



Racing News



PCA's Club Racing Newsletter Volume 02.2
Sponsored by Porsche Cars North America



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Bred from their championship winning racing shocks, the new CLUB SPORT line has the same technology and precise adjustment range that has made Moton the leader in suspension technology.

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Editor

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

CRN Advertising Coordinator

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

Susan Shire
Phone: 847-674-2285
Fax: 847-679-8973
Email: PCAClubRace@aol.com

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

On the Cover:

*A 911 captured by the camera of Donn Rodenroth.
Turn to Page 8 for Donn's article on Track Photography.*

Deadline

The deadline for the next issue is:

April 15th

Off and Running

by: John Crosby, Chariman PCA Club Racing

The 2002 Club Racing season is off and running. This past February, the Sebring Race, hosted by the Gold Coast and Sun Coast Regions, enticed over 200 PCA Club Racers down to south Florida for some great weather (at least for the first 2 ½ days) and some great racing. The upcoming schedule is packed full of racing and the month of May has races every weekend. For the latest on the racing calendar, be sure to visit the Club Racing website at www.pca.org/pca/clubrace

I had the pleasure of participating in the presentation of several special awards at Sebring. Of the twenty-four eligible candidates, Steve Pattee, a member of the St. Louis Region, was co-recipient of the 2001 Michael Melton Memorial Rookie of the Year Award. Steve completed eleven incident free races in his first year of PCA Club Racing. Representing European Performance Engineering in Massachusetts, the award sponsor, were Jerry Pelligrino and Dave Maynard. The other Rookie of the Year winner shall remain nameless for now. Look for more on the two winners in the next issue of the *Club Racing News*. The winner of the Northstar Award, a custom painted Snell 2002 spec helmet, was Chris Wilken from the Mardi Gras Region. On hand for the presentation was John Ruther of Northstar Motorsports who is also one of Club Racing's National Sponsors. If that wasn't enough, Bill Love of OG Racing, another one of our National Sponsors, pulled David Beauregard's name as the winner of a Sparco Tech 2 driving suit. David, who is from the Lone Star Region, was chosen at random from the 192 winners of the 2001 Safe Racer Award. Not only did OG present the driving suit but every one of the 192 safe racers received a 20% discount certificate towards a one time purchase of Sparco safety equipment. Being safe certainly pays! Congratulations to the award winners and a big thank you to the companies that support PCA Club Racing.

The stewards and scrutineers met for two days in January for the purpose of reviewing the Club Racing rules and procedures. The objective of such a meeting, to be summed up in one word, is consistency. Consistency among the scrutineers in enforcement of the technical and safety rules. Consistency among the stewards in regard to the on track procedures and the resolution of 13/13 incidents. Virtually every page of the Club Racing Procedures Manual and Club Racing Rule Book is reviewed and discussed. The stewards and scrutineers are very dedicated to the PCA Club Racing Program and to its founding principles of a safe and fun venue for PCA members to enjoy their Porsches.

One issue that the stewards spent considerable time on was the analysis of 13/13 incidents, in particular, car to car contact in a turn. These types of incidents became a lot more prevalent last year and were the reason for our higher than normal incident rate. They are usually very minor "touches", yet are probably the most avoidable type of incident. In years past there was much discussion about "corner ownership". We have gotten away from that

concept. No one "owns" the corner, but rather both drivers are obligated to "co-exist" by simply leaving racing room for each other. What does co-existence mean? Check your mirrors just before the turn in. If faster traffic is approaching, plan to leave some room. If you are being overtaken, drive the normal line, but leave at least 1 ½ car widths at the apex. Often times you may lose sight of a car behind you as it gets closer and in a blind spot. Again, leave some room. The greatest burden of accomplishing a clean pass however, is placed on the driver doing the overtaking. This driver has more options and is the one deciding on whether to initiate the pass or not. Co-existence is simple... do not force the issue by attempting a low percentage pass.

It was great to see so many of our Club Racers participating in the Daytona 24 Hour. By one count, I believe there were over two dozen. Congratulations to Kevin Buckler and the Racer's Group for their GT Class win and 7th place overall finish. That is truly an outstanding accomplishment. Kevin has been a long time supporter of the PCA Club Racing Program. The Racer's Group had the battered and beaten #68 car, which was the 4th place GT finisher, on display at Sebring, untouched since the finish of the race. Seeing what was left of a once beautiful GT3RS really makes one appreciate our 13/13 Rule. On a sad note, best wishes to Joe Hish, another one of our racers, who sustained some severe injuries in a violent crash at the 24 Hour. This should serve as a reminder to us all that this sport of ours does come with its share of risks. Hope to see you back soon, Joe.



Finally, I must apologize to our racers for the delay in the mailing of the 2002 licenses. It was necessary to redesign the license format this year and coupled with the fact that over 800 renewal applications were received in the month of January alone, the process simply took longer than expected. The licenses have been mailed, so if you have submitted your renewal and have not received your 2002 license, please follow up with Susan by dropping her a line at: PCAClubRace@aol.com

Hope to see you at a Club Race soon. Race friendly.

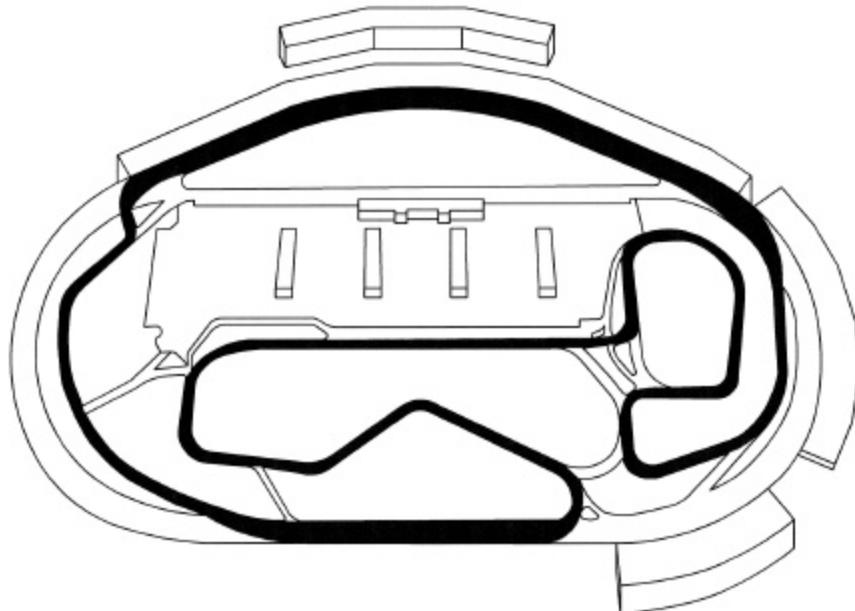


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West Coast Tour

Phoenix, 4/27-28 * LasVegas 5/3-5 * California Speedway 5/17-19 * Portland 6/7-9

Annual Technical and Rules Meeting Report

by: Lance Weeks, Technical and Rules Chair

Another year of Club Racing has started and with that I am experiencing a "new exposure" to particular facets of the PCA with the decision to accept the role of Technical and Rules Chair. Tom Charlesworth left some huge shoes to fill, which with the help of Donna Amico and the scrutineering staff we will continue to listen to your suggestions, review the rules and improve the Club Racing program. I became involved with Club Racing as a racer in 1994, then as a scrutineer in 1999. There are three reasons why I continue to be involved with this great group of people. First, I enjoy watching racers having a great time. Second, I have a great time at every event. Third I want to help you have fun, be safe and play by the rules. Like wise, its up to each of you to make sure that the scrutineers have a good time when they are at an event because the pay just isn't worth it.

The annual meeting in January was once again a success, thanks in part to the preparation of Donna and the scrutineering staff. This meeting is a time for the National scrutineering staff to get together and review the current rules and make sure that our collective interpretations are the same. This is done so that you, the racer, will know that the interpretation or answer to your question is the same at any race you attend. This also gives the seasoned scrutineers a chance to meet and work with the new recruits. The rules are simple and concise, so don't read between the lines. If you find yourself doing just that, its time to ask for clarification. Simply said, if the rules don't say you can do it, don't. Remember, a Prepared Class car is only a variation of a Stock class car. Sometimes racers want to stretch that concept beyond what is legal and still say "PREPARED..... for GT", which is right where you will be gridded.

The most talked about proposed rule change that was not adopted, was the 911 C2 & C4 move from F to E. This proposed change could not be adopted due to the fact that significant data is not available which would indicate that "this is the right move". This previously proposed change will again be continuously monitored throughout the year. None of us wants to make a change to the rules, only to reverse that decision at a later date. We must be certain that the change is warranted and appropriate in keeping with the spirit of Club Racing.

The next hot item of discussion was the morphing of GT cars into what appears as a GTP tube frame car. Some of the GT cars have begun to replace key chassis components with tube equivalent components, clearly departing from the GT requirements.

The following is further definition and clarification of the "GT cars - Porsche chassis" in the Super Classes 1.A. General Requirements section. The phrase "stock tub virtually intact front shock tower to rear

shock tower," needed some further refinement to give you a clear measure of conformance to this rule. Due to the past acceptance of a replaced rear cross member with a tube equivalence, this modification will continue to be allowed, along with replacement of the rear shock mount. This modification has been incorporated in numerous GT cars and it would seriously impact the GT classes if this were to be rescinded. The expanded interpretation of this rule will be, "The tub must be continuous from the front shock towers to and including the rear floor pan panel with factory material, while the longitudinals must be continuous, as from the factory, from the rear motor mounts to the front bumper panel. With the exception of the rear shock cross member which may be replaced. The remaining chassis must be virtually intact."

I hope this will provide you with a clear picture of what we expect. We cannot be responsible to insure that some third party has created a safe chassis. Only Porsche manufactured sports cars are eligible. If your car departs from this concept, it will not be bumped into GTP, but rather be considered non-eligible for PCA Club Racing. The GTP class is for Porsche factory built prototype race cars, or cars with logbooks issued as GTP prior to 1999.

Some subjects being reviewed this year include the FIA approved single piece race seat that does not require a seatback brace, arm restraints for all Targa's and 914's, and as always, car classifications.

Thanks Tom for all your hard work and dedication towards the constant improvement of this program and good luck in your endeavors with the Technical Committee.

Lets go racing, have fun, be safe and play by the rules.

Lance

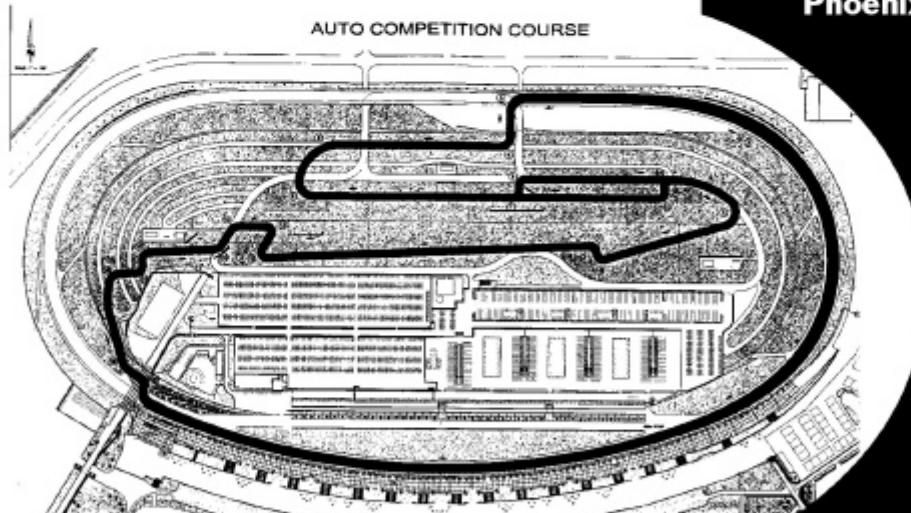
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Pelican Parts Swap Meet
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Intermountain Region
Las Vegas Speedway

May 17-19
PCA Club Race/DE
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May 31-Jun 2
POC Cup Race and
Tribute to Le Mans
Willow Springs

Jun 7-9
Rose Cup PCA Club Race/DE
Portland International Raceway

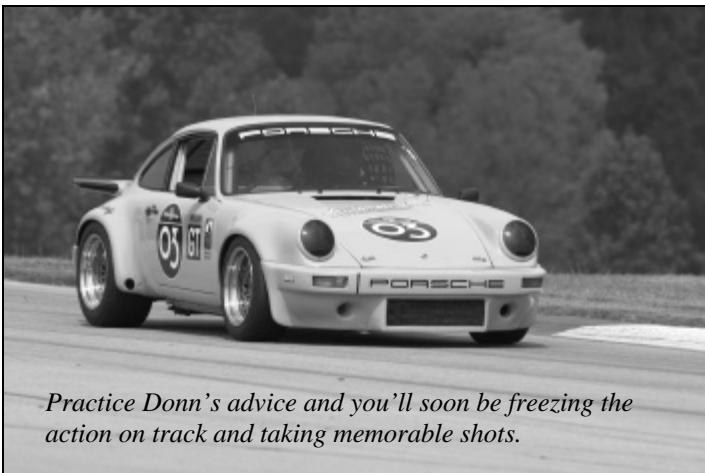
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Track Photography

by: **Donn Rodenroth**



Practice Donn's advice and you'll soon be freezing the action on track and taking memorable shots.

Having been around racing as a spectator for most of my childhood, I developed a certain love for the sport. Later in life I was invited by my older brother to drive his 914-6 at a PCA driving school. I don't have to tell any of you how the story went from there. Yes, I now have a 914-6 that I will soon be racing.

I started in photography at age 12 and began my career at age 15 at the local newspaper as a staff photographer. As a young man I can remember spending countless weekends at Road Atlanta watching IMSA and Can-Am races. I began shooting racing during that time. It takes a lot of practice and film to become proficient at capturing quality race images. I have compiled a few hints; tips and suggestion that hopefully will help you produce better racing images at the track.

- **Depth of Field** - Most dramatic sports photos are shot with the lens wide open or one stop from wide open. This is done for two reasons. First, you need all the shutter speed you can get, which means shooting wide open, but just as important, it has to do with isolating the subject. As the aperture on a lens opens up, less and less of the photo is in focus. The longer the lens, the more dramatic the change. The larger the distance between the subject and the background the more out of focus the background will become. If you use a long lens and a fast aperture, then your subject will stand out and the background elements will have less impact on your photo. Action photography is a "grab it now" type of shooting and you live with the background that is there. If you open up the lens to its maximum, you will find your subjects standing out and becoming memorable. Fences, signs, poles, bleachers, stands, and people in the background can really mess up a good shot.

- **Focus** - An out of focus shot is pretty useless. There isn't much you can do with them other than throw them away. So achieving crisp focus should be a goal of every one. Today's Auto-Focus cameras do a very good job of focusing quickly. The problem is what they focus on. Most cameras are weighted for center image focus. This means they focus on whatever is in the center of the image. I use manual focus for everything, I guess I just refuse to embrace technology. I just prefer being in control of the critical factor. It has been my experience that manual focus works better than AF under many circumstances.

There are two primary means of focusing a camera: **Follow Focus** and **Zone Focus**.

- **Follow Focus** is where you keep your camera on your subject, rotating the focus collar attempting to keep the subject in focus. This works very well on side to side movement, where the camera to subject distance is not changing rapidly. This requires some practice to do it well. A good way to practice is to go out to the street and follow focus cars as they drive past.
- With **Zone Focus** you expect the action to take place at a particular place. I use this technique frequently. Anyone that has driven a racecar on the track knows all of the spots where the pavement changes color or there is dip or whatever the case. In photography we can use one of those spots to zone focus. What we do is pre-focus on that location and as the car approaches the spot we release the shutter and by the time the camera does it's thing the car is in just the right spot by the time the shutter fires. This is timing related. You need to practice the timing on this as well.

Both of these methods have allowed photographers to capture fantastic photos for years. Even if you have an AF system, you should learn to follow focus and zone focus because there may be times where your AF won't function (low light, low contrast situations for instance).

- **Composition and the Rule of Thirds** - There is a common photography rule called "The Rule of Thirds", which says that if you divide the frame into a thirds, whether vertical or horizontal, and place the subject in the either the 2/3 or the 1/3. The resulting photo is more interesting. For sports photography, following the Rule of Thirds in principle is a good idea. That is, lead your subject into the frame. If you

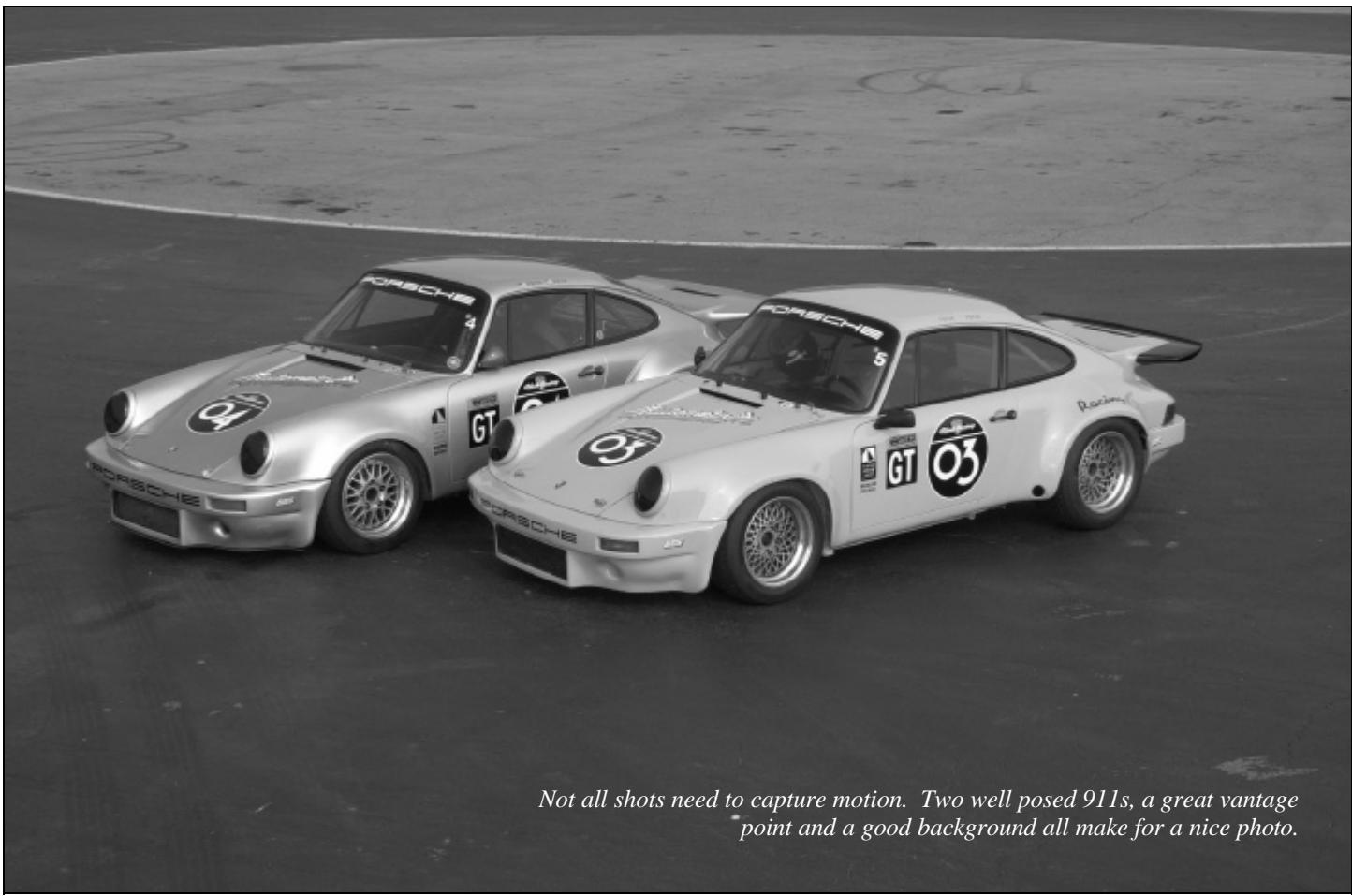
are shooting a car coming left to right, leave more room on the right side than the left to imply that it is going somewhere. If you are shooting horizontally fill the lower two thirds of the image with the car and track, and leave the remaining 1/3 for the skyline.

- **Framing** - You will want to use a long lens for most of your images. I find that a 300 mm to 400 mm works best for my taste. This choice of lens will compress the image so it gives the illusion that the cars are much closer together than they really are. You should be aware that many cameras do not show the full frame. Because of this many labs "enlarge" standard prints to approximate what you see in your viewfinder. If your camera shows the full frame, like many high end cameras do, and you fill the frame with a person, the resulting 4X6 coming from the lab will all in all probably crop part of the frame in a way you do not like. Get to know your output methods, lab habits, etc.
- **Freezing Action Shots** - Freezing the action requires fast shutter speeds. Most modern cameras have a top shutter speed of 1/8000th of a second. The standard rule of thumb is the minimal speed for hand holding a lens is 1 divided by the focal length of the lens. Thus a 50 mm lens should not be hand held any slower than 1/50th of a second. A 300 mm lens should not be hand held at less than 1/300th of a second. If your camera does not have shutter speeds between say 1/250 and 1/500, then you round up. Not only are long lenses more difficult to hand hold it also becomes harder to freeze the action as well. Longer lenses not only magnify the scene; they magnify the apparent movement. If a car passes through the viewfinder with a 50 mm lens attached in one second, then while using a 500 mm lens, the car moving at the same speed will pass in 1/10th of a second. Generally, to freeze action, you need at least two full shutter speeds faster than the hand hold speed. So for our 300 mm lens, you will need at least 1/1200 to 1/2400 to freeze action with this lens (rounding up, that's 1/2000-1/4000th of a second). Even at these speeds, you may have pan side to side with the subject to have the movement crisp when you expose the film. Even at high shutter speeds, if you hold the camera still and wait on the car, you will capture a blur. By matching the movement of the subject with the movement of the lens, you minimize the relative motion between the two. For subjects coming to you or heading away, the apparent movement isn't as great.

Continued on Page 10...



This sequence of shots illustrates many of the recommendations found in this article. Good positioning, focus, panning and correct camera settings make for successful shooting.



Not all shots need to capture motion. Two well posed 911s, a great vantage point and a good background all make for a nice photo.

- **Let the movement show** - Combining panning, slower shutter speeds, and predictable movement you can capture some very dramatic pictures showing all kinds of movement. Many new action photographers worry about freezing action, trying to get the crispest shots possible. Veteran photographers will try for crisp shots, but they are not afraid to allow some blurring. Stop and think about it for a minute. When you are bragging to the guys at work about how fast your car was at the race you certainly don't want to show them a photo of it looking like it is sitting still. By slowing the shutter speed slightly you can allow the wheels to blur slightly, thus showing movement. Slow it down a little more and pan with the car and it will look like you're are flying. These types of shots require patients, work, and a lot of experimenting.
- **Lighting and Film** - There simply are no good lighting conditions. During the day, under bright sun, there are harsh shadows and it creates shots that have too much contrast. Morning and late afternoon shots are somewhat better if you can get the light behind you, but you still end up with some rough shadow conditions. Overcast sky drops the light level too low for using really long lenses. Critical to the sports and action photographer is the choice of film. By now,

you should understand the relationship of film speed to aperture to shutter speed. As light goes down, shutters slow down, apertures open up, and film speed increases. Film with an ASA of 400 should be ideal for most photographers with consumer grade lenses.

- **Location** - You can only photograph things you can see. The closer you are to someone, the better you can see him or her. Sports are no different. You have to get as close to what you are shooting as possible. You generally will not be permitted inside the fencing at most racing events. Depending on the track, you may be limited to designated locations. Get as close a possible. You also have to be familiar with racing to be able to capture the moment. This means knowing where to position yourself for the best action. For instance you don't want to shoot from the inside of an off-camber turn. The car would look silly with all the weight loaded to the outside. It would appear to be one of those monster truck things! Not only does it matter with the subject, but the background matters as well. Look at what is going to be behind your subject. While we will try to minimize the impact that a background has, it will sometimes be unavoidable. You need to position yourself where the background is the most pleasing.

- The Moment** - Racing photography is all about timing. It's about reacting. It's about being in the right place at the right time and it's about execution. These are all qualities of the racer and those that photograph them as well. Each sport has predictable and unpredictable moments. Understanding the timing of predictable actions allows you to capture the peak moment, when the action is most dramatic. By knowing these moments you can anticipate the action. This helps in two ways. First, it helps you with focus, which was discussed earlier, and secondly it helps you snap the shutter at the right time. The saying goes "If you see the action in the viewfinder you missed it." This basically means if you wait for car to reach your focal point then press the shutter release, the car most likely will be sailing out of the frame before the shutter fires. You have to push the button before the action so that the mirror has time to flip out of the way and the shutter open and close. There is a delay between the image hitting your optical nerve and the shutter closing. You have to, through experience, learn what that time is and adjust for it.

Auto Racing is generally fairly easy to photograph. Races generally occur during the daytime and you can get away with longer, slower lenses. You can follow or zone focus easily enough. The challenge for quality racing images is to show motion. You don't want your car looking like it is sitting still. Also much more importantly, there is a lot more going on other than the cars running around the track. The pits/paddock afford some of the best shots. The biggest problem with racing is the distance from the track. You only have the participants for a brief time on each lap. You will need big lenses in almost all circumstances for the race itself. Your shorter lenses work well for crowd and off track shots

Photography is a lot like racing. Just because you have the best equipment that money can buy doesn't mean that you are the best or fastest driver. I remember David (my older brother) telling me when I started driving to invest my money in me, the driver, before I began making improvements to the car. I would say the same is true in photography. You don't have to start out with \$40,000 worth of camera equipment. Spend your money on film and processing. Take a lot of images, shoot 3 or 4 rolls of film on a race. Get practice! Dave also preached to practice the right techniques. Practicing bad habits only makes them harder to change down the road. The same holds true in photography. Taking 10 rolls of bad images doesn't accomplish anything. Practice using the right techniques. Spend some time, and expect to burn some film. Only through practice and looking at the results and going back to it will you get the timing and skills needed to one day capture world class shots.

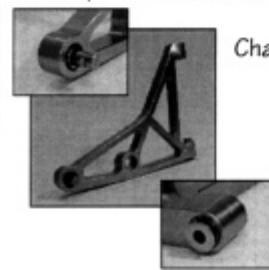


Donn Rodenroth's 914/6, pictured above, is poised and ready to take Donn to a Club Race near you. If you are lucky enough to have Donn arrive at a race that you happen to be attending, and he has his camera in hand, you may want to drop by his website a few days after the race. It is not uncommon for Club Racers to find their pictures on the web. And for a small price, Club Racers can often purchase a shot or two of themselves. If you are lucky enough to be captured on film by Donn, hopefully you're on the correct line, pointed in the right direction and smiling for the camera. And if you happen to see Donn at the track, please thank him for the article. Point your PC's to: rodenroth.photoreflect.com for more information.

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Be a ClubRace fan, Van
With Mav'rick it's fun, son

The T.M.S. track, Jack
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Come see how we do, Stu

We got a new plan, Dan
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More NASCAR garage, Rodge
See shiny race cars, Lars

Pick a show car fav, Dave
Cold beer and food spread, Fred
Sponsors make the day, Kay
So it costs less dough, Joe

Sign up on the net, Bette
It's easy and quick, Nick
Be sure not to miss, Chris
You'll not want to leave, Steve

*There must be 50 ways
to get to Texas!*

Club Race, Enduro & DE

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- 944 Turbo (exchange) 8:27 R & P \$1950.
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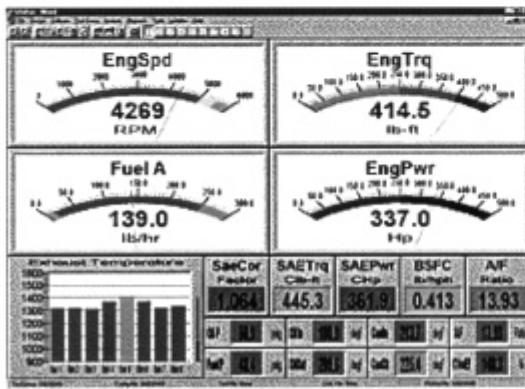
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Sponsorship Update

The season has begun. Friends of mine who went to Sebring came back with renewed enthusiasm for the program. Good (wet) weather, good racing and good camaraderie. As the weather here in Chicago continues its journey to spring and summer, thoughts of track time come more frequently to mind.

I had the pleasure of speaking with all of our 2001 sponsors late in 2001. Many of them are racers themselves and expressed their enthusiasm and support for our program. The rest were pleased to continue their support and thanked the Club Racing community for its support of their businesses. Please continue to support our sponsors – visit their web sites through the Club Racing section of the PCA website. When you do business with them, thank them.

I would like to welcome Roger Johnson from Racing Eclipse. Roger is a fellow racer who navigates his 911 around tracks with great skill and speed. I suspect he might add that he uses his certified Sander Engineering torsion bars and Fab Auto three-way adjustable spring plates to their maximum capabilities. If you happen to see Roger at the track, please say hello and thanks.

Our 2002 Sponsors are:

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The Sebring award winners are:

Workers Choice – David Coleman, James Levy, Keith Alexander, David Brule
Rookie Racer – Jeff Minnett
Best Prepared – Henry Riley
Novice Racer – Michael Flaska
Northstar Award – George Allen

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Portland, OR 97221
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Donna Amico
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Sebring Scrutineering Notes

by: Donna Amico, Chief National Scrutineer

About 200 cars and drivers headed to Sebring for the first PCA Club Race of 2002, and the scrutineer team (Dave Maynard, Ron Mistak and I) greeted each of them. The scrutineers had a busy weekend. Over 25 new cars were presented for logbooks, and were checked carefully at tech; two of these changed car class in the process. Specific compliance emphasis areas included displacement checks on four GT-3 and GT-4 cars, and boost pressure tests on several stock-class turbocharged cars. Two compliance violations were considered serious enough for the Chief Steward, Jim Coshaw, to issue 13/13 probations.

Ron Mistak made his way through most of the race paddock checking for compliance with the new Safety rule 15, "cars with non-stock, non-metal roofs must be equipped with approved arm restraints." He promoted awareness of the new rule, and took steps to insure that

those that hadn't added arm restraints would have them by the next race.

I visited most of the GTC1 and GTC2 cars in the paddock, to assess compliance with "as delivered from the Porsche factory without modification." I identified several issues related to updating and backdating within model type (now allowed this year) that need to be clarified. Minor "inconsistencies" were not noted in logbooks this time, but stay tuned to this space – clarifications will be published to help you achieve more consistency. To get you all started on the right foot, yes, if you are competing in GTC1 or GTC2, you do have to have foglights and side markerlights, so go into your garage, hunt them down, and get them back in there. Remember, GTC cars may not make the modifications allowed for stock class cars, you may only make the specific changes allowed in the section "Super Class – GTC."

Editor's Corner

In addition to the boiler plate like statements that I seem to make in every issue, I would like to emphasize the article by Donn Rodenroth which begins on Page 8 and continues through Page 11. First, I consider it required reading. Second, I want those of you who attend a Club Race to practice what Donn has preached and take some photos with his instructions in mind. After you have

burned up a couple rolls (and developed them), I would encourage you to send those photos for me to review and publish. -And an article would not hurt my feelings either. A big thanks goes out to Donn for his original article.

Thanks,
Andy Jones

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Note: Contact CRN Editor, Andy Jones, for ad sizes and technical specifications.
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2002 PCA Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Mar 22-24	Texas World Speedway*	Lone Star	Vonnie Grether 713/963-0202 vgrether@airmail.net
Apr 6-7	Road Atlanta	Peachstate	Ian Scott 770/623-0213 idsga@bellsouth.net
Apr 13-14	NPR Raceway	Mardi Gras	Brad Bradford 504/835-7874 sandrahh@pipeline.com
Apr 26-28	Phoenix International Raceway*	Arizona	Daniel Webb 480/984-3443 race@saleswebb.com
May 3-4	Lime Rock	Connecticut Valley	Lynn Whelchel 860/379-7120 lwwjr@snet.net
May 4-5	Las Vegas Motor Speedway	Intermountain	Ed Mineau 801/278-9681 emineau@earthlink.net
May 11-12	Mid Ohio	Mid Ohio	Abby Reynolds 304/965-2520 cat914@charter.net
May 17-19	California Speedway*	San Diego	Jerry Beauchane 858/481-4384 jbeaucha@san.rr.com
May 25-27	Texas Motor Speedway*	Maverick	Wendy Shoffit 972/506-7449 wendy@shoffit.com
Jun 7-9	Portland Rose Cup	Oregon	Jay Culbertson 503/285-9851 jay.culbertson@TCMcorp.com
Jun 7-9	Mid America	Great Plains	Rick Shaffer 402/438-3821 rshaf1825@aol.com
Jun 14-16	Watkins Glen*	Zone 1	Henry Hoeh 516/575-7772 hoehhe@mail.northgrum.com
Jun 21-23	Putnam Park	Ohio Valley	Chuck Mueggenberg 513/738-1407 roee_mm@swoca.net
Jun 29-30	Gingerman	SE Michigan	Jerry Door 248/661-4362 sempca@gatecom.com
Jul 20-21	Indianapolis Raceway Park*	Central Indiana	Henry Riley 812/579-5673 hriley@core.com
Jul 26-27	Portland*	Oregon	Steve Tarket 360/687-0016 sltarket@teleport.com
Aug 2-4	Mosport*	Upper Canada	Glynn Green 905/643-9811 gpgreen@interlynx.net
Aug 10-11	Brainerd*	Nord Stern	Roger Johnson 763/557-9578 rdj@compuserve.com
Cancelled	Pocono	Northern New Jersey	Arlene Novack 973/984-9064 tntporsche@aol.com
Aug 31-Sep 2	Road America	Chicago	Chris Inglot 847/604-4795 PCATRAC2002@aol.com
Aug 31-Sep 2	Virginia International Raceway	Zone 2	Gary Church 703/644-4465 gchurch@avmgt.com
Sep 14-15	Nelson Ledges	Northern Ohio	Jim Newell 440/247-5751 newchagrin@hotmail.com
Sep 14-15	Pueblo	Rocky Mountain	Vicki Earnshaw 720/981-5281 vicklm@aol.com
Sep 28-29	Summit Point	Potomac	Marilyn Hickson 703/758-6697 potomacde@juno.com
Oct 12-13	Hallett	Cimarron	Gary Bernard 918/254-1104 gary@bernarddesign.com
Oct 26-27	Sears Point	Golden Gate	Masuo Robinson 408/399-5228 masuo@ix.netcom.com
Nov 8-10	Carolinians Motorsport Park*	Carolinas	John Taylor 803/796-0983 cltjft@sc.rr.com
Dec 7-8	Roebling Road	Florida Crown	Dave Rodenroth 904/992-0380 Racer914@earthlink.net

- “ * ” - Indicates an enduro.
- Note: To submit a race date for 2002, please email: john@crosbydevelopment.com
- For the latest updates on the Club Racing Calendar visit www.pca.org

Classifieds

1989 930 S Turbo Cabriolet. factory slant nose, guards red, black leather seats with red piping, CD player, supple leather, only 74 of these made. All original. Factory painted color-coded alloys, alarm, all power. Very rare. Certificate of authenticity. Car was burned (insurance total) in 1992. Completely restored and refurbished at a cost close to \$75,000. Only 1500 miles on restoration and odometer. A true garage queen. I am open to all trade offers. Paul C. Fairchild (480) 345-4570 office (602) 363-8449 mobile

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1971 911 race car, GT4S class, 1973 RSR bodywork, fresh 2.7 full race Cox Motorsports eng, tall 1st gear with Quaife, RSR coilovers, 930 brakes hubs & rear trailing arms, camber boxes, full cage, fire system, and much more. \$48,000. call for more details. Dave Farrell w# 402-571-4424 ext 231. h# 402-572-7660. e-mail dpfarrell@lkqcorp.com

1973 911 GT-3S or R, PCA/HSR eligible race car. "73S based, 2170 lbs wet, 3360 cc twin plug 360hp @ 7,400 w/273lb torque @ 5,600. Fully prepared, lots of podium finishes, strikingly beautiful. Prepared by Exclusive Motor Cars to exacting standards with long list of quality components. \$60,000. Enclosed trailer also available. Street car considered as trade. Photos and specs in Showroom at www.europeanlocators.com or contact Dave Maynard 508-826-8614.

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Tow Vehicle. **1995 Jeep Grand Cherokee Laredo.** 4WD. 4-speed automatic. 4.0 Litre V6 Eng. Green with tan leather interior. Good Condition. 113k miles. \$7200. Call Jeanne at 312-732-4606

1989 944 Turbo S, 40K miles, Champagne/linen grey, cage, momo seats, harnesses, 14" Brembos, cup susp, 5 new Fiske/Hoosiers, 4 technology/new Yokohomas, Borla, Fabcar arms, fully sorted PCA "E" class or street legal. Over 30k and too many mods to list. Very fast and safe for \$24K. John Fatse Day (203) 268-5669, Eves (203) 254-0204.

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1973 914 2.0 New AutoEdge euro 2.0 with carbs, 911 cowling, 3 oil coolers, electronic dist, Minilites w/G-force, Konis, oversize front & rear brakes, Autopower roll cage, silver and excellent condition with many upgrades. Garfield Clark 612 868 8314 gclark@garfieldclark.com

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Connecticut Valley Region's 10th Annual "Racing Into Spring" Club Race

Don't delay! Mark your calendar and send in your registration for a Club Race venue like no other. Connecticut Valley Region hosts its' 10th Annual "Racing Into Spring" PCA Club Race, Friday and Saturday, May 3-4, 2002, at Lime Rock Park in Lakeville, Connecticut. This historic 1.53 mile road course and the surrounding Berkshire hillsides offer a challenging and enjoyable Club Racing experience. Registered participants may begin race preparation on Thursday afternoon, May 2, 2002, during the Drivers' Education event hosted by the Schattenbaum Region. A "Chalk Talk" and orientation will be conducted that afternoon. Friday features morning and afternoon practice sessions and late day "fun races." Saturday morning warm ups and qualifying lead up to an afternoon of Club Racing.

Event information and all applicable forms are available on CVR's website at www.cvrpca.org/clubrace.html.

Questions not addressed by the website can be directed to:

Lisa P. Musante, Registrar, 860.742.6054 - lpmusante@aol.com or
Lynn Whelchel, Race Director, 860.379.7120 – lwjwjr@snet.net.
Applications postmarked before March 11th will not be accepted.
All entries must be received no later than April 14th.

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