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

On the Cover:

*The view from the stands at the Las Vegas Motor Speedway.
Photo by Tim Martin, Intermountain Region*

Deadline

The deadline for the next issue is:
August 15th

Portland, Putnam, and Pace Cars

by: John Crosby, Chairman PCA Club Racing

Recently Club Racing tried a new type of sprint race at the Portland Rose Cup and Putnam Park. Referred to as a Formula Libre race at Portland and the Top Gun race at Putnam, it is sometimes also known as an Australian pursuit or Hare and Hounds race. Basically it is an inverted grid; however the cars start from the pit lane one by one. There is a handicap applied according to their qualifying times and the planned length of the race is such that theoretically they will all arrive at the finish line at the same time.

At both events, the race was an unqualified success, with all of the racers finishing on the same lap, other than those who had gone off, been black flagged or broken down. The initial handicap was as much as 6 minutes between the first starter and the last. The finishing order also showed the concept worked, as the top five finishers at both races were in a wide range of classes. The racers, workers and even the timing crew had a great time. Unfortunately, at times the spectators were a bit confused! The consensus among the drivers was that it was a fun type of race, and should be tried again. We'll keep trying different concepts and look to the racers for feedback as to what works and doesn't work.

As a further aside on the Portland Rose Cup, this is a truly wonderful event that you should think about attending in the future. It is the biggest SCCA event held on the West Coast, with approximately 400 cars this year. PCA runs a Club Race as a separate race group, under our rules, with our steward and scrutineer. The majority of the club racer participants also run in one or more SCCA race groups, as all of our cars fit into one or more regional or national classes for this event. In addition, as part of Portland's annual Rose Festival, the prestigious Rose Cup race is held. For the first time in many years, it was won by a Porsche, driven by one of our own, Bob Stefanowicz. Congratulations Bob!

Another west coast event, very much in the public eye of the racing community, was the California Festival of Speed. This Club Race was held in conjunction with Grand Am and provided for a great weekend of racing. There was a special atmosphere created by having the PCA cars paddocked among the Grand AM GT, GTS, and Grand AM Cup Cars. This was another feather in the cap of PCA Club Racing as our racers and operations made a very favorable impression on the SCCA race control and track management personnel, who worked both the PCA and Grand Am races. The management of the California Speedway could not have been any more accommodating to the region and the Club Racing National staff.

Based on feedback that I have received from some of our stewards, I have a couple of comments on things seen from the tower at various races. It appears that some of our racers may be confused by full course yellow situations during a race, and the use of a pace car. The reason that the steward uses a full course yellow is to control the speed of the field, while allowing the racers to continue lapping. The alternative the steward has is to call a "black all" which results in the entire field being brought into the hot pits. Use of the full course yellow is much preferred over the black flag all for a variety of reasons, such as keeping the race moving and the delays usually

associated with reshuffling the group in the pit lane. However, as with all yellow flag situations, there is no passing. Since yellow flags cover the entire course, there is no passing anywhere on the course. In addition, we ask that the race leader (and you normally know who you are) slow down to a pace car speed, both to allow the pace car to get out in front of you, and also to allow the field to bunch up behind you. The pace car is normally easily identifiable, as it is the same cars that lead you around for the pace lap, doesn't have numbers, has its emergency flashers on, and is the only car on the track with two people in it. Don't pass the pace car, unless you are waved by, even if you think you are not the leader (the leader may have ducked into the pits, along with a lot of other cars and you may indeed be the lead car on the track). Follow hand signals as given by the pace car and follow the pace car's line, as it may move over to one side or the other of the track to avoid the incident that has caused the full course yellow.

Can you drive quickly to catch up to the car ahead of you? Yes, you can and in fact should, as that allows the field to be bunched up behind the pace car. However, as with everything you do on the track, you are responsible for doing it safely. Accordingly, if you are in the vicinity of the incident or incidents that have caused the full course yellow, you must slow down (the car behind you can't pass you anyway, remember) and only speed up to catch the car in front of you once you are safely and clearly past the incident.

Another tip - the pace car will turn its emergency flashers off sometime before it enters the pits. Don't be sleeping when that happens as that means that the race is going to go green at the starter's discretion once the field arrives near Start/Finish. Also, unlike our normal race starts, all restarts are single file, which should also be maintained for safety behind the pace car during a full course yellow. Don't be like a group of racers at a recent enduro who followed the pace car into the pits, after it had turned its emergency flashers off, while the rest of the field sped away under a now green flag.

The period for input on proposed changes to the rules for next year is now over. Be looking for the specific proposals on the Club Racing website on September 1st and in the next issue of *Club Racing News*.

See you at the track!

John





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Roll Bar Blues

by: Donna Amico, Chief National Scrutineer

In the last few months, quite a number of potential racers have seemed confused about the roll bar requirements for stock class cars. This has resulted in the mailing and e-mailing of photos, and some disappointed folks when they were told that their roll bar will not meet PCA Club Racing requirements.

It's really quite straightforward to look at a prospective roll bar, see how it's installed and figure out whether it will meet the PCA Club Race rule. It doesn't take a scrutineer to do this. So, in the interest of reducing the potential aggravation caused by installing one, then having to remove it and install something different, these are the requirements and this is what to look for to meet those requirements.

Appendix A of the PCA Club Racing Rules is "Roll Bar Specifications." No one ever seems to have any problem with tubing size, or with the full-cockpit width of the bar, or with the fore/aft and cross bracing. Just about all of the confusion is with the following: "The roll bar must be securely mounted to the floor and/or longitudinal members of the unibody.....The mounting area of "bolt-in" roll bars must be backed by a plate of a size equal to that of the upper mounting plate with a minimum thickness of 3/16."

So, what does this mean? The point of this is to make sure the area of the floor or unibody that supports the main hoop is sufficiently reinforced that the ends of the hoop cannot punch through the floor or body of the car. So, start by looking at the two ends at the bottom of the main hoop. If there is no mounting plate there for the bar to rest on vertically, the bar does NOT meet the requirements of PCA Club Racing. Oddly enough, there are some roll bars out there like this, and we've seen the pictures.

Now that you've found a mounting plate, where and how is it designed to mount? In most cases, holes are drilled in the mounting plate, a backing plate is welded to the floor pan

underneath the car, and the bar is designed to be secured with bolts through the mounting plate, floorpan, and backing plate. This is the letter of the rule, and it passes.

Some years back, PCA Club Racing allowed some roll bars that did not meet the letter of the rule, but accomplished the same intent. In these, the mounting plate has no bolt holes, but rests very securely on the boxed longitudinal frame members at the door sills. There is no backing plate, but none is needed since the frame member has the structural strength to support the bar. These bars are very popular, because they do not involve welding and drilling holes in the car.

So, if there are no holes in the mounting area that supports the main hoop, then take a look at what it rests on. Does it rest on the longitudinal frame member? If so, then yes, it meets our requirements. If it just rests on the floor pan, or on the sheet metal of the wheel well, it does NOT pass, and you must use a different type of roll bar.

Roll bars that do not have vertical supports for the ends of the main hoop rely on horizontal bolts that bolt the bar to a seat belt mount for support of the hoop in a rollover. Regardless of various arguments on the shear strength of various grades of bolts, I don't know of a racing sanctioning body that considers horizontal attachment points to be sufficient for roll bars or cages. In fact, PCA Club Racing seems unusual in allowing roll bars at all, most seem to require a roll cage. However, one of the "guiding principles" of PCA Club Racing is that we allow and encourage participation from cars that are driven to and from the track, and few of us would want a roll cage in our street cars.

One last reminder: roll bars are only acceptable for cars running in their stock class, and for GT-6. Cars running as "prepared" in a stock class, all GT-1 through GT-5 cars, and GTC cars must all have a roll cage.



The Racer's Group entry qualified 2nd in class and showed much promise in the early hours of the 24 Hours of Le Mans. Unfortunately, mechanical woes set them back multiple laps. Despite the setback, The Racer's Group entry pressed on and finished a very respectable fifth in class. Those who watched the race would know that The Racer's Group entry carried the PCA Club Racing logo on the leading edge of the front hood. In the picture to the left, during a routine pit stop, one can see the "Crescent" sponsorship draped on the right front fender. Crescent City Porsche is based in New Orleans and is a sponsor of PCA Club Racing.

FAQ — Club Racing Licenses and Procedures

by: Susan Shire, Program Coordinator

I've already received my 2003 license. I have a new medical. Can I fax it your office? Will I get confirmation that you received it? Will I get a new license card?

You may fax the new medical form (or license renewals – with credit card payment) to 847.272.7785 – no cover required. If you put a note on the fax that you want confirmation that your race record has been updated, put a note on the form and you will receive a confirmation e-mail. As expiration dates of medicals and membership are no longer noted on the Club Racing license, you will not receive a new license card when you update your medical (or membership).

If I fax a license renewal (with credit card payment) or a medical, do I need to mail the original?

No.

Why was my new medical not accepted?

Most medicals are returned because the doctor has not signed and dated one or both forms (Applicant's Medical History and Physical Examination Form) OR one of the three boxes at the bottom of the Physical Examination Form has not been checked by your doctor. When a form is returned to you to have one of the boxes checked, please ask your doctor to check one of the boxes AND initial and date the check mark. The forms may then be faxed back to me at 847.272.7785 – no cover required.

When do my medical, membership, or license expire? How do I find out?

You can e-mail (easiest -PCACLUBRACE@aol.com), fax, or call the Club Racing Office (847.272.7764).

All Club Racing licenses expire 12/31 of each calendar year and are renewable only in one (1) year increments. A renewal letter is mailed in early December of each year. As the renewal reminder no longer includes the renewal or medical forms, the letter directs you to the Club Racing web page (www.pca.org/pca/clubrace) for the license renewal and medical forms. Click the button *Rules, Licensing & Forms*. The forms on the web page are also available from the Club Racing Office by e-mail, fax, or post.

All medicals are good for two years from the date on the medical form.

License cards are mailed attached to a backing sheet on which is noted the expiration dates of your license, medical, and membership (as of the mailing date). Please retain that backing sheet and note updates on it as they are submitted.

I have a question for the Club Racing Steward at my next race event. How do I contact them?

The e-mail addresses for all Club Racing Officials and Contacts is on the Club Racing web page (www.pca.org/pca/clubrace). Click the button *Contacts & Officials*.



Daniel Kantrow, pictured left, pilots his shiny green GT4-S class 914 around the Mid Ohio circuit this past May. Despite the fact that many 914s are now in their fourth decade of service, they still prove to be a competitive choice for a lot of racers both inside and outside PCA Club Racing.

Photo by Ferhat Buyukkokten

Priorities: Enduro

by: Patti Mascone, Public Relations Coordinator



*The Green Group beginning its Enduro at Texas World Speedway.
Photo courtesy of Doug Molny.*

Any avid race fan has to admit that there are times when the action seems incredibly boring and repetitive. However, there is a chess game going on behind the scenes. In fact, the strategies and decisions (and blunders) that happen under the surface may be far more intriguing—and more often than not, these mental aspects have more to do with winning than speed.

Consistent lap times

At the start, most cars will be weighed down fuel and shod with cold tires; in the middle, most teams will be nerve-racked by the pit stops; and, by the end of the race, most brains will tend to wander and the tires may be shot. The combination of these factors means that the longer a race goes, the more likely it is that stamina, concentration, consistency and reliability will be the determining factors.

That's why it is so important to pick a consistent lap and hit it every time—and to stay shy of attempting a world record. This means less stress on your car and provides a margin of safety. In return, you get a calming rhythm for your nerves. Keeping a reserve also allows you to pick up speed when necessary, like a long-distance runner's kick. You may just find you go faster when you aren't pressing.

Safe passes

By all means, have a great start and stay in touch with your competitors, but remember you have plenty of time and possibly, a few restarts. Do your best to know whether any pass you are attempting is for position, before making a potentially costly pass (see communication).

Because you need to get the next position up and keep it for a long time, analyze your competitors, reel them in and pass safely. Look for weaknesses; wear the other driver down. You certainly don't have to pass at the first opportunity and get yourself locked in a "yo-yo" scenario, while others behind your

pair catch up. Avoid passing in "launch corners," i.e., turns that, if you fail to pass, will cause you to "back up" on a subsequent high-speed straight. Perhaps find a corner with less effect on overall momentum.

If you are navigating lapped traffic, remember that each subsequent car you pass will be faster (and you will eventually encounter top drivers in lower powered classes). If you have a significant lead in your class, pass cautiously. In the end, your competitor will have to pass the same lapped cars. Whether you are chasing someone or leading, running great laps on clear track will do you more good, more often, than

chopping off lapped cars, slowing yourself down or potentially causing an incident.

In non-class interactions, neither the "passer" nor the "passe" wants to be slowed down. In most lapping situations, a higher powered car should pass easily on a straight or in the braking zone's first half. If you can't make your presence clearly known before a braking zone, it's best to wait (the few yards) until you have exited the turn. If you slow the front driver down and then can't complete the pass or pass late, your own launch off the corner will be effected. Never *expect* to close a 200-yard gap in a braking zone.

If you are in a pack of three or more drivers who are lapping other cars, remember that, usually, only two cars in a row will ever cleanly pass another. In addition, the leading driver will rarely, if ever, see more than two behind.

Likewise, there's nothing to be gained by having a car (or line of cars) hanging off your bumper lap after lap. Very few drivers drive well in this situation. If the driver behind you has been back there more than two turns and is not in your class, let him or her go. Accordingly, if you are an F-driver and a J-driver keeps catching you in turns (leads on straights don't count), you need to let him or her go, too. In your own class battles, you may just benefit from letting the other guy lead (for awhile).

Perfect pit stops

These two things can't be stated enough: Time pit stops perfectly (with a slight cushion) and obey the rules. The resulting penalties and/or delays can be costly.

Staying on the same lap as a competitor you are chasing will become extremely important if there is a full-course yellow, your competitor blows his or her pit stop or, even, fails to complete the last lap.

If the pit lane is open during a full-course yellow, you should almost always come in, even if your first driver is faster than your second. Time a yellow lap. You'll see that yellow

laps can take up to twice as much time to complete than green laps, so do the math on driver lap times. NASCAR drivers may pit under green at Infineon with great success, but it usually doesn't work in PCA. Of course, the hardest part is determining early whether an incident will bring out a full-course caution or how long it will be (see communication), so you can get a clear(er) pit lane.

Aside from the closed pit times, if you run a slow lap, for any reason, that offers another occasion to pit. This saves you from adding another slow lap to the ones you will already incur on "in" and the "out" laps.

Once you are in the pits, remind yourself that five minutes is eternally long. Always chat, in person or on the radio, with your crew or co-driver just before or once you arrive in the pits—to pass on valuable information before panic sets in. Go over what you want or need to do during the stop. If you are driving an unfamiliar car, or if the co-drivers will be handling the refueling, practice the driver change beforehand.

And don't forget to time the trips down pit lane. Know where the pit lane entry and exit gates are. Not only is every pit lane a different length, these trips could cost you 10-15 seconds if not accounted for as part of the five minutes. Don't lollygag outside the gates either.

For those running the first enduro on the schedule, you may not have much time to set up your pit area. Get there early and be prepared. Some tracks will not allow vehicles near the pit boxes, so have a golf cart or wagon. In addition to the mandatory and/or automotive necessities, bring the rulebook, water, sun block (or a canopy) and chairs.

Communication and awareness

Radios are extremely important and in lieu of that, pit boards. Knowing where you are, in comparison with your competitors is the single most important fact. Other useful topics include track conditions, incidents, lap counts, when to pit, car issues, fuel consumption, lap times, where the overall leader is and, most importantly, timing restarts. Most importantly, if you are sharing a pit—or have adjoining pits —talk to each other to avoid pit lane congestion.

Have a game plan: Discuss, in simple steps, what is realistically expected from each crew member and driver —in relation to each person's strengths, the track, the competitive match-up and your car's capabilities.

Fuel strategy

Many teams fumble the refueling, if not the gas mileage calculations. If you go without refueling, that's the easiest strategy—just fill the tank beforehand and go. After all, you may be able to drive an acceptable lap time already, without throwing in a task that may become cumbersome under pressure.

Calculate fuel mileage during practice (but know you'll use more out of sheer adrenaline). Read, memorize and follow the rules. But don't get caught running out of gas. No matter what, always bring a spare jug of fuel to the pits.



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unlock the secrets of car setup and handling.

Stack's analog tachometer and powerful software are useful tools for many drivers looking to improve their own performance.



In-car "predictive lap timing", provides immediate feedback on which driving techniques will lower lap times.



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ENTRY INFORMATION

For information about the event or to pick up driver education, race or race school registration forms, visit our website at www.pca.org/cim or contact the **Event Registrar, Chirsty Thomas**, by phone at 918-622-9123 or by e-mail at autoexam@cox.net.

Club Racing School II

Cimarron Region will be hosting its second PCA Club Racing School! This program, held in cooperation with Stephens Brothers Racing & School of High Performance Driving, will consist of classroom instruction on Thursday evening, October 9th and track sessions on October 10th. If you are thinking about club racing or are a rookie looking to develop your driving skills further, this group is for you. Entry into this group will be limited and early registration (postmarked by 9/13/02) highly recommended! For details or more information, visit www.pca.org/cim or contact Event Registrar, Chirsty Thomas, by phone at 918-622-9123 or by e-mail at autoexam@cox.net.

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Money and PCA Club Racing

by: Donna Amico, Chief National Scrutineer

Many, if not the overwhelming majority, of PCA racers race on a budget, or at least they don't have an unlimited race fund. That budget may be very small, or larger, and a rare fortunate few do seem to have nearly unlimited checkbooks to devote to racing. Anyway, since we emphasize participation above winning, we can all find someone with similar skills, car preparation, seat time, whatever, and race them whether it is in the front or back of the pack. And we all have fun.

However, there is a common misconception that a purpose of the rules is to help racers save money. An amazing number of rule change proposals have been submitted this year that start out "since the intent of ----- class is to save money....."

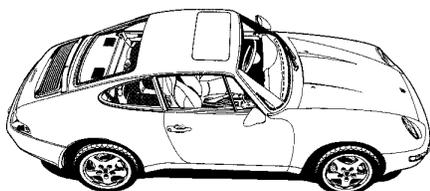
It is not the intent of any rule, or any class, to save the racers money. There are 14 "Guiding Principles" for PCA Club Racing, and none of them say anything about saving the racers money either.

How could this be? Surely the founders of PCA Club Racing wanted to spare the racers the need to spend exorbitant amounts of money to race competitively, didn't they?

While PCA Club Racing does provide the opportunity for "relatively" low cost Porsche racing, they couldn't take the "money" factor out of racing, because it

can't be done. No way. Even a "showroom stock" car can be blueprinted for the best of everything, and that costs a whole lot. There's always going to be somebody out there who's willing to do it, also. Note it isn't just car preparation, either. You can invest plenty of money in seat time, as well, and that probably makes an even bigger difference.

So, the point behind the stock class rules was for people to be able to race cars that are driven on the street (or at least could be), and the point of GTC was preservation of these factory race cars. GTC was not created to save the racers money, and in fact, since we want to preserve the cars, it would be contrary to the point of the class to allow changes that disadvantage those GTC owners that have chosen to invest in the parts necessary to preserve the originality of the cars.



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Drivers' Education: Friday, Saturday and Sunday. Monday is optional.

Club Race:

Friday: Optional Test and Tune (DE Rules)

Saturday: Practice and Fun Race

Sunday: Sprint Races

Monday: Two 90-Minute Enduro Races

Concours and Dinner: Saturday evening at Siebkens in Elkhart Lake, WI, with a special band and police escort provided to and from Siebkens for race cars. This year we are pleased to feature Mr. Kevin Buckler with the Racer's Group, who will share his winning experiences at Le Mans and The 24 Hours at Daytona.

The TRAC2003 Club Race and Drivers' Education event information and registration forms will be available beginning June 2nd, 2003, on the Chicago Regions' web site at www.pca-chicago.org or from the registrar email at roadam.pca-chicago@attbi.com, or 847.604.4795.

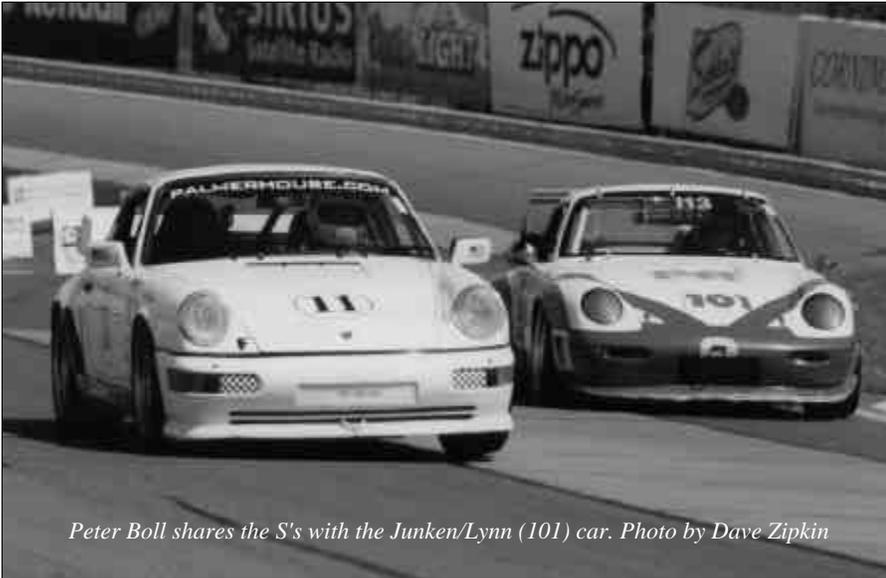
Club Race and Drivers' Education forms should be returned to the Registrar with a postmark date NO EARLIER than July 1st.

Please be advised that Harley Davidson is celebrating their 100-year anniversary during this same week in Milwaukee and surrounding areas. We have made similar room block arrangements with Elkhart Lake area hotels as in previous years, and highly suggest you make your reservations early.

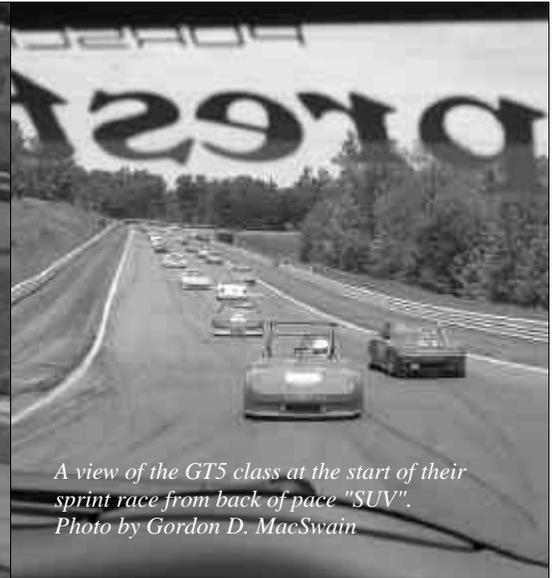
To insure we will see you at TRAC 2003, reserve your accommodations now.

On Track Photos

by: Various Shutterbugs



Peter Boll shares the S's with the Junken/Lynn (101) car. Photo by Dave Zipkin



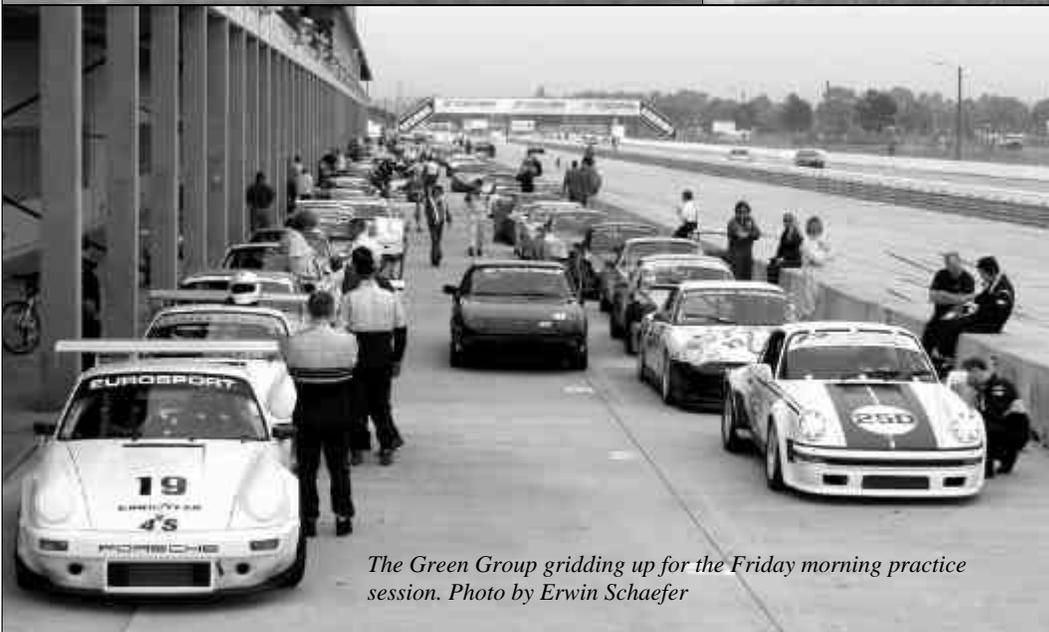
A view of the GT5 class at the start of their sprint race from back of pace "SUV". Photo by Gordon D. MacSwain



Rock Webb under serious pressure from Marcos Amongero, as they race towards a very close finish. Photo by Ferhat Buyukkoken



Tim McKenzie brings his 1974 914/6 home to another First in Class during the Group 1 Sprint Race. Photo by Jason R. Meredith



The Green Group gridding up for the Friday morning practice session. Photo by Erwin Schaefer

Results and pictures such as these can be viewed by pointing your web browser to: <http://www.pca.org/pca/clubrace/> -and selecting "results" from the menu bar. Results have been archived to as far back as 1998. Photos are present dating back to 2001.

Additional information such as links to Club Racing's National Sponsors, the most current schedule of upcoming events, rules and important forms and contacts for Club Racing officials and volunteers can also be found on the site.

Awards Update

by: Steve Rashbaum, Sponsor Coordinator

<u>Race</u>	<u>Workers Choice</u>	<u>Rookie Racer</u>	<u>Best Prepared</u>	<u>Novice Racer</u>	<u>Northstar Award</u>
Sebring	Steven Elias Jim Scott Stewart Tetreault	Richard Tillotson	Roger Johnson	Doug Fero	Thomas Vahle
PIR	William Sant Paul Farichild	Robert Karp	Paul Flori	Jon Bjernfalk	Jeff Sussman
Road Atlanta	Daniel Jacobs Burt Cossaboon Tim McKenzie Andy McNeil	Michael Geng	Tim McKenzie	Stan Padgett	
Las Vegas	Paul Flori Galen Bieker Tom Gonzales Allen R. Johnson	PJ Wimmer	Arnold Smith Ron Ridgley	Leo Shapiro Scott Anderst	Joel Dulung
Lime Rock	Thomas Mullin John Fatse Peter Callaghan Mike Piera	Chris Reinsborough	Mike Piera	Jim Achard	Drew Brown
Texas Motor Speedway	Glan Gatlin Lou Boucher Kevin Procaccino Joe McGlohen	Mike Brodigan	Wayne Brown	Ron Forristall	Jim Buckley
California Speedway	John Flynn Richard Price John Mulvihill	Mike Lommatzsch	John Dilger	Jeff Borer	Arnold Smith

Hoosier Trackside Support Schedule

by: Steve Rashbaum, Sponsor Coordinator



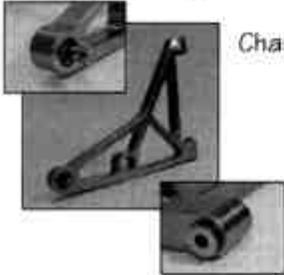
<u>DATE</u>	<u>TRACK</u>	<u>SERVICING DEALER</u>
Aug. 9 - 10	Brainerd Int'l Raceway	Trackside Tire P - 952-593-9104
Aug. 30 - Sept. 1	Road America	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Sept. 13 - 14	Pueblo Motorsports Park	Hoosier Tire West P - 559-485-4612 F - 559-485-4632
Sept. 20 - 21	Putnam Park	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Oct. 4 - 5	Summit Point	Bob Woodman Tires P - 843-271-2277 F - 843-556-4576
Oct. 11 - 12	Hallet MR Circuit	R & S Racing P - 888-261-1243 F - 515-462-4473
Oct. 25 - 26	Infineon Raceway	Hoosier Tire West P - 559-485-4612 F - 559-485-4632

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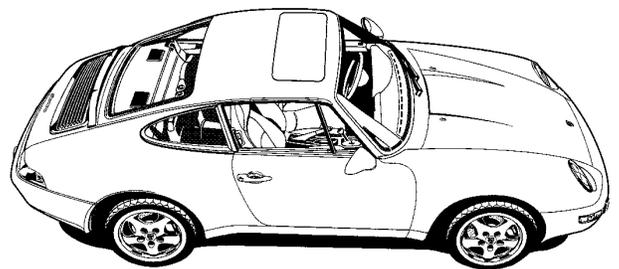


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Editor's Corner

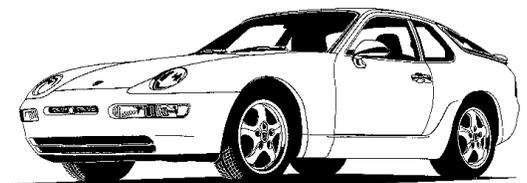
by: Andrew Jones, *CRN* Editor

As of this writing, we are roughly half way through the 2003 Club Racing season and things relating to Club Racing appear to be running fairly well by most accounts. However, from time to time I encounter someone from the ranks of Club Racing that is not willing to give a good accounting. More direct to the point, they are not willing to give a good accounting of my performance. Of course, I will be the first to go on record and stipulate that I am not perfect and thus I am prone to make a mistake or two along the way. My flaws have likely been further magnified these past five to six months as my wife gave birth to a beautiful baby girl on January 17th, 2003 and I have spent many nights, as many of you have, being kept awake by the "milk monster" or, even worse, extensive considerations and ponderings as to the brand and model of shotgun one should purchase when his daughter declares that she wants to date. You simply cannot be too prepared.

I was originally going to give my brief comments the title of, "The Good, The Bad and The Ugly" and instead of lecturing on that great film of 1967 vintage, I was going to expound on some of the good, the bad and the ugly things that I encounter from time to time. But, rather than rant and rave about some of the bad actors that are out there among the ranks of Club Racing (I believe they actually number less than a half dozen), I thought I would focus on the good that has come of late.

Having been the editor of the *Club Racing News* for a few years, I have received numerous emails thanking me for help with this or that, passing along good ideas, or simply containing a few words of encouragement. But the other day, I was very surprised to find two hand written greeting cards in my mailbox from two different parties, who are not related in any way, thanking me for my efforts with the *Club Racing News*. It was somehow very nice to receive some friendly cards in the mail from people willing to show appreciation.

I mention the arrival of these pieces of mail not as a decree to run to your nearest Halmark store and purchase cards of various salutations for your fellow PCA members. I mention this as a simple reminder that there are many people who volunteer their time and resources to make the Club Racing program work. Much of their momentum off the track is maintained by people who say "thanks" or "good job." So, the next time you participate in a Club Racing event, please remember to thank those people who make the program happen. Better yet, you can say thanks by volunteering your own time and resources every now and then.. You can even start by taking a few minutes and writing an article for the *Club Racing News*!



2003 PCA Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Jul 12/13	Mid America	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jul 26/27	BeaveRun MS Complex	Allegheny	Steve Scholze stvzs@comcast.net
Aug 1/2/3	Mosport*	Upper Canada	Glynn Green 905.643.9811 gpgreen@interlynx.net
Aug 9/10	Brainerd*	Nord Stern	Roger Johnson 763.557.9578 rsamerica@attbi.com
Aug 23/24 (cancelled due to track not being completed)	Shenandoah	Riesentötter	Michael Andrews michael.r.andrews@unisys.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 20/21	Putnam Park*	Central Indiana	Henry Riley 812.579.5673 hriley@core.com
Oct 3/4/5	Laguna Seca	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
Oct 4/5	Summit Point	Potomac	Dave Derecola 301.743.5948 clubrace@pcapotomac.org
Oct 11/12	Hallett	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.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
Dec 6/7	Roebing Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net

Note: For the latest updates on the Club Racing Calendar, visit pca.org/pca/clubrace; "*" indicates an enduro

Classifieds

1992 US Carrera Cup car. 1 of 45. These Cup cars had 52 major differences from the RS America. The car is white/black interior, Matter gear, 16K miles. It can be street driven or raced in a stock PCA "D" class and be very competitive. I have all the original street equipment that was taken out of the car in perfect condition, i.e. seats all of which is in heated and cooled storage. This car also has carbon fiber shifter and barke handle. I will sell it for \$72,500, pictures on request to jimnewman@mindspring.com.

RARE Rothmans Canadian Turbo Cup #44. This turbo cup is 1 of 36 produced and specifically made for a special series that was run in 1988-1990 by Porsche. It is a Turbo "S" but has 52 "racing type" differences from the regular Turbo "S". The car has less than 7K miles and has only been used in selective DEs since the series finished. It is in excellent shape, completely original and still has the original graphics. The Rothmans Turbo Cup cars care eligible to race in a stock "D" class in PCA. I will sell this car for \$52,500. Pictures on request, jimnewman@mindspring.com.

74 911 IROC Replica. Fully sorted and prepared for '03 season. 3.0 L twin-plug with PMOs and Cox header. Trick upgraded 915 gearbox. Custom cage, fire system, coilovers, 24 gal fuelsafe with new foam. Braced Sparco seat with new Sparco harness and quick-release steering. New windshield and battery. Turbo brakes and monoball sways. Wired for radio and helmet blower. 2050 lbs. Spare BBS wheels (4), brake pads, and 74 RSR bodywork. Never wrecked. Very clean. Photos available. Must run in PCA HSR or SCCA. Price reduced to \$55,000. John Taylor email johnboy@rose.net or call 229-224-0757.

Beautiful, sorted 935 ready to race with HSR, PCA. Built in 79' by Fabcar for IMSA, SCCA. Extensive restoration in 00' w/ new body, etc. All correct parts. Zero hours on 3.0 flat-fan, twin-turbo motor. Spare Ti axles, wheels, more included. 911 trace considered. \$95,000. Mark Havens, aircool@pacbell.net or (650) 279-1233-20
1979 928 RACE CAR. Black, 4.5 L V8, 210whp, 2800lbs, "S" Brakes/air dam & S4 rear wing, 17" Fglne Race rims (9.5"/11")w/ kumosr 80% left. New clutch, timing belt, many more.. 6 point cage, ready to race in SCCA ITE, PCA GT2S, or NASA PRC/PS1. great starter race car, or dependable enduro car. 3 sets of custom inset. PIA enduro lights. 2:07 at T-Hill w/o hill. Raced only 2X and 3 DE events always driven to track. Log book. \$8,000. Contact Mark Kibort, 408.823-3731/mkibort@compuserve.com =
1982 Porsche 911SC-Personal situation requires sale after only 2 Club Races. Car is fresh & never damaged. Too many modifications to list(ie. Weber 4 Carb., Electro Motiv Crank-fired Ignition w/Twin plugs, GT Air Dam, SS Dual exhaust system, 915 Box, etc.) More mods. & upgrades to engine, brakes & suspension (invoices available). All racing accessories available including 2nd set of wheels w/new Bridgestones. \$26,500 or best offer. Trailer (2yrs.old) sold separate. Mike Corrao 847-842-0704 or email: mjc443@msn.com

1979 911 Turbo GTI R/S PCA. Fresh 620 HP twin-turbo. New PHII. 5-spd. Full carbon Evo body w/Crawford wing, 935 susp., 2150 lbs. Nascar cage, halon system. Big reds, 2 sets BBS 10-12. Fully sorted & fresh, proven winner. Over 225 K invested. \$89,500. Spares pkg. & trailer available. Kent Goebel, 1612 Pleasant Plains Rd., Annapolis, MD 21401(410) 349-2927. Orho911@aol.com.

FRESH 911 RACE CAR. COMPLETE REBUILD. BEAD BLASTED INSIDE AND OUT, GUARDS RED EXTERIOR, LIGHT GRAY INTERIOR, NEW WIRING, SEAT ON ADJUSTABLE RAILS WITH BACK BRACE, FIRE SYSTEM, PPLUS MUCH MORE (CALL FOR LIST), SCCA LOG BOOK FORGT-3. \$25,000.00 CALL DWIGHT RIDER 303-364-8896, E-MAIL PHYLLISRIDER@EARTHLINK.COM

2000 GT3R Factory Race Car. White, Porsche Motorsport engine rebuild/update to 2002 specs, Moton & Penske's, 6 spring sets + Virusus, suspension spares, Stack data acquisition, Fikse wheels/tires, spare brakes, gear sets, axles, body parts: bumpers, fenders, rear wing, door, flares, rockers, new heated windshield, Sobek tools, electronic oil level gauge, ready to race!! \$160,000.00/Reasonable Offers, Tom (516) 428-9948

1984 911 Euro Race Car. Full cage, halon, fuel cell, kill switch, C-2Body, GT3 wing, F/R sway bars, strut brace, 3 sets of 996 take-offwheels/tires, short shift & sure shift kit, Momo wheel, strong race motorwith low hours on top end rebuild, proven car. \$25,900 Ralph Byer954-253-4822 or GREST42@BellSouth.net

1992 968 Coupe. Cinnamon/Gray. F Stock (1 race). 60k miles. M030, 17" Club Sport wheels, 6 speed, limited slip, Turbo Cup Bilstein shocks/springs, Weltmeister bars, Racers Edge spherical bushings/castor block package (no rubber in suspension), Charlie A-arms. Full safety equipment including Sparco seats, cage, 5 pt belts, Brey-Krause brace, etc. B&B stainless exhaust. Perfect multi-purpose Club Racer/Drivers Ed/street car. \$30,000.00. CONTACT: Will DiGiovanni (908) 876-1810 or (908) 310-4858 (leave
Porsche GT-1R twin turbo race car. 600 hp at 1-Bar. Built on 1970 chassis with 993 fiberglass body. Weighs only 2150 lbs. Full 935 ERP suspension. Smart-Racing sway bars, custom valved Bilsteins, big reds, 993 GT2 Evo camshafts, Carrillo rods, J&E pistons, Mahle cylinders, latest Electromotive. 2 sets of new Kinesis. Over \$120K invested. Sacrifice \$49,500. 650-965-1574 or email dave@rennwerks.com

1995 Porsche 993 Time trial or club racer. Black on black. Legal for PCA Class C. 2960 lbs, Phase 9 exhaust, upgraded to Varioram intake, Program Piggy Back computer, 265hp at rear wheels, Recaro SPG seats, Full cage, upgraded Bilstein struts and cup sway bars, Big Reds, 2 sets Fikses, Over \$85K invested. Sacrifice \$51,900. 650-965-1574 or email

1957 Reutter Cabriolet 356A Race Car 3 sets of wheels, 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 Shaw1892@msn.com

1972 914 GT-5R race car. Built with nothing but the best from an acid dipped chassis. Semi-tube frame. New 2.21 motor with the latest technology from Peter Dawe—titanium valves; custom heads,

pistons, and slide-valve throttle bodies; Motec programmable engine management system. Custom suspension design and set-up by Doug Arnao at VCI. 1770 lbs. This is the fastest GT-5 car in Club Racing. It has been a consistent winner for years. Lap times include 58.3 at Lime Rock, 2:10.0 at Watkins Glen, and 1:22.0 at Summit Point. One-of-a-kind. \$49,900. Contact Kyle Dolbow 973.543.3022, email kdolbow@mendhamresearch.com.

Porsche GT4S Race Car; 73 Frame with GT-2 wide body kit; 2.7L endurance race motor; full cage, much more; built and maintained by RPM (Stan Fox), \$35,000. Trailer available. Call Mark 202-429-6450.

1981 911 based 993 bodied GT5R PCA/GT3 SCCA race car, extra lightweight pre-built chassis and cage, extremely lowered, monoball front struts, MODE rear spring plates, 2.2L fresh rebuild with only dyno time (dyno sheets available). New 46mm Weber carbs, Electromotive crankfire ignition, twin plug heads, new J&E high compression pistons, highly modified engine case, magnesium 915 gearbox with Quaife limited slip, and much more, -many spares, many wins, well sorted and prepared, must sell; bought new cup car. Pictures available via email. Mike Hardage 281 361 5677 or mikehardage@ieee.org

88 911 Targa D Stock, Authority MF, 250 mi new endurance motor, Mahle P/Cs, Raceware, headers/Phase 9s, Quaife, cage, 3.6T Big Reds, 12.9"rotors, strut brace & sway bars, 23mm/30mm torsion, HRE 8&9x16 wheels, Momo seat, quick release wheel, IROC bumpers, RS tail, receipts, stock pieces & Fuchs. Call Mike (785) 488-3317 Bennington, KS or mneuf@twinvalley.net.

1973 914 - 2.0, 4 cyl. I Class racer w/logbook. Fresh zero (0) hour motor w/40 IDF. Kirky Seat. Custom valved Bilsteins. Lowered, corner weighting. Accusump. Front cooler. Full cage. Turbo tie rods, Euro headers, new Diest Belts. Supertrap,transponder,quick release steering wheel. \$8500.00 OBO. Tom Burdge (908)369-4147

Trailax Trailer-Single car. open trailer w/ tire rack, 71" wide platform between side rails. New tires, recently serviced hubs & surge brakes. In Ft. Lauderdale, FL. \$2,500 obo. Contact Bob Love, 954/658-7426 or flovearc@attglobal.net.

911 Race Car. 993 turbo body on '73 tub. 3.4L JWE engine. Smart Products suspension. 2100 lbs. Consistent podiums in W. Coast PCA GT3S, incl. '02 wins in Vegas and Fontana. Email for photos and component list. Car is sorted and fast. \$40,000. Steve Meacham, 18808 Deer Park, Sonoma, CA 95476. (707)938-0948. Steve@BHCResults.com

1968, 911T-Porsche, PCA-GT4, CVAR, SCCA GT2 logbook from '79. New white/blue, 2.7 fresh eng. -0 miles, w/linebor/shuffle pin, permatune, rev-limiter, carrillo, 46. w/extra set. 17gal cell, 3 nozzle fire, MSD, Bremtek, Quaife, full cage, C/F wing, spares, setup tools, logbooks & 2 axle open trailer. \$40,000. Gary McNair, GMTRACKMAN@aol.com or 707 252 2363.

1973 RSR look alike - GT4R, 1,970 lbs., 2 events on new motor - 2.8 from early alum case, Haltech inj, twin plug heads, Schrick cams, 12 X 16 and 10 X 16 wheels, w/extra set. 17gal cell, 3 nozzle fire, MSD, Bremtek, Quaife, full cage, C/F wing, spares, setup tools, logbooks & 2 axle open trailer. \$40,000. Gary McNair, GMTRACKMAN@aol.com or 707 252 2363.

1972 914 2.0 PCA/PCR race car class 1. Orange/black. Built as a "prepared" car running in class 1 with current logbook. Six races: one win, two thirds and three fourths with no DNFs. Never been wrecked. All receipts since 1992. Ballasted to minimum 2,135 weight. Car is also street legal. Engine and transmission professionally rebuilt. Fuchs wheels, big brakes, many upgrades. \$10,000. Idwshft@juno.com or David at 816-505-1625. Go to http://www.bahrfamily.net/~david/ for more details and pictures.

1993 RS AMERICA WPOAB2965PS419073 Red, consistent podium car in C & ITE. Log books for PCA, POC & SCCA. Strong, reliable motor, fresh Rothsporth short ring & pinion box, Bilstein RSR shocks, full monoball suspension, twin turbo front calipers/rotors, Euro RS rear calipers/rotors. Two Recaro SPG race seats, full fire suppression system, 18" Fiske FM10 w/ new Hoosiers & stock 17" wheels w/new AO32R rains. Avail. extra Fiske set & 27 g. Fuel Safe cell. Great turnkey club car ready to win. \$50,000. Photos at jrfeeman81@hotmail or call 206.419.7037

1992 911 S2 Turbo WPOAA2968NS480207 Black on Black Leather Sunroof CD Player Alarm Excellent Condition 32,000 Miles Zero Track Miles Fairly Rare \$44,000 201 337 8237 heat-toe@optonline.net. Jim Lombardo

2000 Sooner 2-car trailer; 41'/34' on floor; 8.5' inside height; goose neck; all aluminum; white exterior; no graphics ever; tri-axle; bare aluminum interior; dome lights; 48" door on each side; low mileage; beautifully built and immaculate; USD 19,500 o.b.o. E-mail for pic's: kye@kyser-racing.com; phone: Kye at 416-366-6556 (Toronto)

1995 Porsche 993. Combination street/DE car. Polar silver/black leather w/28,000 miles(2,500 on EPE 300 hp 3.8 liter w/Varioram). Aerokit II w/rear wing, full Cup type suspension, big reds, 2 sets of 17's. Flawless and perfectly maintained for \$51,000. Photos at www.europanlocators.com Dave Maynard 508-826-8614.

1996 Porsche 993 TT. Combination street/DE car. Black/black w/40,000 miles. Loaded w/options plus Turbo S front spoiler/coolers, coolbrake, Krupp-Bilstein suspension, rollbar, RS bars, new rotors and pads, new 18's. Perfectly maintained stock Engine. Great base for a stock B racer. \$68,900. Photos at www.europanlocators.com Dave Maynard 508-826-8614

GT3S PCA logbook car. EPE maintained, many podiums. Zero hour 3.4 liter race motor w/Motec, custom slides, updated 915 Wevo, Fabcar shifter, 2,100 lbs wt, lowered roofline, full cage tied to pick-ups, aluminum trailing arms, Kirkey, full fire system, Fuelsafe, coilovers w/custom perches, Big red fronts, custom 928 rears. \$50,000. Photos at www.europanlocators.com Dave Maynard 508-826-8614

2000 Porsche GT3 Cup Car in original HP white and blue livery. PCA CTC-3 logbook, 12 hour motor, fresh gearbox, '02 brakes and wing, new axels and wheel bearings, Cool Helmet, 3 sets of wheels w/new sticker rubber. Airwind and all set-up sheets. Never damaged, exceptionally clean for \$90,000. Photos at www.europanlocators.com Dave Maynard 508-826-8614

2000 Porsche GT3R. PCA logbook GT2R racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade. Complete and never damaged car with wand and spares, plus spare motor with upgraded oil pump for \$150,000. Photos at www.europanlocators.com Dave Maynard 508-826-8614

'88 930 GTIS Race Car. 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. \$89,500. Glenn Sapa, 27W 506 Wal-lace Rd., Wheaton, IL 60187. (630) 291-6882. glenn@hesapas.com.

1988 911 Carrera Coupe. Black. Club Racer. Full cage, Charlie bars, fiberglass bumpers, wing, extra wheels and more. 65,000+ miles. Good condition. Great first time racer car. Race ready. \$25,000. Matt Salter 402-578-3279 or mbslds@cox.net.

1997 Pace American Shadow, 24 ft enclosed, black, 2 tire racks, e-trac, checker plate flooring, two spare tires, elec brakes, \$5,995. Winston-Salem, NC dlambert@lambertarchitecture.com

1974 914/6 PCA GT-4 or SCCA GT2 race car, open-cockpit car w/MSA and SCCA run-off history, fully developed chassis, custom swing arms, fully welded cage, fuel cell, fire system, Charlie bars, Quaife LSD, BBS & Jongbloed wheels, 1 race on fresh 2.8ltr engine, spare tranny, and much more, needs new paint otherwise its ready to race. Price includes 2002 Pace enclosed trailer. \$19,900 OBO. Call Don Ochs, 1305 Marina Dr., Grafton, WI 53024 (262) 377-2569

74 IROC REPLICA RACECAR Completely updated and race-ready. Never wrecked. New: Windshield, Sparco harnesses, fuel cell foam, battery, brake pads. 280hp twin-plugged 3.0L with upgraded 915 gearbox. Cox headers, 46mmPMOs. Cage, fire system, turbo brakes, coilovers. Hotlap. Extras: 4 BBS 16" wheels, brake pads. 2050 lbs. Race PCA, HSR, PBOC, SCCA. Photos, video available. \$53,000. John, 229-224-0757 or johnboy@rose.net

Porsche 928 Race Car Black, 90k, 2770lbs, IMMACULATE. Ready to Race Immediately, current SCCA (ITE) and PCA (GT2s) Logbooks. For complete description and 72 pictures(http://lawton928.homestead.com) \$19,280/obo, Glenn Lawton, 56 Old Heniker Rd, Hopkinton, NH 03229, (603) 493-1624, email: tarl_koroba@hotmail.com

1993 RS AMERICA Race/Track/DE car. Wins in PCA, POC & SCCA. Race conversion by AASCO/Anaheim. Strong/reliable RSA engine, fresh Rothsporth short ring/pin gearbox. RSR coilover & full monoball suspension. Twin turbo brakes, 18" Fiskes, Fuel Safe cell, 6 point welded cage, full halon, twin Recaro SPG. 3 log books/2nd owner/never crashed. \$42,000 (206) 419-7037

911 Race Car. (GT3S). Refit in 2002 by Rothsporth, 3.4 twin plug with 21 hours, 12.5/1comp, RSR spring cams, active gear box, ltd. diff slip race clutch, coolers in C2 nose, brake ducts, fuel cell, big reds, 935 suspension, ERP sways, RSR tail, FG fenders, hood, halon, hutchens, extra rims, & tires. Enclosed trailer. \$47,000 USD dkspanier@shaw.ca or 250-655-4525

1975 914-6 2.8L. Complete rebuild, White/blk interior, street legal, race ready, 0 hour motor & trans., 8 x 16 Fuchs, big brakes, 46mm Webers, ltd. slip, body stiff, boxed arms, 22mm sway bar, Bilsteins, B & B headers w/heatbox, front oil cooler, MSD. MUCH more. \$25,000. Lee Klepinger, 22618 NE 143rd Ct., Woodinville, WA, 98072. 425/558-1899. klep1@earthlink.net.

2001 Carrera Race Car. C Stock, silver, 5,500 total miles, custom roll cage, Sparco seats, fresh Dawe 3.4 liter engine, new syncros/limited-slip transmission, Moton shocks, solid suspension bushings, 3 sets Kinesis wheels, GT3 cooling system, stainless headers, Porsche systems tester, more, never wrecked, includes spares. Britt Ponder, 770 886-3113.

1987 924S #59 I Class. A winning and legal I class car in the east coast possibly all of PCA. 16 Wins, 28+ podiums, @ tracks like Sebring, Road Atlanta, Roebing, Memphis, Limerock, VIR, CMP.. Fully equipped, well maintained with fresh rod bearings & set up by Joe Cogbill. For more info & pics see http://home.earthlink.net/~pdmracing/ \$16500 Peter Mansolillo 770 495 8100

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