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News

PCA's Club Racing Newsletter Volume 02.4
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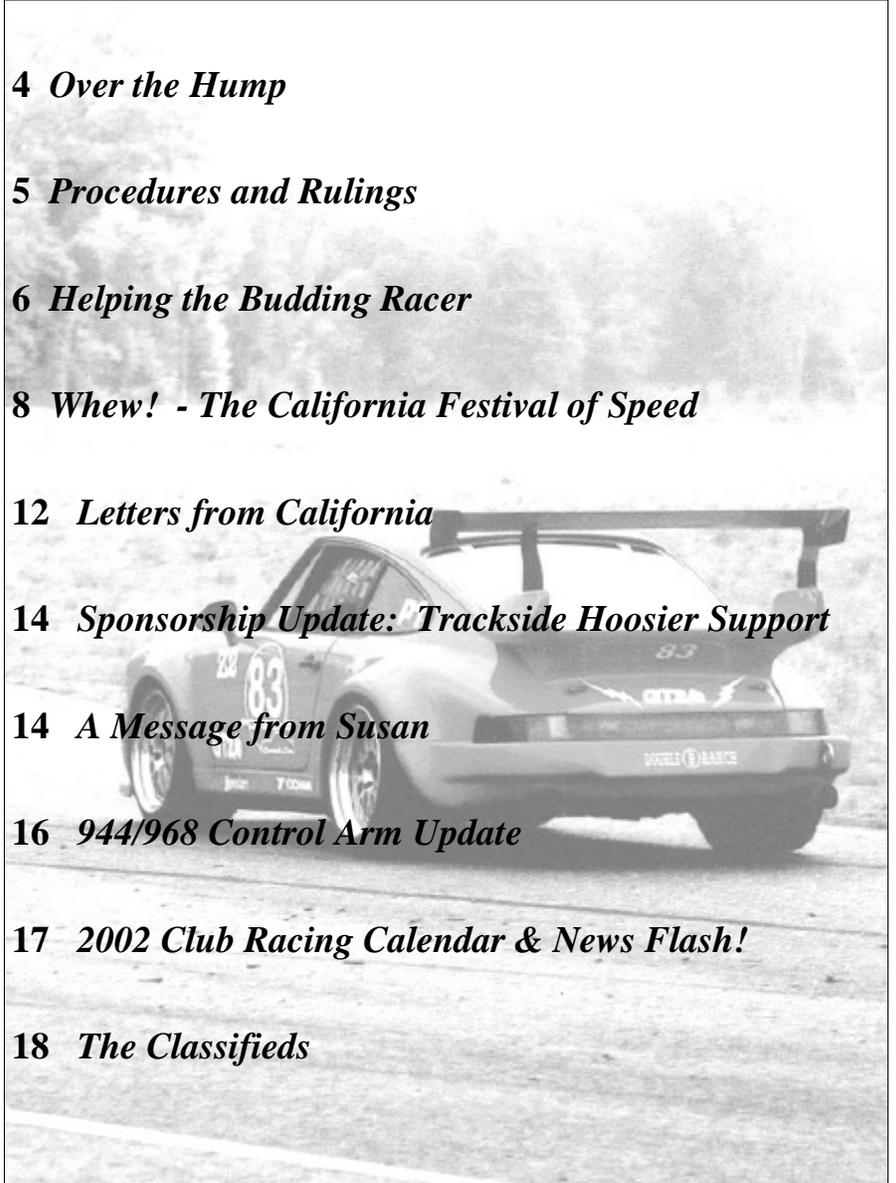
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**Come Visit Our Web Site:
<http://www.pca.org/pca/clubrace/>**

On the Cover:

*Group 4 poses at the California Speedway in Fontana for a group photo.
For more information, see Page 8.*

Deadline

The deadline for the next issue is:
August 15th

Over the Hump

by: John Crosby, Chairman PCA Club Racing

Can you believe that PCA Club Racing just completed a run of 10 races in the months of May and June? That puts us over the hump for the year with 15 races having been completed. More unbelievable is that Susan Shire, our program coordinator, is still answering her phone. Thanks for hanging in there Susan. I know it has been a long two months. Congratulations to San Diego Region on hosting their first Club Race at the magnificent California Speedway. SDR pulled out all of the stops on this event. In addition to the Club Race, a Driver's Education, concours, swap meet, and tech session were all included in the weekend's activities. Hundreds of cars and thousands of people participated over the three day weekend. The Great Plains Region, who is very experienced in running Club Races, has moved to a new venue. Their first race at the brand new Mid-America facility near Omaha was a resounding success. I had the pleasure of stewarding the Mid-America event and can report first hand that this new facility will be a popular venue for years to come. This 2.3-mile road course is an ideal Club Race track. The 45' wide smooth surface with its fast sweeping corners offers great visibility and lots of run off room. Although there was the occasional off track excursion, there were no incidents the entire weekend.

On Enduro day at the Texas Motor Speedway race this year, a light rain started during lunch just after qualifying. The forecast was for thunderstorms and lightening coming later in the afternoon. The enduro groups were already quite small and with a number of drivers indicating that they were not planning to race in the rain, the enduro groups were combined. This was discussed at the driver's meeting and there were no objections. Even though these groups had no practice time together and were racing in the rain on one of the fastest tracks in the country, there were no incidents and not even a single close call. Our drivers are great.

I am happy to report that the incident rate this year is significantly lower than what we experienced in 2001. The average has been 3.5 per event and for the most part all have been very minor. In analyzing the typical incident, it becomes apparent that virtually every one could be considered avoidable. Causes such as old tires, not leaving room on starts, pushing just a bit too hard, and bad weather conditions are all typical. The root of all incidents all seem to go back to that split second instant when a poor decision is made. A good rule to follow when you find yourself in a tight situation and considering making a pass... if you have to think about it, it's probably not a good idea. There will always be a next time. A poor decision could also be the result of emotions overriding the rational thought process. A race track is no place to let your emotions get the best of you. There is a very good article in the June 2002 SportsCar magazine entitled "The Mind of the Race Driver" which talks about this.

By the time you receive this, the rule change submission time will be over. The Rules Committee will be reviewing the suggestions from the racers over the next month. The changes that will be up for final racer input will be in the next issue of the *Club Racing News* and posted on the website on September 1st. Thanks again to those who have contributed to the process.

We are getting some great input from the racers on the Forum on the PCA website. There is a link provided from the Club Racing page or it can be accessed directly by clicking on the "Forums & Special Interest" button. For those members involved in planning a Club Race for next year, this feedback should prove to be very valuable. The Forum will remain open at least until the end of the year.

Cimarron Region will be conducting the first ever PCA Racing School in conjunction with their club race at Hallet this year. While certainly our DE program is great for learning high speed car control, PCA offers nothing at the present time to bridge the gap from DE to racing. This type of school will offer a means by which our fellow members may better prepare themselves for wheel to wheel racing and hopefully make them better and safer drivers. If this proves to be successful, I would anticipate two or three schools per year at some of our smaller races. More details can be found on the Cimarron Region website. Pass the word on to anyone you know that is thinking about joining the Club Racing Program.

On a sad note, we have lost Ian Jones, a fellow club racer, due to illness. Ian was a young 41 years of age. He passed away on March 17th due to a rare blood disease called Amyloidosis Protein. Ian was a member of Great Plains Region and he will be sadly missed by his family, friends, and fellow racers. I think the first time that I met Ian was at the IRP race in 1997. We arrived a day early for the DE, set up the paddock, and unloaded the car, but the car wouldn't start. The car was winched back on the trailer and we were off to a local shop to find out what was wrong. Thinking that we would be gone only a few hours, we left all of our chairs, ice chest, spare tires, and the rest of our gear scattered in the paddock. Well it turned out that we didn't get back until nearly dark and everyone was gone. Ian, who didn't even know us at the time, picked up all of our stuff and stowed it in his enclosed trailer. Ian typified the spirit and camaraderie of what this racing program is all about. At the Mid America race there was a touching tribute to Ian at the start of the Sunday afternoon races, which included a missing man formation in the starting grid for the race.

Race friendly.



John

Procedures and Rulings

by: Lance Weeks, Technical and Rules Chair

The Rules Review period is over and we have received approximately 30 requests for proposed rules changes or clarifications for the 2003 season. We appreciate your involvement and this shows that you, the racer, are concerned about a classification system that creates a competitive and safe atmosphere. The Club Racing Program is your program and while "the rules are the rules", there is always room for improvement. Your voice counts. Your recommendations will be distributed to the Club Racing Rules Committee and the results for comment period will be published in the next *CRN*.

The old saying, "drive it 'til the wheels fall off" has come to have a new meaning. We have seen an increase in the number of wheel failures this year, including OEM, custom and factory. Yours truly found five radial hairline cracks from the center cap hole to each of the lug boltholes, prior to a catastrophe while at Fontana on the banking. Others have not been so lucky this year. Some of the racing wheels out there have been given the test of time. Take some time and perform a thorough inspection of your wheels and other suspension components. A failure of any of these parts can lead to an unfavorable outcome.

I receive numerous emails regarding the changes that can be made to a car type and usually they lean towards the update/backdate rule. If you are trying to convert one vehicle into another, the rule is clear, "the converted vehicle meets all specifications of vehicle to which it is converted, i.e. it is a duplicate in all regards." The rule was intended to make these changes undesirable and hopefully would discourage anyone from wanting to. This adds another level of complexity for the scrutineer to try and know what your car is supposed to be and what it should be configured with. If you are successful at creating your updated or backdated car, the driver is responsible to have documentation that demonstrates all of the technical specifications have been met.

Judging by the lack of emails regarding inconsistencies in rules interpretation by the scrutineers, that tells me that we are doing our job of providing you with a consistent and sound interpretation of the rules. Donna and her staff have a very difficult job in interpretation and enforcement of the rules as it pertains to 50+ years of Porsche automobiles. You are all experts with regards to your car. However, even the best scrutineers cannot be experts in all the Porsche variants out there. So when a scrutineer does not have an immediate answer to your technical question or how your car relates to another car, feel free to get him the documentation that supports your point of view. Armed with the documentation is how we are able to keep each other informed and continue our educational progress. Keep this series fun and competitive. If your not having fun, your doing it wrong.

Safety equipment has continues to evolve, with FIA certified seats which do not require a seat back brace, 2" lap

belts being incorporated into Cup Cars. It is also noteworthy that the SNELL Foundation suggesting that SA95 helmets be allowed in automotive racing until 2005 or 2006. Changes affect our sport from both a dollar and cents standpoint but also improve safety. Those changes must be considered carefully by the racer and the committee before they are implemented. I suggest that you get involved and provide some feedback during the Rules Review Procedure regarding these issues, your safety is important.

The previous *CRN* article discussing the morphing of GT cars to GTP cars and the further definition and clarification. This was not intended to exclude any cars from competing is PCA Club Racing. Continue to use the wording as stated in the rules. We will continue to refine the wording that will define the GT class "virtually intact" rule. This is essential so that the scrutineers and the car builders know what is to be expected. Factory Lexan side windows in the 996 GT3 Cup Cars GTC2 are allowed. To help the corner workers recognize that they have a means to enter the car, to get you out, put a sticker on the window near the removal hole saying "Pull Here". This should also reduce the chances of you being "called in" for having your windows up.

Seats and seat back braces continue to raise questions. The rule is, whether it is FIA approved or not, "All cars will be equipped with a seat back brace." A sound arrangement for the FIA approved seat and for all seats, would be to add a piece of 1" thick high density foam between the seat and back brace. This will allow the seat to flex as designed.

Hope to see you soon at a Club Race, be safe and have fun.

Lance



A group of 356s pose at the People's Choice Concours at the California Speedway. More on Page 8.

Helping the Budding Racer

by: Donna Amico, Chief National Scrutineer

At some of our race venues, there's a Driver's Education event with sessions alternating with the race sessions. It is true everywhere that some of those DE participants will be joining PCA Club Racing, and during the weekend I usually go over a couple of DE cars, and answer some Club Racing questions to hopefully help some newcomers avoid a few expensive mistakes.

OK, so Club Racing News isn't the best venue for reaching those that aren't racers yet, but I'm sure that each of you has friends who plan to join us in the next year or two. To them, I say, yes, go ahead and talk to the National people who come to your race. We'll be happy to help, and happy to answer your questions. We all want to help you make a smooth transition into racing and if you know the rules, and know what to expect in a race weekend, you are a good part of the way there.

Here are a few more helpful hints for the soon-to-be racer. Some of these have to do with scrutineering, and some are just opinions I've formed over a few years.

Download the PCA Club Racing Rules from www.pca.org/pca/clubrace and read them. They will reinforce everything your DE chief instructor said about learning to drive your car, as is, before starting to modify it. Remember, if it doesn't say that something is allowed, it ISN'T. If you think that you want to race in the stock classes, this simple step will save you enormous grief and expense. It isn't fun to have to tell someone that yes, there's a class for your Porsche, but you aren't going to like it. We do NOT class stock cars by the engine that happens to be in them, and updating or backdating a car correctly to match that engine change is always expensive, if not next to impossible. That aftermarket turbo, the 3-stage mass airflow meter, chips, "Big Red" brakes, Quaife limited slip, and various other goodies your mechanic sold you to make your car go faster could just wind up sticking you in a class where you can't really be competitive without spending a whole bunch more money. Great for your mechanic, but maybe not so great for you.

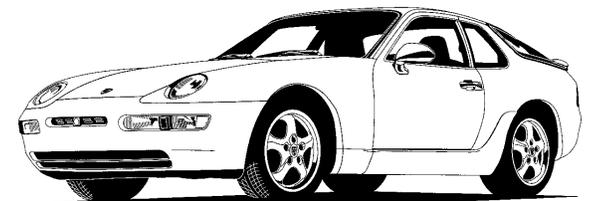
Of course, all that extraneous stuff that you've been industriously pulling out of your Porsche is probably also going to have to be put back. Hopefully, it's still in the garage.

Volunteer to help when your Region hosts a race and volunteer to help your friends at their races. When you first go racing yourself, anything that you do beforehand to lessen the stress of that first weekend is a good thing. Part of being comfortable is knowing what is going to happen, and in what order, and that you know where you are supposed to be and when, without having to think about it. Attend as many Club Racing weekends as you can, and that first Club Race weekend for you won't be such a mystery.

Don't be discouraged if you aren't the fastest thing in your DE group. Obviously, some cars are faster than others, some of those DE cars have been seriously modified, and, let's face it, not all of us are truly gifted drivers. That doesn't mean you won't have fun racing. Sure, the front ranks are generally reserved for the truly talented with the well-prepared and set-up cars, but the rest of us are having a great time with the drivers just like us, or just a little bit better so we can chase them. Racing is racing, all the way down the field.

Ask questions. Lance Weeks, the Technical and Rules Chairman is the arbiter of rules interpretations, and generally anything unusual should be sent to Lance. However, all of the scrutineers can help you with your car questions and give you guidance about what you can, and can't, do for stock, prepared, and GT. You can get the contact information from the PCA Club Racing web site and send e-mails, or ask in person when you see one at a race or DE. We are from all parts of the U.S., and generally active in our own Regions, so we aren't hard to find. If you, your car, and a scrutineer are all in the same place at the same time, then take advantage of it and ask the scrutineer to take a look at your car with you. If there's some down time between race sessions and the racers are generally staying away from the walls and each other, he'll be happy to help.

Women wanted. Nearly everywhere I go, a driver wants me to meet his wife, and maybe I can talk her into giving this a try. Truth is, I didn't grow up around cars. I was coerced, tricked, whatever, into giving DE a try by my husband, who evidently figured out that if we both got involved in this, it would be easier for him to justify dumping money into the car. Women at the track, in DE and Club Racing, may not be common, but they are certainly welcome. I always feel that I am surrounded by friends, and that if I need help at the track some weekend, help is always available in the next paddock. So, if your "significant other" can be persuaded to give it a try, you could be well on your way to actually sharing the very best "hobby" there is.



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Whew!

by: Skip Carter, San Diego Region



Whew!

That's about the only way to describe what it's been like the last couple of months. Putting on the California Festival of Speed was a tremendous task, for a couple of reasons. First of all, it was the first PCA Club Race that the San Diego Region has ever produced. Secondly, it was the first Club Race ever produced at the California Speedway, a venue that, until this year, has not been available to clubs. Third, this was more than a Club Race... It was a festival.

The festival idea was Ron Mistak's. "Like Goodwood!" I remember him saying. OK, we signed on for that one... and it worked very well. The management team formed quickly and learned to work together. There were some rough times. There was "getting used to working with each other." There were lots of good times and lots of reason to smile.

Chris Huck did a phenomenal job with the sponsors and vendors. Ron did a great job overseeing the whole thing with Jerry Beauchane doing a sterling job stepping up to hold the reins when Ron had to take a step sideways as event chair.

Vince Knauf had 91 Driver's Ed participants humming around the Speedway with big grins on their faces. Guy and Gretshen Finland, along with Ziggy and Inca Szelienski put on a very nice People's Choice Concours on Sunday. Tom Gould, Wayne Dempsey and Don Haney ran the Pelican Parts Swap Meet on Saturday which had a very nice turnout.

Chris Huck had literally hundreds of cars from different Porsche clubs in the car corrals throughout the weekend. Burl East and Susan Tracy managed both the 150+ volunteers working the event AND the Friday, Saturday and Sunday lunchtime Track Tours.

Christine Desrouchers ran the Goodie Store operation. She and Cecelia Knauf oversaw the merchandise logo designs, created a budget, lined up

production and had a very nice selection of products available for sale.

Cecelia Knauf designed and produced the worker's and the driver's event shirts. She also designed and produced the driver's trophies, with photos taken and produced by Chris Huck. Chris was also responsible for event photography.

Cecelia Knauf her crew ran one of the best registration processes ever seen in PCA Club Racing. This was made largely possible by the help and information provided by people who have been doing this for a long time, including Peggy Wilson from Portland, Oregon; Bill Larkin from the Intermountain Region; Lisa Musante, and dozens of others who responded to my emails and phone calls over the last 18 months. The people out there willing to help are greatly appreciated.

Prescott Kelly was kind enough to fly out from Connecticut to be our Master of Ceremonies. Hopefully,





Tom Provasi (#78) and others prepare on the grid.

he will bring a car next year so he can have fun on the track as well. Alan Friedman, the father of PCA Club Racing, was our Steward. Harry Hall and his lovely wife, Nancy, held down the jobs of Scrutineer and Timing/Scoring. John Scheurich was also here as a Scrutineer.

Lars Frohm came over from the Orange Coast Region to work with Alan as Steward's Assistant. Marlee Shaw handled Offsite Management of the hotel and banquet facilities. Craig Shaw managed the corner worker team and other professional workers. John Dillon and his team from the Desert Flaggers had a large hand in making this the safe track event it proved to be. Watching a professional team of worker workers and race control work together is truly a sight to behold.

John Rickard and his crew from Black Forest teamed up with Donny Kravig and the Precision Motion shop to handle Tech Inspection and worked hand in hand with the Speedway's Fire and Safety team. Bev Giffin-Frohm also came over from the Orange Coast Region to work with Nancy Hall in Timing/Scoring. What a trooper she is!

Al Schlegel completely handled all the duties of Treasurer, as well as overseeing the Unocal folks who were operating the gas station facility. Michael Dolphin came in from the Grand Prix Region with a team of folks to handle the Hot Grid and Pit control.

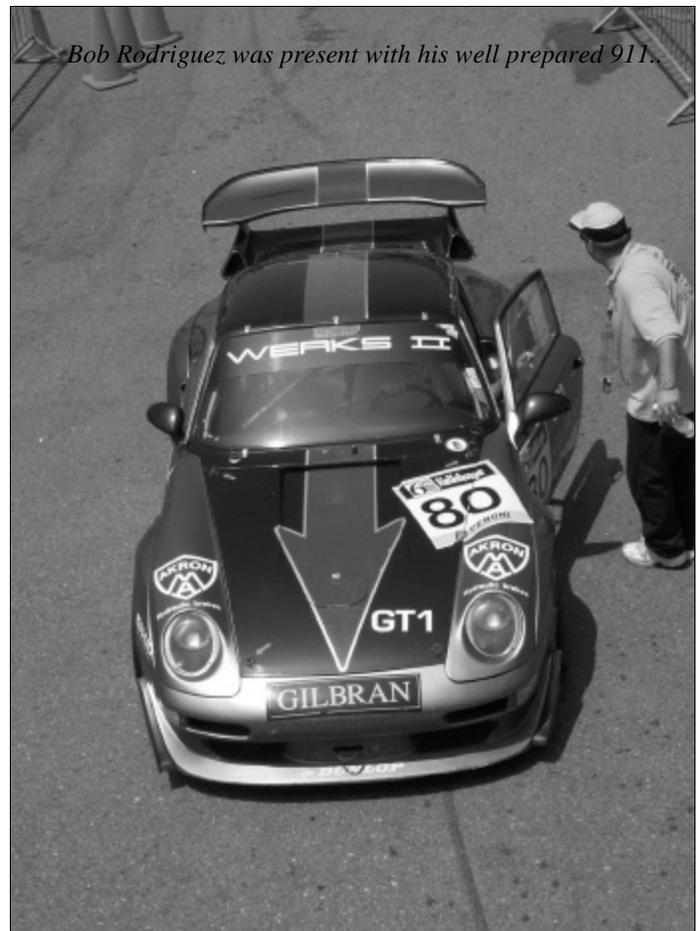
Ethan Dahlkamp worked the equipment area, while Mike Mulligan created the event graphics and did the painting for the program cover and posters.

Jim Burke and Paul Lighthill, from the Riverside Region, managed the PCA National Tech Session. I want to thank Bruce Anderson, Tom Charlesworth and Dale Miller for contributing their valuable time conducting the Tech Sessions.

We could have never put this thing together without the expert assistance from the California Speedway Operations Manager, Phil Tucker. Thanks Phil!

The PCA Chief National Steward, Jim Coshow, was one of our drivers and very helpful. Lance Weeks, PCA Club Race Technical and Rules Chair, was also a participant. Another PCA Club Race Steward, Jay Culbertson, came down with an absolutely wonderful team of drivers from the Oregon/Washington area. Fun people to play with.

PCA Club Race Director, John Crosby, made an early trip to the Speedway to advise us on this brand new facility. His assistance was extremely helpful getting our



Bob Rodriguez was present with his well prepared 911.



The "official" keepers of the beer truck where always standing guard.

venture off the ground.

Steve Rashbaum helped us out with the national sponsors. Andrew Jones was very good in helping us get our event ads in the PCA Club Racing News, of which he is editor. Bruce and Christie Boeder also answered questions and gave us encouragement to go ahead with this event.

Dallas Green and Pioneer Centres Porsche once again stepped up to the plate, providing the first and a very significant piece of our corporate sponsorship. Our partnership with Pioneer has had a tremendous effect on our ability to create the first year event so many of you experienced.

There were quite a few groups of drivers in attendance. A lot of the local POC guys showed up with some awfully impressive vehicles. Chris Cervelli and the Technodyne guys brought a whole contingent from Arizona. The Racer's Group had cars here, in spite of their commitment to running LeMans this year. Rennsport and Kelly-Moss were here. John Williamson, while not able to attend because of a family crisis, was responsible for many of our drivers, not to mention the celebrated "Williamson Chicane" at Turn 1.

Dwain Demant and the guys from Vision Motorsports brought a large number of racers, as well as a pretty nice vendor display.

And, last but not least, I need to thank Susan Shire. Her title of PCA Club Race Coordinator is a good one. She is the core. She is the rock we built on. She has her finger on the pulse of all the club race directors and registrars. She knows everything there is to know or where to send you to find it.. This woman is an absolute dynamo. She is the glue...

Tomorrow I will wake up and start kicking myself for all the people I forgot to mention, but they know who they are and know how much we all appreciate them. As you can see from this editorial, it took a huge number of people to make this first event happen. We've already started gearing up for next year: May 16-18. Stay tuned.

Ron tells me he wants a Ferris Wheel and Bumper Cars. OK boss, we're looking!



Vince Knauf and Ron Mistak.



Chris, Lisa and Charles Wilkes were apparently pleased with the weekend's activities.



Bob Brand prepares to takes his RS America on track.



Chris Stavros brought his sano 356 out for the event.



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Letters from California

Forwarded by: Skip Carter, San Diego Region

Dear PCA,

On behalf of the Desert Flagging Association, thank you for giving us the opportunity to support your California Festival of Speed last weekend. You selected an outstanding facility (California Speedway in Fontana) to host this event, the weather steward cooperated, and the sessions seemed to go pretty smoothly. You gave us the tools and leeway we needed to properly handle our job, and good people to work with throughout the weekend. We appreciated the support and efforts of Craig and Marlee Shaw, Ron Mistak, Jerry Beauchane, Lars Frohm, Al Schlegel, Harry Hall and Allan Friedman. I'm sure there are names I missed, but be assured every one of you was appreciated.

My team really enjoyed seeing, hearing, and feeling your cars as the engines roared and turbos whined around the track. Your racers really made us feel welcome. Special thanks go to car number 996 that took the time to round up little mementos for worker goodie bags, and to PCA for the souvenir picture from the front straight. I can tell you they were well received.

The members of our team work with a lot of different clubs and venues throughout the season. Your group is one of the friendliest we have the pleasure of supporting. We have a few logistical suggestions to make this event even better next year, which I'll forward to the leaders of PCA San Diego Region, but overall we felt your weekend was a resounding success.

Thank you again for selecting the Desert Flagging Association for your corner worker needs. We look forward to working with you again in the future.

Sincerely,

John Dillon
Race Control, DFA

Hi Chris,

My name is Mitch Stahl. I'm from Long Beach (POC) and attended the Fontana event this past weekend. First, I *must* tell you that I was completely blown away by this event and all those who directed it. It was nothing short of *the* most outstanding event I've ever participated in. Truly incredible! I can speak for all the POC guys (we've talked!) when I say your organization, your individuals and this race was... well, jawdropping! I just can't say enough.

Thanks again,

Mitch Stahl #97

Skip,

Please pass on to all involved my thanks. Speaking as a racer, that was the best club race I've ever attended and for a long list of reasons. The amount of work that went into that event is staggering. It was an incredible feat and the whole team should be proud.

A thousand thanks!

Jim Coshow



Steve Beddor on track in his Ruf CTR2 Sport.

Gentlemen,

I just wanted to drop you three a note to express my appreciation, gratitude, and amazement at what a fantastic festival you put on this past weekend. It was obvious that you and many others understand the value of preparation and there is no question you can execute!

I am also impressed with how you dealt with challenges. For example - the chicane. If you have to have one, you gave us a fun one - one of my favorite parts of the track (it was great fun threading that needle). I have a Datacam that superimposes data, such as my speed, onto my in-car video. It shows that my minimum speed through the chicane was 109mph. Fun, fun, fun!

I also appreciated how many interesting things were going on - display cars, concours, swap meet, vendor row, etc - that created the festival atmosphere.

I don't know how you are going to top this one, but I am sure you will.

Thanks a million,

Steve Beddor

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August 23-25, 2002—Laguna Seca Raceway

This will be our second year in a row partnering with Make-A-Wish Foundation, racing to grant wishes of children and families across the country. Join us for this wonderful event and race for the right reasons at one of the legendary tracks on this coast!

BUTTONWILLOW 100

September 14-15, 2002—Buttonwillow Raceway

Another great endurance event that is really coming into its own! Compete with top club racers on this challenging and exciting track. Two days packed with seat time and excitement!

PORSCHE OWNERS CLUB — 2002 SCHEDULE



WESTERN REGION

TTs - CUP RACES - ENDUROS

May 31-Jun 2	Willow Springs Raceway
Jul 13-15	Thunderhill Raceway
Aug 23-25	Laguna Seca Raceway
Sep 14-15	Buttonwillow Parkway
Oct 12-13	Willow Springs Raceway
Nov 30-Dec 1	Willow Springs Raceway

SHORT TRACK SERIES

May 11-12	Streets of Willow
Jun 8-9	Streets of Willow
Aug 17-18	Streets of Willow
Sep 21-22	Streets of Willow
Nov 16-17	Streets of Willow

SOUTHEASTERN REGION

DRIVER ED - FUN RUN

May 18-19	Carolina MotorSports Park
Jun 29-30	Roebling Road
Sep 21-22	Carolina MotorSports Park



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Call 760-948-7300 today for more information, fax your requests to 760-244-1787, or visit us online at www.porscheownersclub.org to view complete event schedules and registration details!

Sponsorship Update: Trackside Hoosier Support

The following is a list of events that will have **Hoosier** support at the track. Make sure to call in advance to make sure your tires are available and ready for race day.

<u>Date</u>	<u>Track</u>	<u>Location</u>	<u>Supplier</u>
July 20-21	Indianapolis Raceway Park	Indianapolis, IN	R & S Racing P - 888-261-1243 F - 515-462-4473
July 26-27	Portland Int'l Raceway	Portland, OR	Trackside, Ent. P - 503-236-2106 F - 503-233-3079
Aug. 10-11	Brainerd Int'l Raceway	Brainerd, MN	Trackside Tire P - 952-593-9104
Aug. 24-25	Pocono	Long Pond, PA	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
Aug. 31-Sept. 2	Road America	Elkhart Lake, WI	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Aug. 31-Sept. 2	Virginia Int'l Raceway	Danville, VA	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
Sept. 14-15	Pueblo Motorsports Park	Pueblo, CO	Hoosier Tire West P - 559-485-4612 F - 559-485-4632

A Message from Susan

by: Susan Shire, PCA Club Racing Program Coordinator

As the new format of the 2002 Club Racing License does not note membership or medical expiration dates, racers will not receive new license cards when they update either their PCA membership or their medical. If you would like a confirmation that your race records have been updated, please feel free to e-mail me at: PCAClubRace@aol.com.

As of July 10th, the address, phone and fax numbers of the PCA Club Racing Program Coordinator's office will change to:

1897 Mission Hills Lane
Northbrook, IL 60062
Phone: 847.272.7764
Fax: 847.272.7785

Also as of July 10th, the address, phone and fax numbers of the PCA Club Racing Sponsorship office will change to:

1897 Mission Hills Lane
Northbrook, IL 60062
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Fax: 847.272.7785

I am always available to assist you with answers to your licensing questions and I am best reached by e-mail.

Susan



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Monday optional.

Club Racing

Friday optional 'TEST & TUNE' (DE rules).
Saturday, Sunday (**Sprint Races**) and
Monday (**90 minute Enduro Races**).

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Saturday evening at Siebkens in Elkhart Lake, WI.

T.R.A.C. 2002 event information and registration form are available on the Chicago Region's web page at www.pca-chicago.org or from the registrar at ChiScene@aol.com or 847.604.4795.

REGISTRATIONS WITH USPS POSTMARKS PRIOR TO JULY 17TH WILL NOT BE ACCEPTED. Do NOT send UPS, FedEx, etc or USPS Priority Mail as it will not be accepted.

See you at **T.R.A.C. 2002!!**

PCA Club Racing National Committee

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Phone: 504-837-3066 - Evenings
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944/968 Control Arm Update

by: Donna Amico, Chief National Scrutineer

In the last 2 years at least 4 confirmed Fabcar ball joint stud breakages have occurred. All have been on the left side of 944 Turbo S's from cars in the North East where tracks tend to be bumpier. Like other items under stress, you should not just install these control arms and forget about them. The ball joint studs that broke were all over 5 race seasons old. Concerned about this issue, Steinel's Autowerks recently sent Dave Klym of Fabcar a ball joint stud that had run 6 seasons without a failure. After analyzing the stud it was felt that a combination of corrosive brake pad material, chlorinated brake cleaning solvent, and water have etched the surface causing pitting that could lead to stress cracking. Another factor is the ball studs have a tendency to move up and down in the spindle as the weight loads and unloads, galling the surfaces of both the spindle and the ball stud.

It is important that the hole in the spindle is straight and true, and if it isn't, the spindle should be re-bored. This necessitates enlarging the hole in the spindle. Fabcar will be offering an oversize pin if the spindle needs

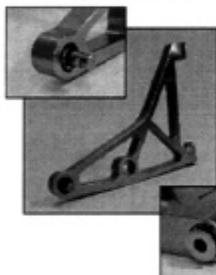
to be bored out a bit. Please note that this is one of the few instances in PCA Club Racing where machining IS allowed in the stock classes. You may enlarge the hole in the spindle to accommodate a slightly oversized Fabcar pin or the pins of other approved 944/968 A-arm replacements, such as the Charlie aluminum billet control arms. It is suggested that the ball stud be marked at the spot where it enters the spindle, so any movement up and down can be monitored.

At this point, there is some discussion as to whether this is primarily an age-related problem, or if a contributing factor is that all camber settings must now be achieved at the bottom rather than using the slots in the camber plates at the top of the strut. It is likely that there are additional stresses on the ball stud and spindle from both the lower ride height typical of a track car, and more extreme alignment settings from the stock adjustment points. You should be aware of this, and adjust your inspection and maintenance schedules accordingly.

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2002 PCA Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
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 3-4	Mosport*	Upper Canada	Glynn Green 905/643-9811 gpgreen@interlynx.net
Aug 10-11	Brainerd*	Nord Stern	Roger Johnson 763/557-9578 rsamerica@attbi.com
Aug 31-Sep 2	Road America*	Chicago	Chris Ingot 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 newchagr@hotmai.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 marilyn@iadb.org
Oct 4-6	Laguna Seca		Roger Turner 916/725-0751 rturner@mwf2.com
Oct 11-13	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	Carolinas Motorsport Park*	Carolinas	John Taylor 803/796-0983 cltjft@sc.rr.com
Dec 7-8	Roebing 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

News Flash! PCA Club Race at Laguna Seca!

You've heard the rumors, now it's official. PCA Club Racing will be a part of race weekend hosted by the Mazda Raceway at Laguna Seca on October 4, 5 and 6, 2002. This will be a "no sound limit" weekend, as part of a very special spectator event featuring IMSA GT and GTP run groups in addition to the PCA club race groups. There will be a limit of 120 PCA entrants to this event, and priority will be given to those attending both Laguna Seca and Sears Point Club Races. Both venues are located in unique destinations, the Monterey Peninsula and the wine country of Sonoma, offering recreational opportunities for racers and families alike. Registration information will be available soon at:

www.pca.org/pca/clubrace/lagunaseca

or

Contact: Roger Turner 916-725-0751
e-mail: rturner@mwf2.com

Classifieds

1979 GT3S/R Bodymotion Built #21 Tiger Car over 44 GT3S wins Stop fooling around. No turbo. No hassle. Never DNF. Easy and cheap to keep Will paint to suit. Spare package, support and description on www.bodymotion.com or call 732-493-2700 and ask for Mike Bavaro \$89,500

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1995 Factory 993 Cup Car upgraded at Factory to 1998 specs. Great French Cup history. History known (Jean-Pierre Jarier) and every single receipt kept. Fresh gearbox, very strong engine, 3 sets of Speedlines with new rains and slicks. Car has NEVER been wrecked! Car is blue and red and in pristine condition. \$83,000. Contact j_rotsaert@hotmail.com or call 404-676-1148

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1992 US Carrera Cup car. Only red one of 45 built. Race ready. Excellent. \$66,000 or will trade for 996. History & pictures at www.mcgraw.org/cupcar/cupcar.htm. Ben McGraw 650.348.7105 CA or mcgrawhome@pobox.com.

1973 914 2.0 GT5S Club Race/DE, black, dipped body, 1,800lbs [could be lighter], custom roll cage, wilwood brakes, 23mm master cylinder, fuel cell, accusump, PCA transponder, BBS, 84,000 orig miles, owned since 1981, streetable. One class win and worker's choice award. Delivery possible. \$8,000/offer Tom Solstad 651/687-0804 before 2PM any day or email tomsolstad@aol.com

1966 911S. RMVR #12. Built by 3R Automotive. 2.0 liter 13:1 compression race motor, carbon fiber dash with all new gauges, new Bilstein shocks, great paint, fukes, must see. Done right.nothing but the best. \$48K OBO. Call 3R Automotive @ 303-781-0774 or email threerautomotive@aol.com.

1989 951/968 Turbo Racer, w/o engine. Complete rebuild, acid dipped chassis, GT Racing wide body, Fabcar custom wing/A arms, full cage; Recaro SPGs. 2300lbs (w/motor). No expense spared: Motec, Stack, Accusump, Kelly Moss susp, Penske adjustable, Fuel Safe cell, 330mm big reds f/r, 965 reds rear, 2 sets BBS race wheels (10&13),

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72-914-6 GT4s full cage, 930 brakes w/front floating rotors. bilstein coil overs f/r. suspension & shock valving by dawe's, 2.7 liter twin plug crank fire ignition by dawe's 46mm carbs by jerry woods sachs clutch, 914 side shifter trans w/locked diff. fully active gear box, 3 piece light speed wheels 16x10 f/r, atl 8 gal. fuel cell, fire system, omp seat w/5 point harness, auto meter gauges carbon rear wing, 935 one piece kavlar front end, carbon deck lid, fiber glass quarters. \$ 39,000.00 Tom Speech 973 7260470 d/n

1976 914 I class Club Racing car. This is a very fast 2 liter with everything that is legal to make it go. Giant brakes, fresh engine, minimum weight, and fast suspension. Extra wheels and parts. For a list of what has been done call Dave Mitchell at 303-738-8121.

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1973 GT-3S, PCA/HSR eligible race car. '73S based, 2170 lbs wet, 3.36 twin plug, 360 hp, 273 ft lbs torque. Fully prepared, many podiums. Prepared with the best of everything by G Borman of Exclusive. \$60,000 with street car as possible trade. Custom alum. trailer avail. serarately. Photos/specs at www.europeanlocators.com or contact Dave Maynard at dmaynard@europeanlocators.com 508-826-8614

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1974 911 Race Car 2.8L twin plug engine. Engine case line bored and shuffle pinned. Lexan windows, fiberglass body work, fuel cell, big red brakes, Fikse wheels, No expense spared, car was built from the ground up in 2000. Less than 10 hours on the engine. Engine is very strong. Weighs 2108 lbs. Dallas/Ft.Worth area. Over \$65K invested in car, available for \$39,900. Call Barry Moore at 817 991-6785 or email bmoore@kronos.com

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Holbert 924 turbo carrera Trans Am car, 1 of 2 built factory cars, 2 T/A wins '82, driver Doc Bundy, Spares, Fresh motor & turbo, 135K-partial trades considered, Rob (303) 210-2333/ rprilika@msn.com

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