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Volume 02.6 November/December 2002

Inside

4 No Wave, No Save

5 Rules Compliance, 2002

6 2003 Rule Changes

9 By the Rules

10 One New Perspective

13 Race Day at VIP

17 2003 Club Racing Calendar

17 What We Did Last May

18 The Classifieds



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

On the Cover:

#2 is Robert Stefanowicz and #07 is Bob Mahoney at Laguna Seca. Picture by Doug DeVetter. More on Laguna Seca in the next issue.

Deadline

The deadline for the next issue is:
December 15th

No Wave, No Save

by: John Crosby, Chairman PCA Club Racing

You have all undoubtedly heard the expression "No wave, no save." At the end of a practice session or race, it is customary to wave to the corner workers as an expression of appreciation. If they don't get the wave, they may not be there for the save when a driver gets in trouble. Does anyone really believe that? No. Is this show of appreciation really worth it? Absolutely. For if the corner workers, grid workers, and rescue crews were not out there, neither would we racers. Do the PCA Club Racers show their appreciation? Based on the two emails below and the comments that I often hear from SCCA flagging crews, I believe they do. These are two totally unsolicited emails that I recently received which I would like to share with our racers. They are reprinted exactly as submitted.

"Hi. Excuse my English but I would like to say thanks to the club race community for the race in Mosport. For them to have so many nice cars and the way you treat us was perfect because I'm from Montreal and I had what I was expecting from a top level club like yours. Because I flagged the parade in 99 and it was great, I was sure to get the same during last week-end and I did. Thank you to all your members."

A Happy Flagger
Jean Hebert

"I just finished working a PCA (Porsche Club of America) event at Road America and it made me realize something. Club racing like that is one of the last bastions where workers are truly appreciated. Every driver I came in contact with, whether during the days activities or afterwards, expressed gratitude for our being there. After the racing we got waves and points from every driver, EVERY DRIVER! We actually had a driver walk over to where we were camping at the track brought us beers and made sure there was enough for all of us. The entire episode made me wonder what's different between that and SCCA club racing. It's rare these days that we are shown that kind of gratitude from the racers in SCCA. I don't think I saw more than 4 in 10 drivers at the June Sprints actually return a wave or express some sort of gratitude for our being out there. Why?"

Doug Morrissey

Keep it up guys and gals, it is definitely worth it. When you see the worker crews gathering for lunch or at the track parties, spend an extra minute to say, "hello." Motor racing is becoming more and more popular. Not only the big time racing, but at the club level as well. There is fierce competition for track dates in most areas of the country. All of these venues require workers and subsequently, the competition for qualified race workers is a real issue for PCA regions organizing a race. On this same note, Club Racing is in the process of developing guidelines to assist regions in the training of F&C workers. Many regions have already taken the initiative in doing this. As a matter of policy, Club Racing fully

endorses the region's efforts in providing corner worker training and will assist in any way possible.

In this issue of the Club Racing News you will find the final rule changes for 2003. The Club Racing Committee has worked diligently over the past several months in evaluating the input from the racers as well as analyzing the race results over the past year. Some people will be happy with the changes while others may not. The Committee has done its best to objectively evaluate all of the available information in order to provide a safe, level playing field.

Another milestone has been achieved, as the Summit Point event this past September marked the 200th Club Race in the history of the program. The 2003 Calendar is shaping up nicely and a 28 to 30 races are anticipated. There are some new venues for Club Racing in the works including Beaver Run MotorSports Complex in Pennsylvania and Pacific Raceways near Seattle, Washington. For the latest on the 2003 Calendar stay tuned to the Club Racing website at: www.pca.org/pca/clubrace.

My best to all of our racers for a safe 2003.

John



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Rules Compliance, 2002

by: Donna Amico, Chief National Scrutineer

As I write this, there are only three more races left in the 2002 season, and it's been a busy year! There were races at five tracks that had never had a PCA race before ("No Problem" Raceway, California Speedway, Mid-America, Virginia International Raceway, and Laguna Seca), plus return engagements at nearly all of our regular venues. Our corps of a dozen volunteer scrutineers was definitely kept busy staffing all the races.

The scrutineers endeavored to get out in the paddock and take a good look at cars whenever there was a spare moment, with some very interesting results. Certainly, as any racer knows, some cars do tend to attract attention, but special efforts were also made to look at cars that maybe weren't the front-runners in a class. Every racer, no matter where they are in class position, deserves a fair race with those around him or her.

Although there are exceptions, usually those who are consistently in the front of their racing class deserve to be there. Most commonly when we check class leaders, we find a carefully prepared, legal, and beautifully driven car. Sorry, but that's the way it is. In our series, and probably most other series as well, there is no substitute for good car preparation combined with driving talent, and PCA Club Racing is fortunate to be amply endowed with both. This pushes all of us to be better!

Now, that doesn't mean that the scrutineers have been bored all year. I've collected a number of findings from our compliance verification efforts of stock-class cars. Examples are:

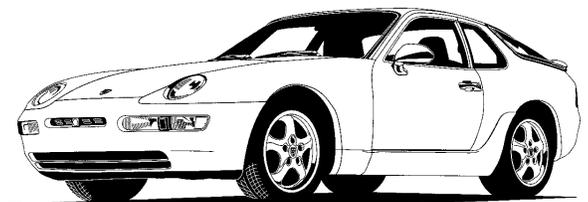
- Illegal pistons (type or shape)
- Higher than stock compression ratios
- Cam timing outside of stock range
- Turbo boost pressure over factory specifications
- Adjustable boost control
- Adjustable fuel pressure
- Aftermarket turbo chargers, aftermarket wastegate
- Non-stock DME or KLR chips
- Ballast weight bolted outside of passenger compartment
- "Prepared" aerodynamic changes (ducting, wings) on stock cars
- Assorted missing stock parts that should have been present (e.g. AC and heater components)

Scrutineers care a great deal about safety as well as class rules. Ever since we changed the procedure that required you to present your car for tech at every race, a priority has been to do full safety techs throughout the weekend on random cars selected from the race paddock. More often than not, there is a minor item that needs attention, so we plan to continue this with the goal of getting to as many cars as possible each year. You can do yourself a favor by taking a look at these on your own car. Remember, we distribute the Annual Technical Inspection Form with your license renewal each year, and these items are all there for you to check. The most common, or most serious issues that we found are:

- Improperly installed seat back brace. For this to do more good than harm, you need a large contact area (12 square inches is the rule, but probably too small for seats with non-metal seat backs), positioned below your shoulders when sitting in the seat.
- Non-working kill switch
- Out-of-date harness belts. You need to replace these 5 years after the manufacture date.
- No pins in harness belt clips (preventing the clips from opening). These typically get removed to take the belts out of the car, and it is common to forget to pin the clips when the belts are reinstalled.
- Loose seat bolts
- Improperly secured ballast. Lead is malleable, and a single bolt securing lead bricks, with little or no backing for the bolt and nut, will not secure the weight in an impact.
- Cracks in structural areas of the chassis, from age/metal fatigue

So, this is a little "end of the year" accounting of how we've spent our time in 2002. Please save us a little work next year by checking your own car and attending to any issues in this article that might sound a little familiar. None of us particularly enjoy the extra paperwork of writing reports in your logbook for things that need to be fixed.

Best wishes for clean, safe racing in 2003. We scrutineers will do our part to help make it happen.



2003 Rule Changes

by: The Rules Committee

2003 Procedural Rule Changes/Clarifications Adopted

- The applicant must present evidence of having completed twelve (12) or more days of race track driving training and experience at driver's ed events, time trials, race schools or equivalent events within 24 months. (Equivalency will be evaluated in terms of number of sessions with in-car instruction.) Dates, locations, sanctioning body, Chief Instructor, Run Group data, and instruction status (e.g., signed off by instructor after the first two sessions) data shall be provided.
- Two driver cars are allowed in PCA Club Racing events. The second driver in a two-driver car shall always be in a higher group and placed in a class. The only time that a car should be designated as "Exhibition" is when the only option is to move the second driver to a lower run group. The car number should be the same in both groups. The car should display both class markings.
- Any competitor who has been determined to be at fault and has received a 13/13 may request a review of the determination by written (or e-mail) request to the Club Racing Chairman within thirty (30) days of the determination. Said request shall provide all documentation and/or justification as to why the determination should be reviewed.
- All required safety equipment must be installed and used in accordance with the manufacturer's instructions.

2003 Rule Changes Adopted

- Move the 1990-1994 911 C2s from F to E class (C4s to stay in F).

This change is made primarily because of the technical characteristics of the C2, and secondarily because of their very strong performance in F-class. Moving the 90-94 C2s from F to E is more consistent with: 1) the improvements in the car over the earlier Carrera; 2) the classification of the RSA; and 3) the overall classification of 911s. However, the C4s are to stay in F for now. These are rare in Club Racing, and presently do not show the same performance as the C2; the C4's additional 166 lbs. is enough of a handicap to stay in F.

- 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.

The European C2 Carrera Cup cars will be classified into a new GTC class at the factory-published weight of 2425 lbs (1100 kg) and 265 hp. This will be a new GTC1, with the current GTC1 becoming GTC2, and GTC2 becoming GTC3. European C2 Cup cars are factory-built racecars with no interior, no passenger seat, and a roll cage that extends to the suspension mounting points. It is possible some cars were registered for the street in Germany, but it was not sold for street use, and it cannot be registered in the U.S.

The Euro C2 RS will not be specifically classed at this time.. There are no representatives of this car currently in PCA Club Racing. The default class for the car will be C, as a Euro-spec RS America, unless documentation is produced to demonstrate that this is not appropriate.

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

The car has not been competitive in F. It will probably be similar to the 70-71 911S that is currently in G.

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

The car has not been competitive in G.

- Add to Class F – All Boxster 2.7 liters at 2779 lbs, 217 hp, 12.80 weight/hp
This car presently isn't listed in the rules; it fits within F. Earlier Boxsters are likely to be updated to these specifications.
- Add to Class C – 1981 924GTS at 2332 lbs, 275 hp, 8.51 weight/hp
This corrects an omission in the rulebook.
- Clarify Stock Rule 2. F., which now reads: "Sway bar sizes and configuration are free." to add that "driver-adjustable sway bars are not permitted in the cockpit."
In this case, "not permitted" will mean exactly that. Those that have them must remove them. The ability of the driver to adjust sway bar settings during a run session is not a characteristic of a "stock" car, and it is not possible to have the scrutineering staff insure that these are locked in place before every run session.
- Clarify Safety rule 10 to note that hubcaps AND center caps must be removed. (This adds "and center caps" to the existing sentence.)
This is to prevent the unwanted shedding of parts from cars, and is not really a change in the way this is enforced.
- Allow SA95 helmets to be used until SA2005s 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. PCA Club Racing won't mandate a change until the SA2005s are available, but if a helmet is more than 5 years old, it needs to be relined or replaced.
- Nitrogen bottles taken to the pits must be secured and equipped with protection (e.g., metal cage) for the regulator.
This has been added to the Enduro Protocol.
- GT Class Rule 1.A "All GT cars, with the exception of those covered in (E) below, must have a Porsche chassis consisting of a stock tub that includes the original floor pan, rocker panel longitudinal frame members, front firewall, and front shock towers. Additionally, 914/924/944/968 chassis cars must have the original rear shock towers, and 911-chassis cars must have a rear firewall, but it can include an access panel for the transmission. Bodywork must be consistent with the underlying chassis. The suspension must be of the same type as found on some stock version of the bodywork type of the car."
This is to clarify the tub requirements for GT. At present the rule says, "virtually intact from shock tower to shock tower" and there can be varying interpretations of the word "virtually."

Proposed Rule Changes Not Adopted

- Move the 1981-1983 Euro-spec 911SCs from F to E class.
The only real difference in technical specification between the Euro and the U.S.-spec 911 SC is compression, providing a published 24 hp increase. The Euro car does not have a catalytic converter, but the U.S. cars running competitively in G have undoubtedly removed theirs, which narrows the power difference further between the 2 cars. The technical differences between the U.S. and Euro cars do not warrant a 2-class difference between them.
- 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.
There was little sentiment from the racers in favor of splitting F-class in this manner.

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

No documentation is available to support the assertion that the Rothman 944s and other 944s are identical in all performance aspects except weight.

- 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.

When the RS Americas were moved to D, the weight was set to be equal to the U.S. Carrera Cup weight to allow them to be competitive. Those that have been racing RS Americas have had no difficulty getting their cars to 2760 lbs.

- Move the 1995-1997 911 RS, which is currently in C, to B.

At 9.31 lb./hp, it does not belong in B (6.96 – 8.18 lb./hp).

- Allow creation of additional GTP cars beyond factory racecars and those grandfathered into GTP in 1999 that do not meet the requirements of the rewritten GT-tub rule.

This was felt to be unnecessary with the revised wording of the GT tub rule (GT Class Rule 1.A)

- GTC – Tires and factory-size OEM wheels are free (add the words “factory size OEM wheels”)

The factory Cup wheels, both for the 993 and 996 cups, are heavier than their aftermarket counterparts. In keeping with the spirit of originality in these cars, the factory-type wheel will continue to be required.

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

No documentation has been made available to support the safety of the 2" belts relative to 3" belts.

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

No manufacturer presently recommends that their seat be used without a seat back brace. Manufacturers of FIA-approved composite seats recommend only that a seat back brace should not be bolted to the seat, but PCA Club Racing does not require bolting the brace to the seat.

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

Arm restraints are not considered to be equivalent to or a substitute for a window net. Arm restraints are intended to keep arms inside the car in an incident if there is no roof or if the roof is likely to come off in a rollover. Accordingly, it is encouraged (but not required) for drivers of Targas and 914s to wear arm restraints. However, window nets prevent items from coming into the car as well as keeping all body parts inside, so we will continue to require a window net.

- Change the description of the required driver's seat to read "dedicated one-piece race seat."

This was not adopted as written, however it will be added in the safety rules that the seat construction must be compatible with the seat back brace and not pose a hazard to the driver.

- Adjustable seat rails should have lug locks on both rails.

This item along with the entire seat, driver restraint system, and seat brace issue is under further study.



By the Rules

by: Lance Weeks, Technical and Rules Chair



Lance was recently spotted at Brainerd sampling the spec racer scene.

Your responses to the proposed rules changes have been, to say the least, energetic. This shows that you care about the Club Racing Program and want to get involved with its continued growth and improvement. The rules committee appreciates your time and thought put forth in your responses. Any change to the rules will continue to be based upon the principle that "This is gentleman racing" and that safety, fun and a competitive environment is available for all Porsche manufactured sports car drivers.

Most of the email I receive pertains to clarification of a specific rule or rules that sometimes requires interpretation. This is the most difficult part of this job due to the continuous refinement that has taken place in Club Racing over the past 11 years. The rules provide a clear guideline to follow in the preparation and development of your car for any class in which you want to participate. If we take away the interpretation component of this program, the rules book will be 2" thick and I will have to obtain my "Attorney at Law" sheep skin to rewrite them. That is not what you want. Our rules allow us (the racer and the Club Racing National Staff) to find an equitable solution (maybe not the one you want to hear) to each question and situation. Use the rules to make your car **safe, competitive and in compliance** for the class you are registered in.

Your car must be in compliance for the entire event. Test and Tune days are your opportunity to explore the realm of options available. What this means is that if your car is registered as a GTXR, the car must be running slicks the entire weekend. If your car is registered in a stock class, the "chip" cannot be changed to see how much performance increase you get for future reference or worse, leave it in for the race. That does not mean that you cannot change jets on your carburetors. There is no excuse for not knowing what is in your car, chip, brakes, pistons, compression or cams. The Annual Compliance form must be current and it is your statement that the car is technically compliant for the class in which it is registered.

The stock class rule 3.A. Any DOT approved "road race version" tire is allowed, means that hand grooving of a DOT approved tire is **not allowed**. Hand grooving of a DOT tire nullifies the DOT certification, just as the Hoosier Radial Wet tire is not DOT approved. Do not let the local tire distributor suggest that "This is allowed in Club Racing." **It is not**. There are tire manufacturers which make DOT approved rain tires and that is where you should obtain them.

Now, on the lighter side of what we do for fun. I often think about what I am going to do after Porsche Club Racing, go carts, Legends, spec. racing, what? One of our own recently sold his GT1R racecar and set a mark for the rest of us to follow. After selling his race car he was lucky enough to acquire a beautiful 1989 930S with 1400 miles. Well you can imagine what he did with it. Our previous fearless leader Monte Smith, stepped onto the red carpet and sipped champagne at the Parade CONCOUR with all of the diligence and attention to detail that he put into Club Racing. With Sue, Denise and Dick at his side this year in Boise, he obtained a score of 294.5 out of 300, which is a terrific score, but also received one of the first ever "Weissach Medallion of Excellence" awards personally autographed by Peter Porsche. He keeps telling me "been there, done that", but my bet is its in his blood. Just kidding Monte. Now we all know what we have to look forward to after Club Racing. Good luck with whatever you decide to do in your next adventure.

Remember, preparation is everything. Hope to see you soon.

Lance

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One New Perspective

by: Caryl Brensinger, North Country Region, PCA

When asked to write about the T.R.A.C. Road America Club Race for the Chicago Region Newsletter, I thought, well, this is a spectacular place and historic event. What new perspective could I add? I was assured that coming from New England to attend the event and having raced in 8 or 9 other club races every year for the last few years, that I would have something to say.

First impressions of this special event actually started with the low-key hype about it on the Chicago Region web site in the spring, or..... with the high-key hype whenever you happen to meet up with Chris Inglot at other events. He is the cheerleader extraordinaire for T.R.A.C. and always beaming with enthusiasm

The big deal this year was the direct competition with the inaugural VIR Club Race and concern, among many of the usual suspects, over which we should attend. Unless you live near one or the other, most of us who were traveling from far away from either event had to think through what we wanted out of the weekend. We all agreed we wanted lots of seat time, great competition, maybe sprint only, probably sprint and an enduro, a group for D.E., or, alternatively, we pondered the opportunity to be part of an inaugural event, mixing it up with the pros, and moreover, be a part of an event that would be televised. Wow!? In the end, it was quite simple for us. We understood the rules and priorities for the VIR weekend and quite easily decided that we could not pass on the implied guarantee of T.R.A.C. at Road America. It was, as is commonly said, a no-brainer.

So, for the second year, our group, European Performance Engineering, Inc., flew into Milwaukee from Manchester, NH and Boston, MA, while our racecars were transported separately via a 6-car hauler. There is nothing so pampered as flying into town and having the racecars already waiting at the track. The expense, fortunately, when shared with 7 others, makes it a reasonable option.

For many reasons, Labor Day weekend in Elkhart Lake with Chicago Region has become our favorite event on the Club Race schedule. It really starts at the car rental counter at the Milwaukee airport when we first hear the Mid-Western "ookey," which we will try all weekend to duplicate. Then it's that completely-flat-terrain drive (we are from the mountains and valleys of the North Country of NH, after all) from there to our Inn in Plymouth, where freshly made cookies are ours for the taking when checking in; to the nasty little flies that get into the rental car at the track and which never find their way out until we're back in the rental car garage in Milwaukee four days later. This may sound familiar to some of you.

The whole weekend's event schedule was available online well in advance so getting organized, traveling in a timely manner, meeting the car hauler, getting unpacked and setting up in pre-assigned spaces in the Road America paddock could be accomplished like a well rehearsed military procedure.

Among the first people you see when arriving at the track is, of course, Susan Shire. Susan goes to superhuman extremes to accommodate every single individual. Whether you need help with a "ride" to the event or "just" need to rent a golf cart, she is the encyclopedia, the yellow pages, and the

Dear Abby of T.R.A.C. And that's not only while she's at the event. She actually seems to start working on the whole process at least a year in advance and I believe she indeed holds the record for fastest email response to any question. If you can't find Susan, anybody you ask at the track has "just seen her." That goes for Chris Inglot also. They are literally everywhere.

It goes without saying that Road America is an enormously grand place, a seriously challenging track truly worthy of its exalted reputation. Chicago Region has designed the T.R.A.C. event so that racers and track enthusiasts together can share the experience without compromising actual seat time for either. The number of driver and racer entrants must be a record for PCA. It happens logically that with a 4-mile track, you can fit a very substantial number of cars together safely, and still get clear track on many laps.

Also worth noting are the extreme efforts the track personnel go to keep the event running. To a truly startling degree we have all witnessed the orange-clad, bandana-wearing "firemen" rushing about to clear the track, working at light speed, moving about, sometimes 6 to 8 together.... you know, like a serious version of the Keystone Cops, only never bumping into each other. The cars just keep on running in spite of the commonly occurring "local yellows" for the rather frequent gravel-trap rescues. There is nothing more alarming when driving on this track than to come up on a yellow and white flag-waving corner worker who is practically standing on your line, in your face, to warn you to SLOW DOWN. I think of all the impressions we take home, what we talk about the most is the amazingly daring and brave folks that work right out in front of us, on the hot track. After Susan Shire, they are just about the most admired and respected group among all event workers we've seen over the years.

On reflection, I think my perspective on the Club Race at Road America has turned into an open letter of thanks to all those hard-working and dedicated individuals who believe in the fun and exhilaration of racing at Road America, Porsche Club style. The people who have made this such a resounding success over the years and return year after year for more of the same hard work are what PCA Club racing is all about. How do we thank so many for so much? I think the way is to say thanks openly, in this brief memoir, and then plan to return again to the warm embrace of our friends in the Chicago Region.

We are looking forward to next year already, to returning to the welcoming community of Elkhart Lake, Wisconsin. Thank you all for making the event so special, all-inclusive, exciting, well thought and organized. You are the best.



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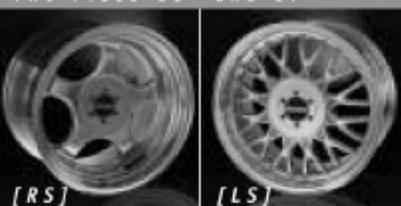


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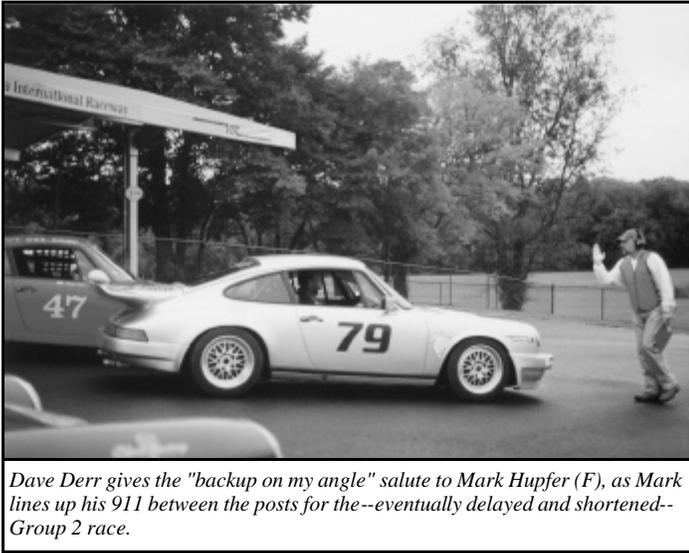
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Race Day at VIP

by: Cris Brady, 1973 911 RS "Clone", Class E



Dave Derr gives the "backup on my angle" salute to Mark Hupfer (F), as Mark lines up his 911 between the posts for the--eventually delayed and shortened--Group 2 race.

Glutton for punishment I am, I turn on the Weather Channel again. Our race is at 10:15 and must be over by 11, the start of Quiet Hour. Forecast? "Rain clearing by Noon". Actually I'm fine with that forecast. Due to unknown chromosomal damage, I like rain racing. It's my "Unfair Advantage". I'm able to push the limit farther than a lot of drivers who are faster than me in the dry. Now I not claiming to be Michael Schumacher, but I do okay. In the Mid Ohio race, I was languishing back around 19th or 20th on the grid, until we had rainy qualifying session. That jumped me up to 5th.

Gregg Wilson and I checked out of the motel a little after 6 a.m. We have a drivers' meeting around 7 and need to get gas and our heart-clogging Southern breakfast of biscuits and sausages.

First session is a quick 10 minutes on the damp track. Yesterday we had cranked huge amounts of stiffening in the front sway bars and I was eager to find out what the effect was. I was hoping it would help with the oversteering. Don Wohlfarth had recommended a subtle change, something on the order of 3/16 inch. However Gregg Wilson and Mike Levitas suggested a large change. "Crank that baby an inch or more." The prevailing theory being I don't have much time to tune, and you really need to see a real change.

Too much push? Dial it back into the middle. Since having a car with understeering zooming up the fast esses was much better than one that threatened to spin off the course at any moment, I was easily convinced to go for the big change.

I go out for the warm-up session. The car feels better. It doesn't seem as ready to spit me off going right, but it's a dog going left now. Guess I just have to live with it for the race.

Meanwhile the Group 1 cars are lining up on the grid. I wander over, wish luck to several of the drivers and snap some photos. Soon it's time to prepare for my race. I give my car an inspection not expecting to find anything. Looking into the engine compartment I discover a large nut just lying next to a spark plug wire. "What's this?" I think. A closer look finds a large loitering steel washer trying to act innocent but clearly up to no good.

"I've lost a motor mount and my motor's going to fall out!", I think. Of course I'm wrong. That's why I make my living writing code and not working on cars.

A close examination of the engine compartment reveals ... nothing. So what do software engineers do when they find a bug? They restart the program and see if it does it again. So following my professional training, I look again. This time I see it. Or more accurately, I don't see it.

The top of my left rear strut is missing in action. My right strut is happy as a clam: a nice threaded rod with a fat nut, washer and even a rubber bushing. Obviously a self-empowered shock with no self-esteem problems. The left side however, seems to have regressed into a pre-natal state. No threaded rod in evidence, nut and washer is in my hand, and the rubber bushing is no longer in the state of Virginia.

With 15 minutes before my race there was no time for getting in touch "with my inner shock". We decided to go with the brute force method and deal with the emotional trauma later.

The car goes up on the jack. Off with the wheel. Unbolt the strut from the spindle. Thread the rod back through the shock tower. Bolt top and bottom. No rubber bushing to get in the way, so I can expect a nice "thunk" when coming onto the shock. Wheel back on. The car goes off the jack. Just like the pros. High fives all around.

I'm feeling happy until I remember the huge amount of stiffening we set on the front sway bars. Now there's less than 10 minutes to go to grid. Up goes the front end this time and both wheels come off. Now, we need to adjust both sway bars.

Arghhh! Stupid Weltmeister and their American hardware. Why can't they use metric Allen bolts like everyone else? I search the paddock frantically looking for a 3/16 inch Allen wrench. I find one and hurry back to the car. I quickly reset the sway bar back to its original settings and we throw the wheels back on and lower the car.

With 5 minutes left, I still have time to put on my driver's suit. Disaster averted once again.

More of this tale, including a picture gallery and race video can be found at: <http://www.crisbrady.net/vir2002.html>



It may have been soggy and early, but the loyal PCA fans (and volunteers in the vests) were ready to watch their favorite Group 1 racers go by--led by Natale Franco (right), who retired early from the race.

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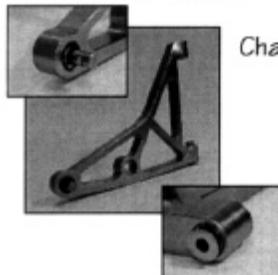
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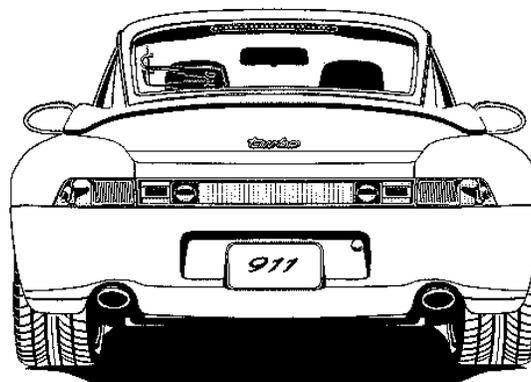
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<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Feb 7/8/9	Sebring International Raceway	Gold/Sun Coast	Dave Tabony 561.626.6812 dtabony@bellsouth.net
Feb 21/22/23	Phoenix International Raceway	Arizona	Ken Steele 602.993.7941 Ksteele911@aol.com
Mar 8/9	Carolina Motorsports Park	Carolinas	John Taylor 803.796.0983 jtaylor@lrcarch.com
Mar 21/22/23	Texas World Speedway	Lone Star	Vonnie Grether 713.963.0202 vgrether@airmail.net
Apr 5/6	Road Atlanta	Peachstate	Andrew Douglas 770.640.8700 ADoug13480@aol.com
May 2/3	Lime Rock	Conn Valley	Lynn Wheelchel 860.379.7120 lwheelch@earthlink.net
May 3/4	Las Vegas Motor Speedway	InterMountain	Ed Mineau 801.278.9681 emineau@earthlink.net
May 10/11	Mid Ohio	Mid Ohio	Abby Reynolds 304.965.2520 cat914@charter.net
TBA	California Speedway	San Diego	Ron Mistak 909.314.3600 mistakcal@aol.com
May 24/25/26	Texas Motor Speedway	Maverick	Lanean Hughes 972.484.3040 lhughes@fmstech.com
Jun 13/14/15	Watkins Glen	Zone One	Henry Hoeh 516.575.7772 Hoehhe@mail.northgrum.com
Jul 5/6	Gingerman	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 26/27	BeaveRun MS Complex	Allegheny	Steve Scholze stvzs@attbi.com
Aug 9/10	Brainerd	Nord Strem	Roger Johnson 763.557.9578 rsamerica@attbi.com
Aug 30/Sep 1	Road America	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 13/14	Pueblo	Rocky Mtn	Vicki Earnshaw 720.981.5281 Vicklm@aol.com
Sep 21/22	Putnam Park	Central Indiana	Henry Riley 812.579.5673 hriley@core.com
Nov 7/8/9	Carolina Motorsports Park	Carolinas	Dick Lane 803.932.7988 dicklane@sc.rr.com
Nov 22/23	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrahh@pipeline.com

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

Photo by: Doug DeVetter

What We Did Last May: Our first PCA Club Race

By: Libby and Sarah Cummings

After weeks of waiting, we arrived at the Lime Rock, Connecticut, racetrack. To our surprise, it was unbelievably quiet! Our mom signed the release for us, and we continued on in to find my uncle's Class I car in the paddock. He was just heading out, so we hurried up to the observation building to watch his qualifying race. We were so excited that we jumped up and down every time he sped by!

After the qualifying race was over and my uncle was cleaning and fixing his car, we walked around the paddock, looking at various racecars and enjoying the other qualifying races. The people were nice, the weather was beautiful, and the trees were just starting to grow tiny leaves. After eating lunch, we went back to the car and relaxed for an hour. For a while, the whole place seemed to stand still, and everyone rested. We then attended the drivers' meeting to see what it was like, and rushed back to the racecar to see my uncle's final preparations for the feature race. As he drove off, we went with our mother, father, and Aunt Bonnie to a different place from where we had watched before. This stand was closer to the track than the other had been, so it was even more thrilling!

Anxiously, we waited through the pace lap. Finally, we saw the green flag wave, and the race began! Our dad made a lap chart for us, which we marked off every time Uncle David came by. After a super

fast 27 laps, the race was over and we went to greet my uncle. He placed 2nd in his class! We tried all different observation points during the other feature races. All too soon, the time came to go back home. An awesome day at the races was over.

Libby and Sarah Cummings are eleven and eight years old. They live in Cape Elizabeth, Maine. This was their first race, but the tenth at Lime Rock for their uncle, J. David Mann.



Sarah and Libby. Future Club Racers?

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1997 Porsche Factory RSR. Car has never been raced with 1600 test miles only. Factory 15" rotors, cell, fire sys. Car is stock except headers and competition muffler. Spare tire/wheels. Steve 425-702-8172 stevemac24@attbi.com

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1974 Jagermeister RSR Replica PCA GT2. Built on 1981 911 SC Chassis. Custom Roll cage. 3.6 ltr Engine, rear 993 Supercup Specification. G50 Transmission w/ Daytona Ratios. Bilstein Coil-Over Shocks with 935 style front Suspension. \$69,500 obo. Contact Gordon at (888) 767-6269 or gordonf@autometricsmotorsports.com 2002 GT3 Supercup. PCA GT2 or GTC2. 1 Owner, US Delivered. WPOZZZ9922S698014. Approximately 3500 miles, 5600 km. STACK Data Acquisition System with Dash. Moton Triple Adjustable Suspension. \$115,000. Contact Gordon at (888) 767-6269 or gordonf@autometricsmotorsports.com

2001 Porsche 996 Cabriolet. Arctic Silver Metallic with Black Leather interior and Black top. 6-speed. 4,457 miles. Options include: Technic and Design package, Hi-Fi Sound with CD player, 3-Spoke Steering wheel, 18" Turbo wheels, Wind deflector, and Car cover. Car is meticulously maintained by Porsche fanatic and is in new condition. \$71,900. Contact Bob Varela at (954) 746-0488 or Email: bobv4n@aol.com.

1995 993 coupe, white/black, track car/D class Club Racer. Eibach springs, 2 sets Fikse with Hoosiers, bypass pipes, 3.8 RS wing, front air dam, welded full cage, Momo Nascar seats, Simpson harnesses, halon fire system, tow hooks and kill switch. First-second in class in Enduro/Sprint at TWS 2001. Never wrecked. Also, Texas Rollback 21' trailer with dual axles/electric brakes. All for \$43,000 OBO. A great deal on a solid track car. David Wimberly, 405 David St., Friendswood, TX 77546, 281-996-1170.

1957 Reutter Cabriolet 356A Racecar 3 Sets ofwheels, spare transmission, zero time new engine not installed. \$26,000. Ford Shaw 973-316-8025 days, 908-221-1398 eves till 10:00 EST or Shawtech@erols.com

74 IROC Replica. 280hp 3.0L. Webcams, PMO carbs, Cox headers. Full Cage. Fire system. 24 gal fuelsafe/. Braced Sparco seat. Quick release steering. Upgraded, 915 gearbox. Turbo brakes. Spare 74 RSR bodywork, brake pads and set 16" BBS. New windshield, fuel cell foam, brake pads and Sparco harness. 2100# PCA,HSR, PBOC,SCCA. \$58,000 Photo on PCA.org. John Taylor email johnboy@rose.net

1978 911SC G stock Fresh engine, over \$10K in receipts, built to the maximum legal specs, very strong; B&B headers/supertraps/jet hot coated; The usual SC updates: turbo tie rods; carrera tensioners, pop off. Still needs rear tail, torsion bars/sway bars and paint to be raceworthy. Just four Watkins Glen DE days on engine, turned low 2:30's on street tires. Call for a list of everything. \$18,500.00 Brandon 609-306-2782

93 RS America, White with Black interior. 18,200 miles with a total motor rebuild at 17,000 miles. No Air/Roof only Limited Slip. PCA C Class and SCCA PCA/ITE/SPM Class 2002 Logbooks. Car is in excellent condition and is very, very clean inside and out. Lots, and lots of upgrades and spares. This car is fully sorted and pre-

pared for a truly "turn-key" race or track car. Professionally maintained by Fordhal Motorsports and Chris's German Auto both of Bellevue WA. Email for a complete spec. sheet and photos. My loss is your gain! This is a great opportunity at \$50,000.00. Tracy Ross 206 285 3559 or trossrep@att.net

1972 GT2R, 1875 lbs. Fresh 3.6 slide valve, Haltech, 370 hp, New 17g fuel cell. Open cockpit, full cage, nascar bars, fiberglass 935 body/wing. Extra wheels and parts. Fire system. PCA class winner Thunderhill, Portland, Willow. POC pole/overall win Thunderhill July 2001 and 2nd o/a R2R 2001 season. Asking \$45,000 or \$50,000 w/20ft. enc. trailer. So. Cal. Ray Dicius 949.584.8401.

'72 Porsche EBS Spyder. 2.8L factory RSR engine. Historical Porsche factory and Max Moritz team sports racer. Fresh engine rebuild with new Mahle P&Cs. New ignition system and wires. Girling brakes, Tilton clutch, flywheel, harness. Fresh Hewland 5spd gearbox rebuilt. 4 sets of wheels including new BBS and Kodiak including rains. New paint, interior work. Current vintage (CanAm) and PCA (GTP-4) logbooks. Old SCCA "ASR" logbook. Spares include original factory Bosch ignition. \$115K or best offer. 281-360-1477, StevenHolsen@cs.com

914/6 Race Car. GT-3R or GT-4R,HSR / SVRA - GTU, SCCA GT-2, 3.0 SC based engine (fresh 2002), 46 mm webers, DFI ignition, fully seam welded (tig on rotisere)legal for PCA-full tub, roadster with hi/lo roll hoops (no cage in open air), 901/914 short and long boxes, trans cooler, bilstein coil overs, spherical mounts, wing, 9/11X16 Lite Speed billet wheels, chr/moly fit bar, chr/moly A-arms, raised spindles, 1950 lbs., etc. etc. Building new car and going kart racing. E-mail for pictures csh911e@buckeye-express.com. Chip Holst 734.847.6598 after 5 before 10 EST.

Porsche GT5 911 1976 Tub with dzus-on 993 body, fully prepared, lightweight, 2.2L high compression, webers, dual crank fire, 2 sets of wheels, 915 gearbox with 930 limited slip. Coilovers. Much more to come. See pictures and lots of details at http://ameritech.net/users/edbaus/race_car.html Great GT5 or easy upgrade to other GT classes. \$29,500 Email or call Ed at 440 205-5563 edbaus@ameritech.net

1983 Porsche 911 SC (1974 tub) 3.0 liter with Webber carbs. 217 SAE HP at the wheels. Full custom cage, big brakes, all suspension upgrades, fresh trans and GT diff. Many extras, a very well sorted car that is dependable and very competitive in E class. \$28,000. Jim Coshow (503) 671-2317 OR Jim.Coshow@ATT.net

1993 RS America conformed to Factory Carrera Cup. Class "C", 2450 lbs. 12 Club races, 12 Podium finishes, ready to race. Full cage RSR adjustable suspension Solid engine mounts Sparco seats Momo custom steering wheel Cup front & rear cross-drilled discs Original cup rims Light weight fly wheel Exhaust over intake Factory chip B&B headers Strut tower brace New engine and transmission Contact: Grady Willingham (205) 910-2040 (Cell)

1991 45' Silver Eagle Motor Coach. Fully banded. Has more gadgets and amenities than your own home! New everything! Satellite, DVD, TV's, leather, tapestries, 10' roof raise, 8 new tires and chrome wheels, custom power awning, bbq pit, queen bed, security safe, art work, carpeted, plenty of storage, fullsize tub/shower, fullsize frig, stone and slate tile in bathroom, custom armoire/desk, leather recliners, a/c, generator, camera wireless system, cruise, Bose speakers & more! For more information about this beautiful one-of-a-kind bus, visit: http://www.themotorcoach.com/. \$399,500. Any questions concerning the bus, call Donald Bond at 800-709-0963.

01 GT3 Supercup Evo. GT2R. Speed GT World Challenge car #13. PCA GT2R winner. Porsche Motorsport 3R2 engine upgrade with all options, 3RS steering, SPA electronic halon system, Fabcar and 3R2 suspension upgrades with ProTrac 3 way adj shocks, short gears with 3R2 clutch and flywheel, 2 sets BBS. \$119K. Greg Merrill (301) 907-7777 or gmerill@powergridfitness.com

'73 911 RS 2.7 (replica) D Racer and HSR Eligible Great Car with many podium finishes. Pat Williams Built Motor, ATL Fuel Cell, Custom Cage, Factory limited Slip diff, trailer included, five sets of wheels (all factory fuchs), oil cooler, Team Tech Harnesses. Too many extras to list. Very Motivated seller. \$45,000 obo Please call Bob Rasch (901) 233-3171

1975 914/6 GT3S Bulkhead mounted 3.2. Webers, coil overs, MSD ignition, wecams, partial tub frame, centerforce clutch, supertraps, close geared 901 box, Momo race seat, 7 and 8X16 Fuchs, net, kill switch, harnesses, etc. etc. fast and fun. \$13,000.00. Craig Becker - Club Race License #: 1995058965M Ph: (631) 549 0649

2002 GT 3 Supercup Factory Race Car. US delivered 1 owner. Exceptional condition with approx. 3500 miles. STACK ST 8103SP Data Acquisition System with Dash. Moton Triple adjustable suspension. You will not find a nicer cleaner race car. \$115,000. Contact Jeff Wade at 917-912-1903 or wadej@ao.com

2000 factory GT3 Supercup - Speedvision uprated motor, spare Speedvision motor, three sets BBS rims, S.CAR.GO headers, megaphones, mufflers. Stack data system, Motorola long-track radio. Carbonfiber hood, GT3R wing, FuelSafe fuelcell, Protrack shocks, GT3R suspension, etc. winner 2002 Portland PCA "Parade" Club race (Dan Jones), winner 2001 RDC 4Hr Enduro Thunder Hill (Dan Jones/Kevin Buckler) \$105K Contact: Dan Jones, 650.743.6681 or race993@yahoo.com

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