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News

PCA's Club Racing Newsletter Volume 02.5
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Volume 02.5 September/October 2002

Inside

4 Club Racing Rules!

5 Some Consciousness Raising

6 Proposed Rule Changes

8 Reb's Take on the Glen

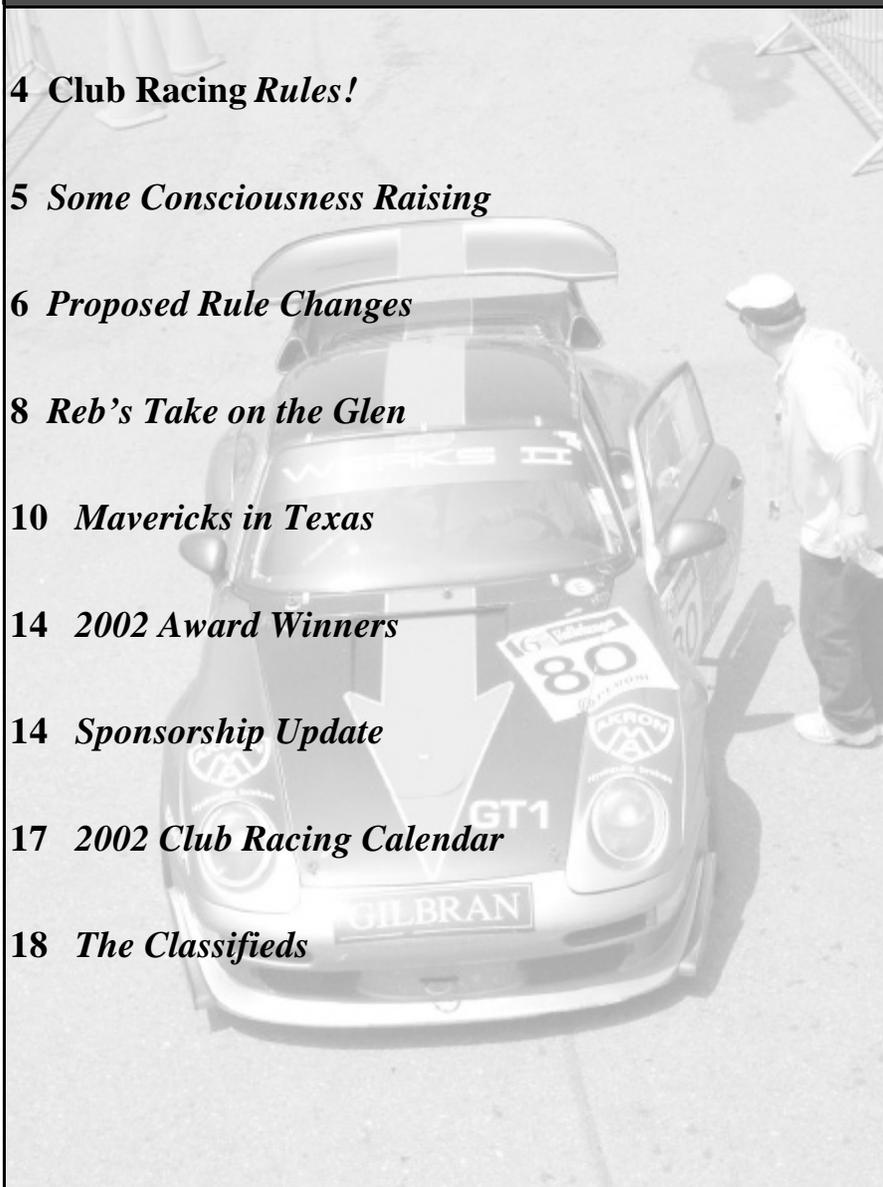
10 Mavericks in Texas

14 2002 Award Winners

14 Sponsorship Update

17 2002 Club Racing Calendar

18 The Classifieds



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

On the Cover:

Don Noe dances around the track at the Texas Motor Speedway. More on Page 10.

Deadline

The deadline for the next issue is:
October 15th

Club Racing Rules!

by: John Crosby, Chairman PCA Club Racing

I believe that everyone involved in the program would agree that Club Racing *rules!* A significant reason for this is the Club Racing Rules. In this issue of the *CRN* you will find the list of proposed rule changes for 2003. The proposals submitted by the racers have been assembled and reviewed by the Club Racing Committee. While the committee remains open minded and willing to listen, it also has the mandate to adhere to the founding principles of the Club Racing program in deciding which proposals ultimately become rule changes and which do not. This program exists to provide the PCA membership further enjoyment of their Porsches in a "gentlemen's racing" format. The mechanism used to maintain this philosophy, as everyone knows, is the 13/13 Rule. There were a few proposals submitted by racers that sought to modify this rule, which ironically came from racers who have been on the receiving end of a 13/13. The emphasis of Club Racing is to remain on participa-

tion and fun. While everyone will agree that there is plenty of close racing, at the end of the day (or race), we can all go home with pleasant memories of the event, fond recollections of the people that we have raced with and with our cars in the same condition as when we arrived. This system may not be perfect, but it has served the Club Racing program well over the past eleven years. The committee is constantly striving to improve the Club Racing Program while at the same time attempting to keep the rules simple and avoid the bureaucracy that exists in other racing venues. In addition, there must be sound and substantial reasons to make a change. You are encouraged to be a part of the process. These proposals are by no means complete. Please submit your comments... favorable or otherwise.

See you at the track.

John

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Raising Safety Consciousness

by: Donna Amico, Chief National Scrutineer

The process of proposing new rules for next year sometimes generates worthy concepts that would be difficult to enforce. This year, I thought a couple of safety items were worthy of a little “consciousness-raising.” There is no need to wait until 2003 to examine your current practices on these and make some changes where needed.

Can you get out of your car? OK, I know you are all thinking, “Where is she going with this? Of course I can get out of my car since I’m not in it now.” Well, during the process of submitting new rules for this year, there were some lively discussions of the seat back brace. One e-mail from a very experienced racer contained the following statement, “Note that with the race cars you need a second person to ‘peg you in’, and then you can’t get out of the car. Not until someone ‘unpegs’ you. You get in the car and slide the seat forward into position. Only very, very thin people can get in & out with the seat as is.”

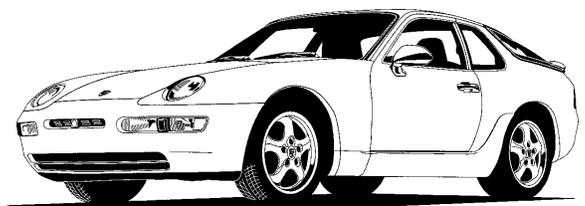
Certainly, it’s been drilled into me since my earliest days of Driver’s Ed that if there is a problem of some kind, get off the track and out of the way if you can, and stay in your car, with all your safety equipment on, until a corner worker gets there and tells you to do something else. There is one notable exception: if your car is on fire, GET OUT.

You might need to do this long before a corner worker can reach you. We (very briefly) considered a rule change this year that would require you to be able to get out within a reasonable amount of time with all your gear on and your seat back brace engaged. The vision of trying to enforce this brought us to our senses. However, it is an awfully good idea to be able to get out of your car unassisted. So, when you have a chance, sit in the car with all your gear on and, without moving the seat, get out. See if you can get out of both the driver’s side and the passenger’s side. If you can’t, and you don’t yet have a removable steering wheel, then it might be time to get one. If you have a physical disability that makes this especially difficult, then you should consider the best fire suppression system that can reasonably be installed in your car.

That was Item 1 of the “two safety issues” advertised in the title. Item 2 highlights a recommendation (not a requirement) that is likely to

be included in the 2003 rulebook, “Nitrogen bottles taken to the pits during a race weekend should be secured and equipped with protection (e.g., metal cage) for the regulator.” Bottles of compressed nitrogen are very useful items for powering air tools, filling tires, and (for those lucky enough to have them) powering air jacks. They are also potentially dangerous if not properly handled and protected. I happen to be a biochemist by training, and originally learned safe handling of high-pressure compressed gas bottles in the laboratory. Although the 2003 “recommendation” only mentions nitrogen bottles in the pits, safe handling of these should also be a habit in your own paddock, and while stored or transported.

When delivered, these bottles have a very sturdy and secure heavy steel cap screwed over the valve. When you store the bottle, and when you are transporting it to and from events, that steel cap should be in place. When you attach a regulator, be sure to secure the tank so that it cannot fall over, and protect the regulator from accidental impact. The consequences of breaking the regulator or the valve in a way that causes explosive release of the high-pressure gas are immediate and impressive — these bottles can and will go through concrete walls. Yes, more than one wall. So, take a little extra time and trouble and treat your nitrogen bottle with the respect it deserves.



Proposed Rule Changes

by: The Rules Committee

The proposed rule changes listed below are submitted for racer input in accordance with the rule change procedures in the PCA Club Racing Rule Book. Each racer's input is important. Please comment in favor or in opposition to the proposals, indicating your reasons, and submit to Lance Weeks, Donna Amico, and John Crosby. E-mail is the best way and a link can be found on the Club Racing website which generates an e-mail automatically. There were additional items received that are not on the list. Some had been up for discussion in recent years past while others lacked a sufficient constituency to be considered. Snail mail and faxes will also work and contact information can be found elsewhere in this issue. The final rule changes for 2003 will be posted on the Club Racing website in early November and will be published in the next issue of the *Club Racing News*.

Car Classification Rules

1. Consider one or a combination of the following approaches to stock F class:

- a) Move the 1990-1994 911 C2/C4s from F to E class.
- b) Move the 1981-1983 Euro-spec 911SCs from F to E class.
- c) Split F Class into two classes, F1 and F2. F1 would include 1990-1994 C2/C4s, 1981-1983 Euro 911SCs, and "prepared" cars moved up from G class. All other cars currently in F would be F2. F2 cars, if prepared, would move to E. F1 cars, if prepared, would move to D.

2. Move 1986-1987 Rothman's 944s from H to I class and set weight equal to other 2.5 L 944s.

3. Correct the weight to horsepower of the 911 RS America in the Club Racing Rules to the factory specification weight of 2954 lbs, and reclassify the car in E and/or leave 911 RS Americas brought to Carrera Cup specifications in D at the Carrera Cup weight of 2760 lbs. The RS America weight was incorrectly set to be equal to the Carrera Cup weight when these cars were first listed in the rules.

4. Classify the European 911 C2 RS and the European C2 Carrera Cup cars. At present, these are not in the rules, but are running in stock class D at U.S. Carrera Cup weight. There are two versions of the European car that need classification: the competition "cup" car, and the street-version C2 RS. Options:

- a) Leave all Euro C2 RS and Cup versions in D at U.S. Carrera Cup weight.
- b) Leave only the Euro C2 RS in D at a weight of 2690.
- c) Move the Carrera Cup cars to C at a weight of 2550.

5. Move the 1995-1997 911 RS from C to B.

6. Move the 1972-1973 2.4 L 911S from F to G.

7. Move the 1972-1973 2.4 L 911E from G to H.

8. Add to Class F - All Boxster 2.7 liters at 2779#, 217Hp, 12.80 weight/hp

9. Add to Class C - 1981 924GTS, 2340#, 275 Hp, 8.51 weight/hp

Stock Class Rules

10. Clarify Stock Rule 2. F., which now reads: "Sway bar sizes and configuration are free," to add that in-car, driver-adjustable sway bars are not permitted.

GT-Class Rules

11. Reword GT Class Rule 1.A as follows: All GT cars, with the exception of those covered in (E) below, must have a Porsche chassis consisting of a stock tub which includes the original floor pan, rocker panels, front firewall, and front and rear shock towers. The bodywork and suspension type must be consistent with the underlying chassis.

12. Allow creation of additional GTP cars beyond factory racecars and those grandfathered into GTP in 1999 that do not meet the requirements of number 11 above.

13. GTC - Tires and factory size OEM wheels are free (add the words "factory size OEM wheels")

Safety Rules - Equipment

14. Allow original equipment belts with 3" shoulder and 2" lap belts in factory racecars.

15. Eliminate the requirement of a seat back brace on seats where manufacturers specifically recommend not using a brace and the seat mounting follows all manufacturer's recommendations. The driver shall be required to provide written documentation.

16. Change the description of the required driver's seat to read "dedicated one-piece race seat." (This adds the words "one-piece" to the existing sentence.)

17. Clarify Safety rule 10 to note that hubcaps AND center caps must be removed. (This adds "and center caps" to the existing sentence.)

18. Allow SA95 helmets to be used until SA2005's are produced. The Snell Foundation recommends a helmet life of no more than 5 years of actual use, however a number of the SA95 helmets currently in use were purchased in 2000 or even 2001.

19. Allow arm restraints on Targas and 914's in lieu of a window net.

Items to be added as recommendations in the rules

20. Nitrogen bottles taken to the pits during a race weekend be secured and equipped with protection (e.g., metal cage) for the regulator.

21. Adjustable seat rails should be of the double locking type.



Reb's Take on the Glen!

by: Rock Webb, "Yellow School Bus" 911, Class I



Chris Musante is ahead of the pack.

A couple of weeks after Road Atlanta, Jamie Levy brought it to John Taylor's and my attention that there wasn't any close PCA racing opportunities for at least 3 months. What could we do? We need a racing fix at least once a month!

Scanning the racing schedule, we noticed Watkins Glen. It's only 800 miles away! We can do that, we decided, two days up and a long day back (it's down hill coming back).

So, being the dedicated racers that we are, we took off Wednesday around 6 a.m. Because I am towing with my weak Chevy Blazer, I talk the guys into taking the flatter I-95 route, and except for the Washington Beltway traffic, it's OK. We make good time and hit Gettysburg, PA, around 4 o'clock p.m. We pull into the Civil War battleground and go through the museum and graveyard, a very solemn place. In three days of fighting, some 51,000 Americans lost their lives there (about the same number of casualties as the entire Vietnam War).

We spent the night in Harrisburg and the next morning drove the remaining 200 miles to Watkins Glen, arriving around 11 a.m. It was a beautiful drive along the Susquehanna River and through the rolling hills of



A group of participants qualifying in the wet.

upstate New York. Despite a wrong turn in Corning, NY, we made it to Watkins Glen (WG).

WG is a very nice town, right on the banks of Lake Seneca. The town is surrounded by lush, green, rolling hills and vineyards (that make good wine—more about that later!)

So we checked into our motel, got directions to the track five miles away and headed out, hoping to do early registration. Unfortunately, registration did not open until 4 o'clock that afternoon. Well, heck! What do you do in NY State when it's 65 degrees, overcast and you're in the middle of wine country?

What we did was dump a racecar, load up in John's Tahoe and head for the nearest winery. We tasted and enjoyed some fantastic wine. We drove up Lake Seneca's beautiful shore line and managed to procure more great wine, ate lunch overlooking the Lake, visited Geneva, NY, and even made it to registration.

The track and facilities are first class. Large graveled and paved laydown areas, spectator bleachers (remember this is a NASCAR track), garages, souvenir shop and snack bars with beer and wine!

We talked to some fellow racers and decided to go to the Track Talk at 5:30 but couldn't find anyone there. It seems that everyone is in the orientation meeting and our Track Talk person is in there also (something about a 13/13 situation). Anyway we go to the orientation meeting and freshen up on our track etiquette and pick up some good pointers for driving the Glen. The main point concerned not running off the track (BABY BLUE ARMCO AND CONCRETE WALLS EVERYWHERE). Also, you can take the esses flat out except in the rain and we will talk about that later!

Yes, rain, that dreaded substance all racers want to avoid. The weather report isn't good, it's going to rain tomorrow.

The rain report proved to be accurate and we were in need of some good rain tires. John has some, Jamie has new Hoosiers and old street tires and I have two-race old Kumho's, not good. So I help John and Jamie with a flurry of soggy tire changing and we head out for practice. Racing in the rain is crazy, so what does that say about practicing in the rain?

Slick, slick, slick, I'm getting wheel spin in fourth gear going through the esses. Jamie doesn't dare spool up the turbo and John says his rain tires are fantastic, OK.

We make it through another practice and the Fun Race. John has a good run and Jamie and I tiptoe at the

back of the pack. Things are happening around us, spins, contact with the Armco, 13-13's we decide that we are too far from home to screw up; discretion is the better part of valor!

Saturday comes and it's still raining. John and I head out for qualifying. I started my second lap and the black flag comes out. I think, what has happened? I hope it's not serious, qualifying in the rain sucks!

I reach Turn One and it's John that is off in the gravel trap. Turn One is a sneaky turn like Roebling's Turn One, but it drops off to the right as you turn in. John's car looks OK, but they bring us in. We go back out for another lap and that's it. I never got a hot lap (thank you, Lord!)

Heading back to the paddock I spot this mud-covered 911 and its equally mud-covered driver—John—and he's OK and grinning! What happened? Well, those rains lost grip, he spun, dug into the gravel trap and rolled it! Oh well, that's racing, so on the trailer it went. John was wearing his Hutchins Device for the first time, and it worked!

Amazingly, the car was not that bad, a broken windshield, slightly flattened roof, damaged front fenders and a broken passenger-side mirror. I could fix it in a weekend with a rubber hammer, a short two by four and a quart of bondo! Need any help, John?

Needless to say, Jamie and I were not enthralled about racing in the rain, but things got better once it stopped raining. By 1:30 it was relatively dry. However, since I had qualified 37 out of 40 it didn't look like it was my day to "SHINE."

After about a 20-minute delay for lightning (will it ever end?), we were off. I got a good start and began following a green 914-6 I-class car whose driver knew the track a lot better than I did. I passed whatever he passed. By lap 7 or so, I was able to get around him going into the Bus Stop (chicane), then he passed me back going down into the Boot. We passed back and forth again and then out came the black flag. Someone was off at one. They



More qualifying in the wet..

lined us up on pit row and we waited for the restart. I ended up behind the green 914-6 again. I had no idea what position I was in but I figured we had moved up pretty well and my sights were on the green 914. So out we went, and when the pace car pulls away everyone takes off. The "yellow school bus" is honking and I am able to out drag the 914 to turn one and make a clean pass. We run two more laps and its over!

Back in the pits, I reflected for a moment on what a thrill racing is and ain't life great! John and I decide it's time for a beer and we go down to Turn One to watch Jamie's race. Jamie has new Hoosiers and is in the back of the pack. Remember the track is now dry, the Hoosiers stick like glue and Jamie is able to move up a bunch. His race over, Jamie and I are obnoxiously happy that we have finally gotten to drive the Glen at speed; John said, "Wait till next year!"

That evening we attend the club dinner (surprise, it's raining again) and we run into a fellow racer who said we had done well. Jamie had moved up nine places in his group and I had finished 19th overall and 3rd in my class, not to bad for us REBELS!

All in all, a memorable event. We all plan to go next year; I just hope it's not raining.



Roy Chong ahead of Mike Bavaro.

Mavericks in Texas

by: Wendy Shoffit, Maverick Region



Marc Bullock and Jim Buckley engage in a little "new school vs. old school" battle on the track.

What do you get when you mix 60 Club Racers, 60 Drivers' Education participants, 15 concours cars, over 60 volunteers, and great sponsors? Just about the best club race EVER!

Maverick Region was the host of the Memorial Weekend 2002 Club Race and DE at Texas Motor Speedway (TMS). Hill Country Region's David Gross says about the facility, "I'd never been to TMS and at first sight I was overwhelmed! Hey, I'm used to TWS or MSR - this place was like Enron Field err... I mean Astros Field... crossed with the Talladega Speedway. Everything was so new and shiny! The bleachers for 250,000 of your closest friends; the Speedway Club restaurant with valet parking and a view of the track; the condos and luxury skyboxes; the heliport that will accommodate 50 or so helicopters! The magnitude and the opulence of the place were amazing!"

The gates opened at TMS late Friday afternoon, allowing for early registration, a chalk talk session, and the orientation meeting. Registration and tech seemed to go smoothly and most people seemed to appreciate a good beginning. The drivers who attended the chalk talk were treated to an in-car video presentation of the track and were happy they were there. All 5 (yes, there were only 5) rookie drivers who were supposed to be there participated in the orientation meeting, so no one needed a hand slapping.

The driving festivities got underway a little late on Saturday morning, May 24th. The racers were divided into two groups, the "Smiley Faces" and the "Stars" while the DE'ers were the "Frogs" and the "Chili Peppers." Who else but the Mavericks would think of such names? The 25-minute sessions were shortened a small amount on Saturday to make up for the lost time in the morning. There were bound to be a few small "hiccups," most of

which were invisible to everyone else. We were relieved!

Even the chicane, which was a sore spot from last year's race, was improved. As John Crosby writes, "The infamous chicane from last year was replaced with three bundles of tires which resembled a big slalom. It was still one car at a time, but the last tire stack was offset about 25', thereby opening up the exit. Pylons

were stacked in front and on the sides to make the chicane more visible. It was aligned so that cars had an escape route on either side if they came in too hot. It allowed entry speeds of about 60 mph with a gradually accelerating exit. There was only one minor incident caused by the chicane when the tire bundle was side swiped. Missing the chicane was an automatic black flag and a stop and go penalty. The drivers tested the limits of the chicane during the first couple of practice sessions and there were numerous black flags. During the races, however, there were only one or two stop and go penalties. Race starts were done on the infield straight, thus alleviating the congestion into the chicane on the race starts. The flagging crews were very accommodating and this worked very well."

The weather on Saturday and Sunday couldn't have been better. The DE sessions went very smoothly as well as the Club Race practices, qualifying sessions, and races (fun and sprint). There were a few minor driving incidents all weekend, including one regarding the chicane, but none were very serious. (Of course, that is from an event organizer's standpoint...I'm sure the drivers weren't very happy about it!)

On Sunday, not only was there racing to watch, but concours chairman Jimmy Carter held a casual concours event out at the track. There were 15+ cars on display. After the sprint race was finished, 6-8 race cars even joined the show and shine event. A group of young boys from one of our sponsors, Enviroshine, worked diligently to make those race cars shine (for that event and all weekend)! It was quite a site to see. Maverick Member, Karen Erz, created beautiful plaques for the concours winners.

Sunday evening's dinner at the track was absolutely delicious, despite warmer than usual

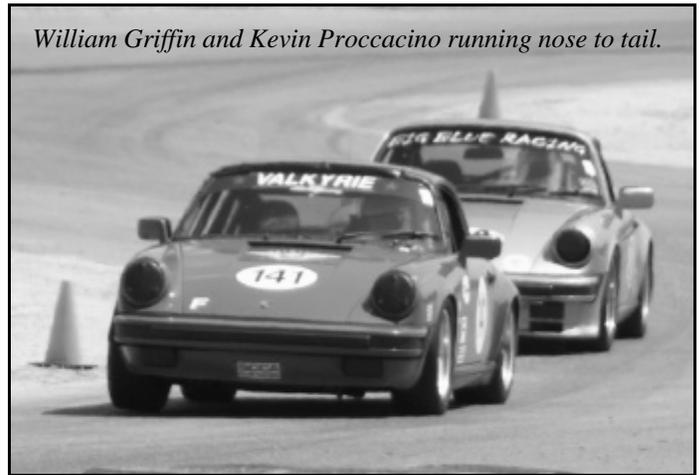
temperatures in the infield café. We had been battling the broken air conditioner all weekend and it was unfortunate the track staff couldn't get it working for the awards dinner. In spite of the heat, everyone seemed to have a very good time. In addition to announcing the class winners, several special awards were presented that night:

- Best Prepared Car – David Gross
- Best Rookie – Scott Orr
- Best Novice- Wally Ruiz
- Best Braking – Glen Gatlin
- Northstar Motorsports Award – Wally Ruiz
- Worker Choice –
 - Richard Wilkenfeld (Smiley Faces)
 - Glen Gatlin (Stars)

The only bad weather we had was on Monday when rain loomed in the distance and finally fell at lunchtime and continued into the afternoon, during the scheduled enduro race. About the race, John Crosby wrote, "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 was not even a single close call. Amazing."

Corner (#7) worker, Darron Shaffer mentioned in an email that not only were the Club Racers clean, but also during the DE run session in the rain there were **NO** flags thrown the entire time (except for a few passing flags). Everyone seemed to be behaving nicely.

Monday finished with a short awards presentation and happy hour. The grins from the racers and DE drivers went from ear to ear. Apparently racing in the rain is extremely exciting! Just ask someone watching the race about the 'puddle pass' by Jim Buckley. Better yet, ask



Jim about it! I'm sure he'd love to tell you.

Worker Choice Enduro Awards:

Jim Buckley (Stars)

William Lloyd (Smiley Faces)

Crosby summed the weekend up: "Another terrific event hosted by Maverick Region. The track operations, corner workers, and the region volunteers were all outstanding. The hospitality presented by the region was second to none. Every detail was attended to in advance from the 996 turbo pace car to the pit stop timing crew. There is nothing negative to report and there is very little that could be improved upon."

Noteworthy performances were presented by Event Chair Glen Gatlin, Registrar Wendy Shoffit, Hospitality and Sponsorship Chair Lanean Hughes, Corner Worker Coordinator Joe McGlohen, and Steward's Assistant Tom Snodgrass. There were obviously many others that also contributed.

Thanks also go to John Crosby (national club race chairman & race steward), Donna Amico & Dick Dobson (Scrutineers), Deni Knight (timing & scoring),



Bryan Henderson (race consultant), Dan Ruehs & Bill Dugan (tech inspection), Bob Benson (grid), Nancy Dugan (volunteer workers), Wayne Brown (medical), Bob Knight (financial advisor), Keith Olcha (DE), John Sandusky (DE), Ray Luedecke (DE), Joel Nannis (parking), Fred Seipp (chicane consultant), Alan Bambina and Bob Glowacki (timing & scoring), and Kevin Hardison (printed program assistance).

Many thanks go to the Porsche Store for being such a fantastic premier sponsor. Without their support and the support of the rest of our sponsors, we could not have put on the event. We look forward to working with you all again next year!

Here are some other comments regarding the weekend:

The club racers were amazing with a GT-3 running around 170 MPH and blowing through the chicane at around 70 MPH! It was a beautiful site. Porsches everywhere, it was easy to get bitten, I hope to club race in the future. You just can't go out and not want to participate. All the volunteers did a superb job, no complaints about anything.

Doug Molny (DE #179)

I just wanted to drop you a quick note and say thanks for everything this weekend. You guys did a great job. From the grid workers to the corner workers to the hospitality and award ceremony, it was first rate! I was proud to be a sponsor but even more proud to be a racer from the Maverick Region!

Kevin Procaccino (Club Racer #419)

MANY THANKS! It was another outstanding event! Even running in the rain on my very used & abused Kumhos was fun. (I was surprised how well they actually stuck) You guys did a great job!

Jay Walker (DE #525)

I also would like to reiterate the many thanks to all the sponsors, organizers, volunteers and corner workers. TMS is a great facility and I had a blast. The corner workers did an awesome job out there in that heat & humidity (few corner stations were without shade). —

Noby Takahashi (DE #257)

It was one the best of the year for me... you guys are great! - John Crosby

Congrats to all of you for a great event -- the support and the hospitality are unmatched anywhere. - Donna Amico, Chief Race Scrutineer

I had a great time at Maverick's club race. It was an experience I waited ALL my whole life for and will never forget. The people were really wonderful and helpful. Frank Hinds (Club Racer #264)

The Maverick folks were out in great numbers and were so well organized that the event went without disruption and I honestly don't know how a volunteer organization can do so much with so many so well but it made for a wonderful experience in which I am delighted to have been included. I am looking forward to the next one. Scott Orr (Club Racer #61)

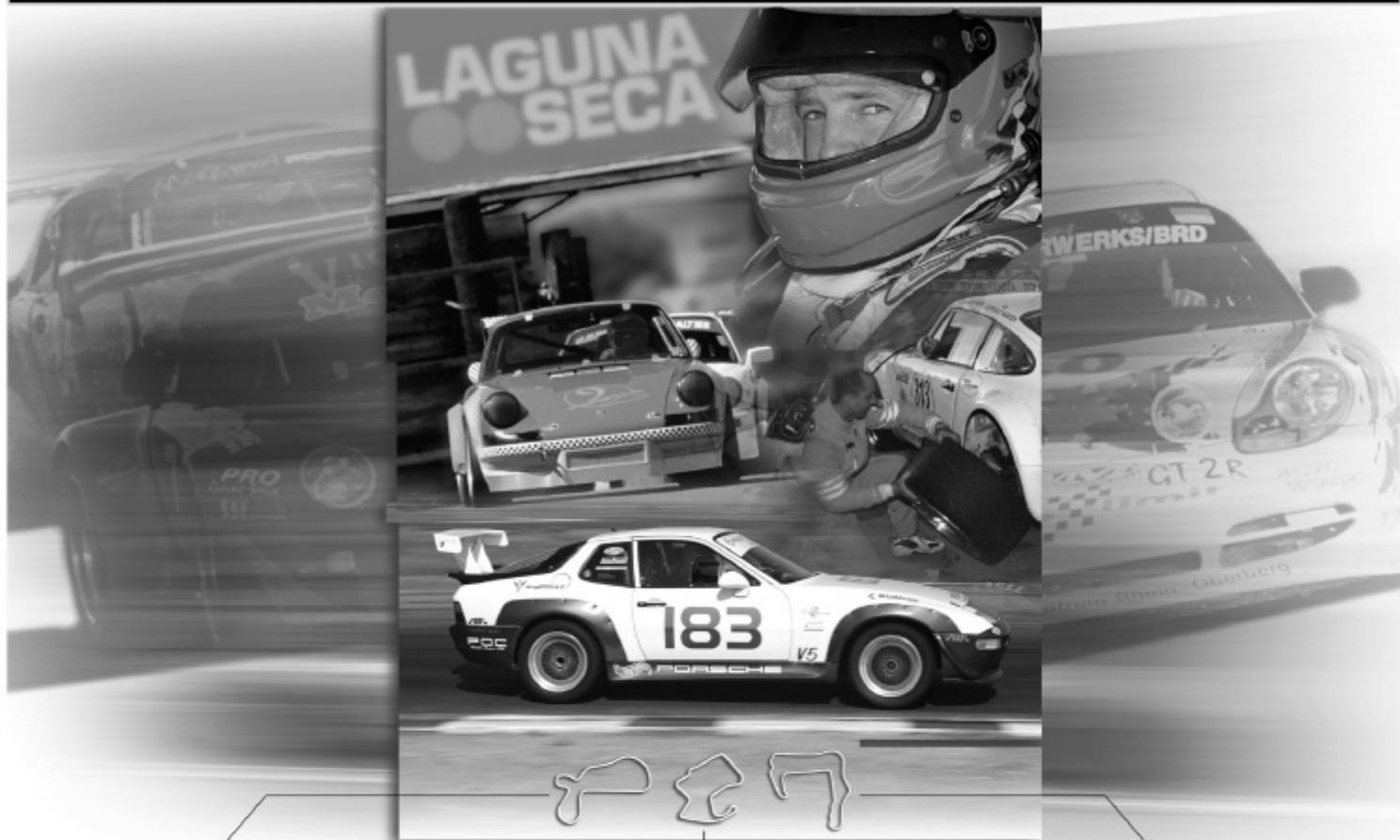
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Bryan Henderson in his F Class 911 is captured on film "navigating" through the wet conditions.

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TRIBUTE TO LE MANS

May 31-June 2—Willow Springs International Raceway

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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

TIs - CUP RACES - ENDURDS

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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2002 Award Winners

by: The Sponsors

<u>Sponsor</u>	<u>Award</u>	<u>Description</u>				
PCNA	Worker's Choice	Best Race via Corner Workers				
Trailex	Novice Racer	Best Novice Racer				
OG Racing	Safe Driver	5 Races w/o incident - patch and certificate				
Northstar	Northstar	Drawing per Race - gift certificate				
GT Racing	Best Prepared	\$100 gift certificate				
Diversified Cryogenics	Best Braking	\$100 gift certificate				

<u>Race</u>	<u>Workers Choice</u>	<u>Rookie Racer</u>	<u>Best Prepared</u>	<u>Novice Racer</u>	<u>Northstar Award</u>	<u>Best Braking</u>
Sebring	David Coleman James Levy Keith Alexander David Brule	Jeff Minnett	Henry Riley	Michael Flaska	George Allen	
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Las Vegas	Phil Blackstone Bob Mahoney	George Gonzales	Michael Fletcher	Jeff Stevenson	Phil Rochelle	Jim Collier
Mid Ohio	Arthur Murphy Jerry Greene Greg Wilson Rick Snyder	Joe Capetti	Jerry Greene	Phil Kubik	Phil Kubik	Marty Flaska
California	Tim Hahnke Steve Beddor	Jack Miller	Lars Giersling	Steven Frankel	Pete Youso	Jim Bricklin
Texas Motor Speedway	Richard Wilkenfeld Glen Gatlin Jim Buckley William Lloyd	Scott Orr	David Gross	Wally Ruiz	Wally Ruiz	Glen Gatlin
Watkins Glen	Chris Wally Dave Coleman Bob Sandan Ernie Jakubowski	James Sullivan	Dick Fell	Richard Dobush	Bob Mazey	Cliff Sander
Putnam Park	Dave Cowan James Cherry Craig Ackerman	Greg Lewis	Kurt Hipke	Dave Avery	James Hopp	Jason Brown
Mid America	Ian Jones Rick Shaffer Scott Holley Mike Hoke	David Bahr	David Farrell	Mark Hufnagle		Philip Moore

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>
Sept. 14-15	Pueblo Motorsports Park	Pueblo, CO	Hoosier Tire West P - 559-485-4612 F - 559-485-4632
Sept. 28-29	Summit Point Raceway	Charles Town, WV	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
Oct. 12-13	Hallet MR Circuit	Hallet, OK	R & S Racing P - 888-261-1243 F - 515-462-4473
Nov. 8-10	Carolina M'Sports Park	Kershaw, SC	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576



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The new DataBuddy logger from Pi Research has been designed to offer a powerful 10-channel logger at an affordable price. This next generation data

acquisition product has increased flexibility and performance in a new smaller package.



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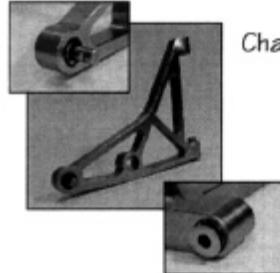
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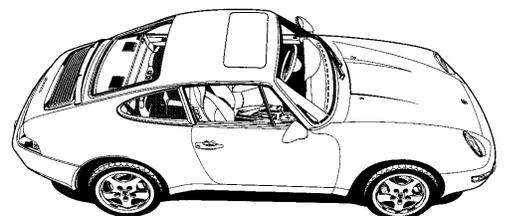
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<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Cancelled	Nelson Ledges	Northern Ohio	Jim Newell 440/247-5751 newchagrin@hotmail.com
Sep 14-15	Pueblo	Rocky Mountain	Vicki Earnshaw 720/981-5281 vicklm@aol.com
Sep 28-29	Summit Point	Potomac	Marilyn Hickson 703/758-6697 marilyn@iadb.org
Oct 4-6	Laguna Seca	Zone 7	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

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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. separately. Photos/specs at www.europeanlocators.com or contact Dave Maynard at dmaynard@europeanlocators.com 508-826-8614

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