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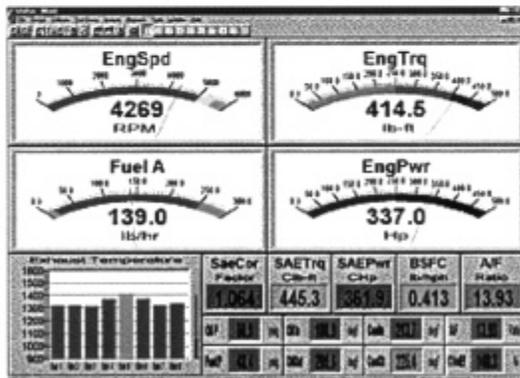
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A Guide to the Double Yellow

by: Tim Betteridge

Tom Charlesworth once told a joke: "What do race drivers and refrigerators have in common? When you close the door, the light goes out." At the time, I have to admit, I didn't think it was funny. But after seeing some things happen on the track during double yellow flags, I think he may be on to something. Thus I thought it appropriate to share some ideas with you all about what you should and should not do when we get a double yellow.

First, when the double yellow comes out it means there is trouble on, or near the racing surface. Hopefully, nobody is hurt, but there is a strong likelihood that there are one or more slow moving vehicles on the track. The white flag may be shown, but don't count on it. And don't think that once you have figured out where the incident is you can blast around the rest of track. The slow moving vehicles could be anywhere, and there may be multiple incidents.

The first and most obvious rule is Don't Pass. I have been passed several times under yellow and double yellow conditions. Why? Think refrigerator. So what happens if somebody passes you under the yellow and then realizes their mistake? They slow down and wave you by, so you go past them and correct the situation, right? Wrong! You just passed under the yellow! If somebody passes you that's their mistake. Don't let them tempt you into the same fate. You will get black-flagged. If you are the driver committing the original crime, realize that once you have made your mistake, it's too late. If you attempt to allow a car to "un-pass" you, you could cause an unnecessary accident as the car behind you slows and causes an accordion effect.

If you get passed under yellow by a competitor in your class, and it appears to go unnoticed, don't fret. The corner workers have probably noted it and informed the steward. If not, the car behind the guilty party will have seen it. You have a witness and you can complain to the steward after the race.

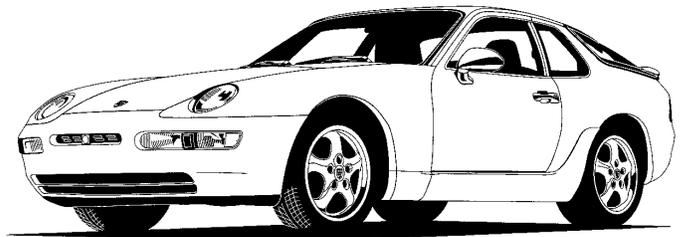
So the double yellow is out. The pace car will usually come out in front of the lead car in the race. If it comes out in front of you, and you are not the lead car, you will be signaled to pass the pace car. If you are not signaled, what do you do? Don't pass. Wait for the signal. If you are the lead car, and there is no pace car out, it is up to you to set the pace. Use the kind of speed you would use on a cool down lap (a real cool down lap). You must give the other competitors time to catch the pack. If you are not the lead car, you should attempt to catch up with the pack in front of you by driving at a pace that will enable you to catch the pack, but not put yourself or others in danger. It's a good idea to use a fair amount of speed in the straight, but be extra careful around turns, especially blind ones. I have witnessed cars racing around a bend and having the shock of their lives, having to stand on the brakes and go off one side of the track to avoid hitting somebody. Don't take your time catching up to the pack. The drivers behind you will not appreciate it. I witnessed a race recently when a driver, under double yellow, drove at a slower rate of speed that the lead pack. All of the cars behind were severely disadvantaged by this, and some of them were mighty upset.

I have seen situations where a car gets into trouble during a yellow and slows significantly. Unfortunately the driver decided to try and make it to pit in. This slowed the

entire group behind him (before the car finally died). Don't do it. If you get into trouble, signal the drivers behind you and pull off the track immediately.

The restarts are challenging. You may not have any idea whether the pace car comes in or not, so you have to be prepared. If you can see the pace car at any time, check the lights on top. If they are off, it indicates that the pace car is on it's final lap and the restart is imminent. However, the interval between the incident being announced clear to race control and the pace car getting to pit in can be very brief, so it is possible for the lights to go off at the last moment. A radio helps, but if you don't have a radio you have to rely on your senses and the flaggers. As soon as the green drops, the yellows should go in. This is a good indicator that the race is again underway. Also, you may be able to hear the cars in the front revving up. If you suddenly start getting passed, you also have a good clue. Be careful, be smart, use your head. You can pick up several places at the restart, but remember that races are not won or lost at the start. This applies to restarts too.

I think I have addressed all of the items that I can think of. I'm sure there are more, so keep an open mind, and keep the lights on.



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So Why Was I Racing a 928 at Watkins Glen?

by: Stan Shaw, Wilbraham, MA - Red 1980 928S, #496, Class G

After much encouragement from 928 fanatic David Lloyd, of CVR, I had decided in late 2000 to race my 928 in PCA Club Racing. My first track experience was in 1999 when I attended a racing school and confirmed that my (ancient) desire to race was still intact. I then attended a number of track school days, using both my '80 928S and my '96 M3 at least once at the same tracks (LRP, NHIS and Watkins Glen).

Initially I wasn't sure whether I should race the M3, or whether I should race the 928. I considered both, simply because I had both. Once I made the decision, the actual preparation of the 928 was an issue due to my current lack of a garage.

David came to the rescue, with the result that my car spent much of the winter in his four-car garage. A number of upgrades and maintenance issues were dealt with first. I had decided to start in the stock classes, since my 928 is a Euro, so I was bumped from H to G class and was required to add weight. I reviewed the requirements with Tom Charlesworth, (and probably tried his patience) so as to make sure the preparations were correct for the stock class.

The first maintenance issue was rebuilding the transmission, handled efficiently by 928 International (www.928intl.com). The first upgrade was the installation of an Accusump kit (to help prevent against the infamous 928 motor 2/6 bearing failure) provided by Devak Performance Products (www.devak.net).

Next on the list was a custom-built roll-cage by CFR Welding (www.tangerineracing.com) and installation of Kirkey Road Race seats. Next, the car went to Automobile Associates for final race prep, along with a corner balance and alignment.

The final preparation step was putting on the vinyl. My wife, Patty, and I operate Excell.Net, an Internet Service Provider, so of course our business name and focus (business Website and e-mail hosting) was to be prominently displayed. I also selected the race number of 496 as it was the date we started the business, April of 1996.

The race at Watkins Glen weekend was a milestone weekend for two reasons. First, by entering the Sprint and Enduro races, I would be able to fulfill my PCA rookie licensing requirements since I had already competed in the Lime Rock and the Pocono races. Second, this was to be my last weekend racing in the G stock class. I plan to modify the 928 and run in the GT2 class in future races.

I was optimistic that I could be more competitive at Watkins Glen, since the track is more open. I had brake fading problems at both Lime Rock and Pocono, but at Watkins Glen, there is quite a bit more brake cooling time between corners (except in the Boot). There wasn't much I could do to improve my braking problems, I bled my brakes frequently with racing brake fluid, was using race brake pads and had cooling ducts for my brakes. My opinion currently is that the stock 928S brakes are not up to the task of racing a 3349lb 928.

The practice sessions did not go well on Friday. There were a number of issues (including "poor decisions" by other drivers) and while none of them related to my car, I only was able to get in about 10 laps. My times were slower than I had

hoped, but knew I was far from what the car's true capabilities.

Saturday morning allowed a brief practice session, following by qualifying. In the qualifying I stayed out long enough to get a couple of laps with little traffic and improved my time enough to qualify 24th.

Each race start is an adrenaline rush. In this case we had 50+ cars starting down a relatively long straight leading to a nearly 90 degree right hand turn. I knew the 928's torque would provide an opportunity to move up some before the first turn, but of course not knowing what speed the pole holder will start from, and when the flagger will drop the green flag makes taking advantage of that torque a challenge.

On the start, I passed two cars, and stayed off-line for the first corner. I fell in line though the back straight, and after turning at the toe of boot, I stayed off-line to pass two more cars. Passing is fun! There was a bit of distance between the next few cars, but I was able to make it up on the back straight and pull right up to the next car when exiting the Inner Loop. I waited until the turn at the toe of the Boot, and again stayed off-line to try and torque past a car or two. I couldn't do it, and when we got to the braking zone, I stepped on the brake pedal, and it went to the floor! I pumped the brake pedal, downshift to third and got to the turn partially in the dirt. I somehow managed to keep the car on the track and even though I cut across the front of another car at about a 45' angle, there was no contact. I was quickly passed while wondering if I would have brakes at the next corner. I found I did, so resumed racing but more conservatively. My brakes were there for the next two major braking points, so my confidence started to return, and then going downhill into the laces of the boot, they were gone again! So now I had to come up with a new strategy for the rest of the race, which meant braking earlier and cornering faster.

The rest of the race was much less eventful. I tested my brakes before each corner and was able to pass a few more cars. Ironically my best lap time was listed for later in the race on lap 11, although I question if there were timing issues as my fastest lap was slower than the next ten cars behind me. I did finish 14th overall and about halfway in my racing class.

After the race, I bled my brakes in preparation for the Enduro on Sunday. I was not optimistic, and during practice on Sunday found my brakes to be the same. I drove the Enduro, but was very conservative as I was driving to finish and get more experience.

Overall, the weekend was fun, since even practice sessions are much more fun than driver education events. I took solace by reminding myself that my primary purpose over the weekend was to run the two races, so as to complete my rookie requirements. I also finished 14th in my race group, and was near mid-pack for my race class.

I am now preparing my car for GT2, with bigger brakes, wheels and tires. I hope to build a higher horsepower motor within the next year, and then I'll see whether I and the 928 can be competitive in that class.

Sponsorship Update

by: Steve Rashbaum, National Sponsor Coordinator

It is early August as this is written and the weather is unseasonably hot and humid in the upper Midwest. Those of us loath to tow for more than a single day to race are in heaven. We are blessed with many close tracks. Unfortunately I missed Putnam due to an unexpected bridge closure on the Parade Rally Route (Susan Shire and I were the Rallye Masters) so we spent the weekend driving the rallye route instead of driving the track. Friends who drove at IRP must have taken "iron-man" vitamins - many drove the enduro with temperatures in the mid to upper 90's and high humidity. I made it to GingerMan and had a wonderful time at a wonderful event. Next for me is Road America.

I have had the pleasure of meeting several of our sponsors at races and have taken the opportunity to thank them personally and on behalf of the program. They were at these events to participate in both the racing and the camaraderie. I was delighted to hear their names and the names of their businesses over the PA during the entire weekend. Often, those sponsoring awards presented their award themselves. Thanks again.

For all of our sponsors, sponsorship is not only an endorsement of our program but also a business proposition. Please keep them in mind and do business with them when you can. When you do business with them, thank them on behalf of the program and say hello to them when you see them at the track.

Northstar Motorsports Owner John Ruther, a long time member of the Chicago Region, their Chief Driving Instructor and an experienced competitor in both Club Racing and pro series understands the needs of racers and puts in the extra effort to insure the safety equipment and accessories you need are in stock. Northstar sponsors the "Northstar Award" which is given at each race for a 20% discount on merchandise available at Northstar. The winner will also be eligible for a year-end drawing of a Bell Dominator helmet (SA2000) complete with custom paint job.

Sunoco Race Fuels More engine builders, racers, tracks and sanctioning bodies choose Sunoco than all other gasolines combined. Sunoco's track-proven fuels are designed to provide unsurpassed power, performance, quality and consistency, keeping you ahead of the pack. Now, Sunoco offers even more choice with an expanded product line that includes numerous specialty fuels.

Trailex Aluminum Products Trailex trailers set the standard for super lightweight, superior craftsmanship and extraordinary quality. If you need a trailer - enclosed or open - to tow your racecar, Trailex should be your first and only choice. Made from anodized aluminum, these ultra lightweight trailers feature bolted modular construction, 4-wheel electric brakes, aluminum loading ramps and more. Trailex has sizes to fit - perfectly - your Porsche. Their unique touches, like recessed drings and fender designs that allow you to access your vehicle, make trailers are both functional and beautiful.

Johnson Autosport As one of the premier race preparation facilities in the country, Johnson Autosport specializes in Porsche super-tuning and competition preparation. With almost 30 years experience, Johnson Autosport has a well-established reputation for building some of the fastest, most fearsome cars in Porsche Club Racing. Owner Bob Johnson puts his skill as a race-winning driver to work for his customers, offering a depth of understanding about racing that's unmatched. The specialists at Johnson Autosport work on both stock class and GT class cars, helping racers get the most out of their machine. Johnson Autosport also offers transportation to and trackside support at Club Races all across the country.

Jongbloed Wheels Jongbloed Racing Wheels specializes in the production and design of high performance racing wheels. They have been producing wheels for over 25 years. -And 118 National and International championships have been won on Jongbloed Wheels. All designs are of a 3piece construction and can be customized to fit nearly any racing car. The most popular wheel is the "Aero" which actually "pumps" air from underneath the car to the outside, cooling brakes and rotors along the way. No other wheels on the market do this as effectively. Their lightweight and strength are effective in reducing un-sprung weight and mass, which translates to faster lap times.



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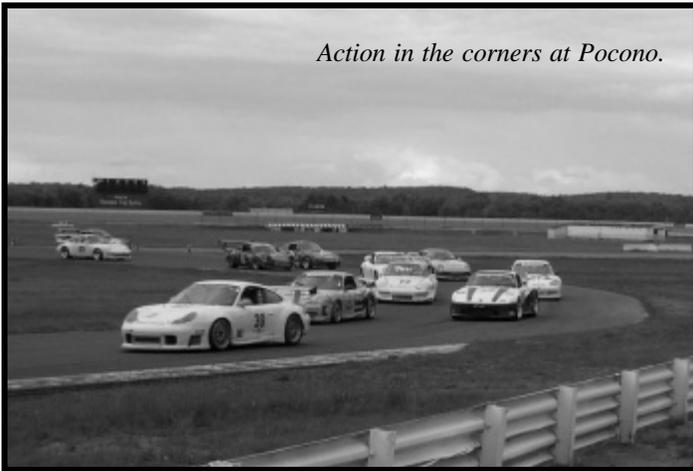
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Pocono 2001: *Some Things Change, While Some Other Good Things Stay the Same*

by: David Mann, Potomac Region - Dark Blue 1986 944, #72/172, Class I



Action in the corners at Pocono.

Pre-race prep began with placing my “Chris Musante number 1’s in front of the 72’s on my car. Not only is Musante’s car faster, so is his mail. The forecast for Porsche Race at Pocono, number 10 (number 9 for me—sorry, I missed the one in ’98), was WET. So I loaded the Gore-Tex, Bean boots, extra fleece, extra socks, canopy, three umbrellas, rain tires, etc., into the van before hitting the road to Pennsylvania. After taking Skip Barber here in 1984, I never wanted to be cold and wet in or out of a racecar again. Without the extra bag for shoes and boots, I couldn’t have made the trip. So much for traveling light. But, expecting to play in the rain is better than not having a chance to play at all.

I realized years ago that having paddock space with friends is a good thing, and wanted to avoid the social trauma that being apart two years ago had created. Where else can you talk about who is chipped, cam’d, Patti Mascone, etc.? If you have any information you feel a need to share, seek us out. So Gary Hess, Jeff Adams and I planned, and partially executed, an Interstate 81 rendezvous for the drive up. Gary and I hooked up. We tried to chase down Jeff and Susan Kimmit, but already we were running second and third! As we arrived the paddock seemed relatively empty, and I wondered if the weather forecast had affected the turnout. It was well signed as usual, with a most pleasant greeter at the gate. Even when you are just arriving, NNJR is very organized.

In some respects, the event was different from the past; in other ways it was the same. I have done six previous races on the short course, and two on the long course. NASCAR Turn 1 was as much fun as the dip used to be at Road Atlanta, but not quite as much of an attention-getter as Turn 2 at Mosport. There was something about turning it at top speed and then hugging the curbing that’s hard to duplicate. But even without the terminal velocity, the North Course is fun, and usually provides good, close racing (at least in the “budget” group where I have raced since ‘92). The entry totaled just fewer than 100 cars, divided into three race groups. [I looked around for Bill Miller, but no Bill, no cookies. Maybe at The Glen]. So, off we headed for dinner at the Power Plant, back down I-81 towards Hazelton. Then it was motel time, with the good fortune of rain during the night. Saturday was cool but clear. Bullet number 1

was dodged.

As usual the sessions ran like clockwork. We never had to worry about not hearing the PA system. Nowhere else can you experience air horns and minute signs on the grid like NNJR hosing a race at Pocono. Time sheets? We hardly got out of our cars and over to the office before they were ready. And how about that great blue shirt? A nice change from the norm. After all this time in PCA, I may have to get a new chest of drawers just for the Club Racing clothing. I skipped the practice starts and “fun” race. After a long week I followed the Dirty Harry guideline “a Mann has got to know his limitations.” Instead I watched the races, but missed the excitement of the Turn 1 “porta potty” demolition. Saturday ended with another excellent buffet on the patio. So much for my visions of being crammed in the cafeteria.

Just like Friday night, the rains came during the night, with Sunday cool and cloudy. Bullet number 2 successfully dodged. Qualifying was nice and long. Ended up third, a little further back from second than I would have liked, but well clear of the cars behind me. Light turnout = closer to the front. I figured the race could bit a bit more like driver’s ed than racing, but you never know.

How little did I know? Well, I never would have expected the chaos as we entered Turn 1 after the green flag. Cars were going in multiple directions, several off the track. I watched Vince Simone do a slide for life across the grass, thinking he’s lucky the “porta potty” is already flattened. He still ended up making contact. The ex-Lynn-Wilson-green 911 took an even bigger hit, an exhibition car no less. The second-place Class I car went off, but not far enough. I was quickly passed back to third. Post-mess, we had a full-course yellow, and after the green came out, my prediction came true. I spent the race just trying to concentrate and not make any mistakes. Maybe the race would come to me.

After our group finished, we jumped on our bikes to watch Groups 2 and 1 go at it. It is always nice to be a free spectator. Nothing memorable, except a close fight between Mike Bavaro and Roy Chong, which was shortened by a little M-T-M. They both got to have a good look at Roy’s video in the garage.

The post-race party was a winner, and I won, too. Door prizes after racing is wonderful, if you have a reasonable drive home, and this is one where we could stay, get lucky, and be home before dark. What did I win? A nice Michelin denim shirt. Thanks again, NNJR. The only thing missing was a hug from Arlene. Maybe next year!

David Mann joined PCA in 1984, shortly after a Sergeant in the Howard County, MD, police department informed him that it would be a good idea to join. So guess what, he joined. David’s first Porsche, “Peter,” a platinum 1983 944 purchased new in July 1982, died in High Point, NC, during November, 1990. His current ride, “Patricia,” a 1986 944, was acquired in December, 1990, and has slowly been sacrificed to the racing gods since Club Racing began in 1992. Luckily his wife Bonnie bought into the program from the beginning.

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Editor's Corner

As we are nearing the end of summer and heading down the "home stretch" I would encourage those of you who are planning on attending one or more of the remaining events to pass along comments, photos, articles, etc. Your contributions will make for good winter reading!

On pages 6 and 7, we have published the proposed rule changes for 2002. Please review them carefully and comment as

needed. Be respectful when doing so.

Also note that on the facing page we have published several preliminary dates for the 2002 racing season. Start planning your schedules, vacations or "business trips" now.

Thanks for your continued support!

-Andy Jones
CRN Editor

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Email: clubracing@jps.net / Phone: (530) 241-3808.

2001 PCA Club Racing Calendar

Dates	Event	Region	Region Event Chairs
Sept 1/2/3	Road America	Chicago	Chris Inglot 847.604.4795 cinglot@aol.com
Sept 15/16	Pueblo	Rocky Mountain	Kathy Fricke 303.499.6540 Frickew@ci.boulder.co.us
Sept 15/16	Nelson Ledges	Northern Ohio	Jim Hackney 330.653.9801 jimhackney@adelphia.net
Sep 29/30	Summit Point	Potomac	Marilyn Hickson 703.758.6697 potomacde@juno.com
Oct 5/6/7	Heartland Park*	Great Plains	John Krecek 913.897.3357 jkrecek@kc.rr.com
Oct 12/13/14	Texas MS	Maverick	Brian Scudder 972.247.1720 brian.scudder@mindspring.com
Nov 9/10/11	Carolinas MS Park*	Carolinas	John Taylor 803.796.0983 cltjft@sc.rr.com
Dec 1/2	Roebing Road	Florida Crown	Dave Rodenroth 904.221.1755 racer914@earthlink.net

* Indicates both sprint and enduro races.

Note: Submit corrections or updates to Susan Shire: PCAClubRace@aol.com

Preliminary 2002 PCA Club Racing Calendar

Dates	Event	Region	Region Event Chairs
Feb 8/9/10	Sebring	Gold/Sun Coast	Dave Tabony 561.626.6812 Wingcast@aol.com
Mar 2/3	PIR	Arizona/So Arizona	Daniel Webb 480.984.3443 dwebb944T@earthlink.net
Mar 23/24/25	Texas World Speedway	Lone Star	Tim Westby 713.228.2666 twestby@crtlaw.com
Apr 6/7	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsga@bellsouth.net
May 4/5	Las Vegas Motor Speedway	InterMountain	Ed Mineau 801.278.9681 pcaracer@sisna.com
May 17/18/19	California Speedway	San Diego	Ron Mistak 760.451.9888 mistakcal@aol.com

Note: To submit a preliminary race date for 2002 email: john@crosbydevelopment.com

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1987 911 Carrera.set up by Peter Dawe.custom valved bilsteins,ERPeverything ,turbo tie rods,fresly bal&blue printed motor3.2 with dyno tuned chip,charley bars,b&b headers,fire sys.,full cage,Ruf front oil cooler,g 50trany w/cooler,930 brakes,cryo rotors,ring &pinion,strut brace,ruf tach,spgs,rsr wing,limited slip,18s kinesis,many class E wins ,car built last year,fresh &race ready.39,999. roketman@shore.net

1998 Trailax 22' enclosed aluminum trailer. Very light, very strong. Used only three times. CTE-1741 trailer with one foot extension. 158" awning, tire rack, aluminum wheels with spare. Contact Rich at 408.369.9607 CA or rwblue911@cs.com.

1971 911S Race Car - RSR body, runs GT3 and Vintage Group 6; two tails- RSR 3.8 wing and duck tail; wt. Approx 2,100 lbs; 3.2 liter "Manny" engine with 46 webers which is extremely strong; turbo brakes; roll cage to suspension; RSR struts; Bilstein shocks; two sets BBS racing wheels, 8 1/2" front, 10" rear with two extra sets sticker tires; extras include gas cans, extra seat, servicing equipment, trailer. \$35,000. Chris Ellis (H) 708-848-2572; (W) 773-824-2205; cellis@usfc.com.

1989 944 S2 F stock race car, Extremely well prepared, 5 races - 5 podiums (2 poles, 2 fastest laps). turned 1.41.1 at Road Atlanta. LEDA IDA shocks w/Hypercoil springs, Racer's Edge Spherical Bearings, Hard Bushings, and Camber plates. 968 M030 Sway bars front and rear, w/ solid mounts w/adjustable drop links. M030 calipers. Factory limited slip. Much more etc.... Karl @ 865-966-0842

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1974 911 RSR with IMSA history. 935 front suspension with Bilstein RSR coilovers. 930 rear trailing arms with heim jointed camber boxes and Bilstein RSR shocks. 915 active tranny with cooler/pump & Wevo gated shifter. Brand new (0 hrs) 3.3+ motor by Performance Development. 3 sets BBS (w/ Goodyear slicks & rains). Many spares and more. Jim Rench, Medina, OH, 330-376-3300, jlr951@bright.net

1973 911 RSR Replica, # 9113100720, Guards Red w/ Blk Intr., Fla. car, strong 2.4S 210hp eng.(7R Case), hyd. tensioners, rebt. mech. FI, w/ K&N's, dual fit. oil coolers, 9&11x15 Fuchs, rebt. 915 (7-31), LSD., new clutch/PP/ Fly, Bilstein RSR shocks, 23/29 t-bars, 22mm adj. sway bars, adj. sprg. pls., MSD ign. syst., pics & info list avail., \$28,500 OBO. Chad A. Lea, 3701 Timberline Ct., Lincoln, NE 68506, 402/483-5335, greshad@cornhusker.net

1978 Factory turbo body 911, turbo brakes, 915 trans, 2.8L twin plug engine with Weber Carbs, 8x15 & 9x15 Fuchs wheels. RSR front Valve, oil cooler, car built at Sewickley, Mochabraun color, roll cage Recaro seats, light weight hood and tail. Engine disassembled. Jay Brown evening 304-599-6444 or jbrown6444@aol.com

1988 944s, one of 7 factory Escort race cars, white, w/ black int. Full Matter roll cage, Recaro seat, 8x16 & 9x16 magnesium wheels, 9x17 & 10x17 Fikse wheels. Bullet proof Driver Ed car/ PCA class G race car. \$28,000 Jay Brown evenings 304-599-6444 or jbrown6444@aol.com

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1999 Cup Car VIN WPOZZ99ZXS698110. Ex Larbre Competition team car with wins at Nogaro, Nurburgring and second place at Magny Cours. Finished second overall in French GT3 series. See photo on page 104 of Porsche Supersport '99 by Ulrich Upietz. Completely redone with new rotors calipers, engine, transmission. Ready to race in PCA GTC class. Current pictures available to serious buyers.\$110K. Tico Capote. Email tracingporschese@aol.com. 901-767-1111.

944 Turbo. Broadfoot/Press Racing 944 Turbo Race Car. Finished 2nd in Grand-AM GTO Championship. 3.0 Liter turbo, est 500 HP, 6-Speed Trans with GT torque biasing diff. Acid Dipped and Powder painted chassis. Twin turbo brakes. Crawford Carbon Fiber bodywork. Custom roll cage. Air jacks. Fire system. \$80K. Contact Gordon Friedman at (843) 763-7356.

1974 914 Race Car. Fast and Reliable. Semi Tube Frame. Sheridan Body, 3.2 Euro engine, 260 hp, 1800 lbs, coilovers, fuel cell, Quaiffe, \$25,000 w/open trailer. Call or email for specs and pictures. wseymour@email.msn.com Bill Seymour 511 Comstock Dr. Shepherdstown, W. Va. 25443

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