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Editor

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

CRN Advertising Coordinator

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

Susan Shire
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Photo by Michael Madrid.

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

On the Cover:

*Scott Krueger and his 1958 Porsche 356 was present at Summit Point. More on Page 12.
Photo by Michael Madrid.*

Deadline

The deadline for the next issue is:
December 15th

2004 and Beyond

by: John Crosby, Chairman PCA Club Racing

In this issue of the *Club Racing News* are the rule changes that will be adopted in 2004. This is the culmination of a several month long process during which the Club Racing Committee has evaluated the input from the racers as well as analyzed results over the past year. The Committee has done its best to objectively evaluate all of the available information in order to provide a safe, level playing field. I have been very impressed with the comments from the racers on rule change proposals this year. There were for the most part well thought out and very constructive. I wish that it was feasible to personally respond to each and every one. There were numerous expressions of appreciation for the job that the Club Racing Committee does over the year and to those of you who took the time to write, I thank you.

The response to the proposed challenge series has been very positive and it looks like it is a go for 2004. This will offer a new facet of Club Racing will expand the PCA experience for the future. There will be a separate mailing coming out soon, however I can mention a few details. One of the goals is not to interfere with the regular Club Racing Program but rather to enhance the attendance at many of our venues which have been historically undersubscribed. The philosophy and mind set of the racer is to remain the same. Yes, the plan is to keep points and award a championship, but at the end of the day this is still for fun. This is a volunteer organization and while everyone is giving freely of their time and doing their best, time some imperfections are to be expected. We have set the minimum number at 35 entrants that must pre-register for at least 5 Challenge Series Races in order for the program to be viable. There will not be a separate East/West series, but rather one overall series for the entire program. It has also been decided to invite the 996 GT3R's, RS's, and RSR's eligible for the new GTA class (btw the "A" stands for "Aqua") to participate along with the GTC1, 2, and 3 cars. The rules for the GTA class will be essentially the same as the regular Club Racing Class with the only addition being a minimum weight of 2,420 pounds. A minimum weight for GTA may also be considered next year for the regular program. By moving the water-cooled cars into their own class, hopefully we see the return of some of the later model air-cooled RSR's to Club Racing. The points system is still being developed for the Challenge Series; however I can say that there will be a significant emphasis placed on participating and finishing the race incident free. Alan Friedman has been instrumental in getting this off the ground and has been appointed as the series coordinator.

The 2004 Calendar is shaping up nicely. The most up to date list of race dates can always be found on the Club Racing website at: <http://www.pca.org/pca/clubrace>. The season will start with our traditional Sebring race in February. The March venues will include Carolina Motorsports Park, Texas World Speedway, and California Speedway. Of particular note will be our first visit to Barber

Motorsports Park in June, hosted by Alabama Region. In July, be sure to include the Parade Club Race at Texas Motor Speedway. This will truly be a "Parade Race" as the track is located less than 30 minutes from Parade headquarters. Plans include a Club Race car display for the concours, a Club Racing "town hall meeting" and the presentation of the race awards at the Parade Victory Banquet. You may have heard that it can get a little warm in Texas in July. Maverick Region plans to beat the heat by putting the first car out at 7 am and ending the day at 2 pm. Parade Registration opens in January so it is not too soon to start making plans.

My best for a safe 2004.



John Crosby at Laguna Seca. See Page 14.

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Rule Changes: What on Earth Are We Thinking?

by: Donna Amico, Chief National Scrutineer

Each year, it's "open season" on new rules proposals for the following year from May 1 to July 1. We get a lot of e-mail during that time. During July and August, we cull that down to rules to be presented to the racers for comment.

Why don't we let the racers comment on everything? Well, for starters, there are a lot of proposals. My e-mail folder for rules proposals had 93 items in it. Sometimes the proposals have minor differences, or are contradictory, or overlap, or, well, have been proposed every year for the last 5 years and nobody's buying. So, we try to synthesize this list to propose rules to address commonly cited problems, clear safety issues, and inequitable car classifications. Scrutineer input and race results are especially important for noting if particular car types are dominating particular classes.

Then the proposed rules submitted for consideration are posted, and comments are allowed from September 1 through October 1, or whenever the link from the web site comes down (which was a bit after October 1st). This year, some of the rules that were proposed, but that we didn't think would be considered, were posted as well, and yes, we received comments. And yes, those comments were considered. Although I'm writing this before the list of approved rules for 2004 is finalized, it looks as though one of these is going to be adopted.

After all the comments on the rules are received (I had 88 of these, many on multiple rules), we sort through them, noting rules that draw lots of comments, rules that draw very few, and the general sense of whether racers are in favor or opposed. It is very important to note that this is NOT a vote. A single, well-researched and documented response proving that we are either in or out of our minds may carry the day. Racers that campaign the same or a similar car, or run in the same class, may carry more weight on a rule than the general membership. For example (OK, I'm sticking my neck out, since I don't know where this rule will land), the stock 968 drivers tended to write in and defend the idea of the 968 Club Sport staying in F. It's not to their advantage, so it's worth paying attention – then we look at just how much weight are we talking about bolting into the 968 CS, and can it be done safely?

If a car is misclassified, we certainly want to fix this, but note it may take a couple of years before we are willing to say that yes, it's the car and not the driver. It takes data from more than a couple of cars in a couple of races to be able to determine this. In the meantime, we don't want to reclass a car only to move it back a year or two later.

One of my major considerations is whether the rule can be enforced. This year we've got a couple of interesting challenges in this category. We had rules proposals to correct the weights and horsepower ratings of 944s and 84-89 911 Carreras. The proposals are grounded in solid, Porsche technical data, and follow the principle of using

factory-published numbers. Just about everyone supports them. What I haven't figured out, is how to verify that an '86 911 Carrera or '85 944 doesn't have an '88 motor. Should we still let them run at the lower weight even with the motor update? Or are we going to class the car by the motor and start looking at engine serial numbers to determine the correct weight?

PCA Club Racing also has a number of guiding principles, and one of the cherished ones is that you should be able to drive your car to the track, race it, and drive it home. Why do I mention this? Well for a number of years the '92-'93 RS Americas have driven a small group of us crazy. The rule change proposal involving the RS Americas attracted more comments than any other rule change (22) and I know I'm going to shock a few of you when I say they were pretty evenly split. Most anyone who races an RS America in more than 2 races a year has invested quite a bit to get the car down to the D-class Club Racing weight of 2760 lbs. However, for a variety of reasons, this weight in the rulebook isn't the factory-published weight. Not even close. The factory-published weight is 2954 lbs, and the owners of RS Americas (both current and would-be racers) with 2900+ lb cars are frustrated. So, how can we be fair to the owners of "streetable" RS Americas, and fair to the cars (and their owners) that have raced with us for years? That's how we get convoluted rules proposals such as this year's proposal #11.

So, that's a little insight into the kinds of discussions that are generated by the rules proposals. It's a very safe bet that the rules will never be perfect, and we'll certainly never please everyone.

But keep those cards and letters coming, folks, because all of us together are a lot smarter than just a few of us.



Rule Changes for 2004

by: PCA Club Racing Committee

The following is a summary of the PCA Club Racing rule changes that will become effective in 2004. New rule books will be mailed upon renewal of your racing license. A download of the 2004 Rule Book is available on the website at: <http://www.pca.org/pca/clubrace/docs/forms.htm>

The Club Racing Committee would like to thank everyone for their input.

Stock and Prepared Classification Rules

Classify the Carrera GT in Stock Class A. Prepared B Class cars will also move to A.

Year: All; Weight: 2945; HP: 612; Ratio: 4.81

Classify the 911 GT3 in Stock Class B.

Year: 04 & later; Weight: 2920; HP: 380; Ratio: 7.68

Change wording under Stock Class D.

"All - 911 (US Carrera Cup)" to read "92 - 911 (US Carrera Cup, street conversion)."

Change 944 horsepower and weight numbers in Stock Class I.

Year: 83-85; Weight: 2779; HP: 143; Ratio: 19.43

Year: 85.5-87; Weight: 2779; HP: 147; Ratio: 18.90

Year: 88 2.5L; Weight: 2844; HP: 158; Ratio: 18.00

Year: 89 2.7L; Weight: 2966*; HP: 162; Ratio: 18.31

* Includes 100 lb weight penalty

Change the horsepower numbers for the 996 in Stock Class C.

Year: 99; Weight: 2910; HP: 296; Ratio: 9.83

Year: 00-01; Weight: 2910; HP: 300; Ratio: 9.70

Year: 02 & later; Weight: 2910; HP: 320; Ratio: 9.09

Correct the 84-89 Carrera weight and horsepower in Stock Class F.

Year: 84-86; Weight: 2662; HP: 207; Ratio: 12.86

Year: 87-89; Weight: 2756; HP: 217; Ratio: 12.70

Year: 84-86 (Turbo Look); Weight: 2866; HP: 207; Ratio: 13.85

Correct the 996 Turbo weight and horsepower in Stock Class B.

Year: All; Weight: 3351; HP: 450; Ratio: 7.45

Add the 93-94 RS America to Stock Class E. Must have A/C and run at the C2 weight of 3031. The stock lightweight RSA's (2760 lb) shall remain in Class D and the prepared RSA's shall remain in Class C.

Add to Appendix A – Roll Bar Specifications: Roll cage tubing in the Stock/Prepared Classes must remain within the passenger compartment.

Note: There will be a one-year grace period for compliance.

Add to Stock Class Rules Section 6. Paragraph H: The driver's side door panel and window glass may be removed to facilitate the installation of side impact protection.

Note: This issue was reconsidered by the Club Racing Committee.

Add new paragraph to Stock Class Rules 6: Modification of rear deck sheet metal and the spare tire compartment as required for installation of fuel cell is allowed.

Not approved: Classify 968 CS along with 968 Firehawk in Stock Class E at same weight and HP.

Note: The 968 CS has the identical drive train and brakes as the stock 968. It will be allowed to remain in Class F at the stock 968 weight of 3086 lbs.

GTC Classes

Wheels are "free" in GTC1 and 2. In GTC3 wheels must be as delivered from the factory.

Add under GTC1 "all US Carrera Cup cars meeting race series specifications".

GT Classes

Add to Section 2. Paragraph A: Non-996 based cars with water-cooled 911 engines shall be classified in GTP by displacement. The turbo multiplier shall be applied as necessary.

The 996 GT3R, RS, and RSR and other 996 based cars not meeting the requirements of the stock, prepared, or cup car classes shall be classified into a new class called GTA. Maximum displacement is 3.6 liters, normally aspirated. Preparation rules are to be the same as the regular GT classes however there would be no separate street tire class.

Note: This class will also be eligible for the PCA Challenge Series with a minimum weight of 2420 lb.

Safety Rules

Add to Safety Rule 25: A seat back brace is not required in cars equipped with an FIA-approved seats and FIA approved factory seat rails. The seat must be replaced after 5 years from the date of manufacture.

Modify Safety Rule 13 and Appendix B: SFI approved harnesses with 3" lap and shoulder webbing and 2" submarine strap webbing are approved. In addition, any SFI or FIA approved competition harness with narrower webbing is allowed if it is in an application used by Porsche for racing.

Not Approved

The Carrera GT should not be fitted with a roll bar or roll cage due to its integral roll bar and carbon fiber monocoque chassis.

Note: There is not enough information available on these cars to warrant a decision.

In the Stock and Prepared Classes, require the targa bodied cars, 914s, and Carrera GTs to run with the top in place.



Finishing the Year 2003

by: Lance Weeks, Technical and Rules Chair

The responses to the proposed rules changes for 2004 were very well thought out and informative. Using the Club Racing website for the method of response seems to work very well, when the web is not infected with a virus. The level of detail to the responses shows that you are concerned with the direction that the rules are progressing. The rules committee appreciates your time and effort put forth in the 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 cars.

Interpretation of the current 2003 rules

Safety Rule numbers 7, 8 and 16. These rules pertain to the use of window nets and arm restraints and how they should be employed based upon your chassis type. Window nets are required to help keep your body parts in the car and also to stop debris (rocks, car parts or tennis ball, should you miss too many black flags) from entering the drivers compartment. Certainly the use of arm restraints is an added degree of protection should your car have a non-metal roof or no roof at all. When you only use arm restraints, you run the risk of having foreign objects jump in the car with you, however small or large they might be. Window net installation can be as simple as, mounted to the

window frame, or better yet, attached at the top and bottom of the roll cage. Attaching the net to the cage or chassis also provides some degree of protection should the drivers seat come loose in the car. The stipulation being that the top must be easily removed from the outside of the car should a safety person need to attend to you.

Stock Classes:

Engine 1.G. A/C belts can be removed, but the balance of the A/C system must be intact. A number of 944's have arrived on the scene with the front A/C condenser coils removed (tanks still intact) in the name of additional cooling or have even gone to the effort of placing an additional oil cooler in the cavity resulting from the coil removal. This is not legal. The condenser with its coils must be intact.

Engine 1.J. The CDI box in older 911's is not the ignition trigger and cannot be changed to an aftermarket ignition unit. The aftermarket boxes provide a performance advantage against the stock unit and are illegal in the stock classes. Allowing the ignition trigger to be changed for early cars to an aftermarket points system hopefully makes these cars more reliable and did not offer a performance advantage.



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Suspension 2.B. Remote reservoir and double/triple adjustable shocks are legal in the stock classes. These are deemed the same type as supplied by the factory as long as the pick-up points are not changed. This does not mean that the shock housing can be machined to adapt the shock to the housing. Machining in the stock classes is illegal.

Suspension 2.D. "Spring type" falls into two categories, torsion bars and coil springs (coilovers). The stock and prepared classes must use the type which was supplied by the factory. The size of the spring is free.

Prepared Classes:

Body/Chassis/Interior 6.C. Fender flares are allowed in the Prepared class if the flare material is the same as the fender material provided by the factory for that chassis type. The term "factory" means "Porsche" not just any factory. If fiberglass or composite material is found on a prepared class car it will be bumped to the appropriate GT class.

The 2003 racing season will be over by the time you get this issue, so review and understand the adopted rules changes and have fun preparing your cars for the 2004 season.

Lance



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Priority Qualifying

by: Patti Mascone, Public Relations Coordinator



Patti Mascone, #26, is caught on film going into Turn 1 at BeaveRun.

Many of us too often take qualifying as another opportunity to: (1) earn bragging rights; (2) set a new speed record; (3) hurry out of the pits, bunch up together and race; (4) test left-foot braking or other maneuvers we've never tried before; (5) try new tire pressures, gizmos or other settings that we just heard about; (6) finish as many laps as we can; or, last, but not least; (7) mimic whatever our competitors do whether it's good for us or not.

Yet the sole purpose of qualifying is to obtain the best possible spot on the grid necessary to be competitive. The emphasis on "necessary" means expending your resources and skills (and remember that often limited amount of luck!) in the most efficient manner. It only takes one lap to score a time and it takes two to make that time stick. This is not the best time to experiment, but rather, a better time to visualize, implement and execute what you already know—perhaps better than you have ever done before.

"Necessary" also means that you may very well get the same starting spot whether you go all out or qualify safely. After all, the double-upped grid means many drivers will start within feet of each other. In still other situations, such as an Enduro, your starting position will have little effect on the final outcome. Many, many drivers move up to the podium from the rear of the grid, whether the race is long or short. Keeping everything in perspective may just be the impetus to scoring the best lap of your life.

Towards that end, timesheet trends are a good research tool (but not the only one). Pick out those whose lap times you might be able to match (a "rabbit" to emulate) and those you can't hang with no matter what (so you can stay out of their way).

Even if you think your nerves can't hack it, a Hot Lap or stopwatch in the car or a crewmember dispensing times over the radio is paramount to an effective qualifying strategy. You can even use a spotter with a pit

board or some other signal. This way you can strive for a "safe" lap, before taking a shot or two at doing something just a little faster. If your crewmember excels at multi-tasking, you can time a close competitor as well.

The practice that determines the grid for qualifying is, bar none, the most important practice session. This preliminary grid usually keeps everyone placed to qualify in the proper order with regards to speed, however, never be surprised by or underestimate anyone else. Rookies may be on a steeply descending speed curve and show huge gains over the weekend; other veterans may maintain a certain high level that you may get closer to.

During the session itself, some drivers are on their hot laps at the same time others are cooling down. Many tires are brand new on "Q-Day," replacing the rubbish used in practice. Some tires may be ready for their best qualifying laps early, others may peak late in the session. This is why you should always keep an eye on what's going on around you.

This starts with the first qualifying lap. Because this lap may be yellow—or not—look to the first corner worker tub and then drive accordingly. Racing out of the pits is never a good idea; not only do you risk cutting up or overheating your tires, you endanger the grid volunteers.

But if one of these grid marshals is waving at you madly to close up space as you exit the pits, you do not have to heed his or her call, especially if the whole line of cars in front of you is bunched up. This is especially true for those who prefer to do a great lap early on a clear track.

If you had to line up in the back due to missed sessions, you may want to get your passes done quickly when the track turns green or leave extra room—or you may even benefit from speaking with your fellow racers beforehand. You may also want to reevaluate your expectations.

On that note, remain realistic and flexible. The more you press or toss the car around or race, the more likely it is that you will scrub off speed or make a mistake. In a hotly contested class, the biggest mistake you can make is to go for that extra impossible tenth—or to race a competitor—only to end up out of contention. And this type of pressing is very contagious, so avoid the impulse even if you see it in others. In any case, a great lap time will never be scored if an incident (or your incident) ends the group's session early.

Whether you are leading or following, don't be afraid to come into the pits to avoid traffic. (You can even use a "pit lane wait" to your advantage if a passing storm hits.*) Make no bones about it—the accordion effect of

traffic and ensuing passing attempts will penalize each successive driver exponentially. So don't let competitors, especially those running a slower pace, bring your lap times closer to theirs through unnecessary dicing. And don't drive with someone in your mirror.

Once you have met or exceeded your "goal," you can save your energy, your car and its tires by getting off the track. If, on the other hand, your lap times tell you that you aren't up to speed, then you know—objectively—you need more laps.

Qualifying sessions are lengthy to provide you the best opportunities on track—but there is no requirement to make them endurance sessions. Professional drivers know this and often angle to be the latest out in the session.

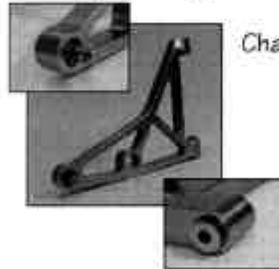
In the end, there's always a spot on the grid for every car. And don't forget to make sure you have enough gas in the tank to make weight at the end.



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Rainy Practice and Tidy Racing at the Point

by: Patti Mascone, Public Relations Coordinator (and Racer)

Photos by: Michael Madrid



Wayne Vitale with his E Class 1974 Porsche 911 leads a swarm of pursuers at the Point.

By the start of the features, memories of the impromptu showers that caught many on the grid with the wrong tires the day before—were long gone.

But the volunteers had remained loyally at their stations, rain or shine, during the 11th Annual Founders' Region PCA Club Race weekend. They watched over the handful of drivers who ventured out in the rain just as diligently as they did the many who raced under the sun. "Year in and year out the volunteers from the Potomac and Chessy regions make this event one to enjoy. Quite a testament to the membership," remarks Dave Derecola, race chair.

But for the racers, in hindsight, you could have asked, "Who needed practice anyway?," because the October 5 races offered the tidiest racing seen recently at Summit Point Raceway in West Virginia, quite a testament

to the drivers.

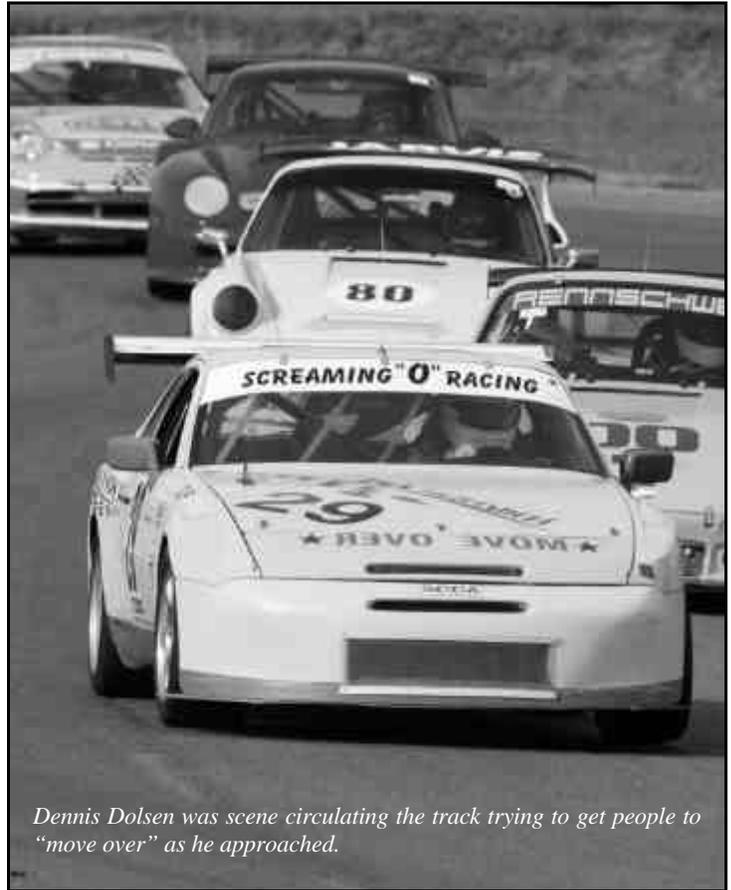
The newest of factory racecars continue to be the PCA rides of choice; 20 or more of them made the grid in GTC and related classes. On the other end of the timeline, three 914 drivers—Andy McNeil (GTP1, Group 1), Keith Peare (GT4R, Group 2) and Kyle Dolbow (5R, Group 3)—made strong efforts, in their attempt to sweep three race groups. Peare, whose 1970 914 apparently just made it to the finish line, and Dolbow were successful, while McNeil fell one spot to Richard DeMan, who beat McNeil in a GT1R 911.

Featuring seven "prepared" 924/944 models and one classic 1970 911, Class H also showed strength, maybe not in outright horsepower, but in solid numbers and competition. This is a class where an SCCA ITS 944 might find a home, as well as the place where most of the four-cylinder, front engine Porsches—along with many of the '68-'75 911s end up, once modified.

The normally aspirated (NA) 924/944 seemed under-powered even during its heyday in the eighties, so today, if you take a 924/944 off the street or from drivers' ed (DE), it's more likely than ever to come already modified for performance. Some of the non-factory modifications preferred by street and DE drivers—to ignitions, chips, brakes, engines, trannies, clutches, interiors or body work—bump the car up from its home in Class I, to either H or GT4. And it only takes one of the "prepared" modifications to bump it up to H, where they join a few slightly



Tom Pank of the Chesapeake Region brought his 1995 993 to run among the many GT2 entrants.

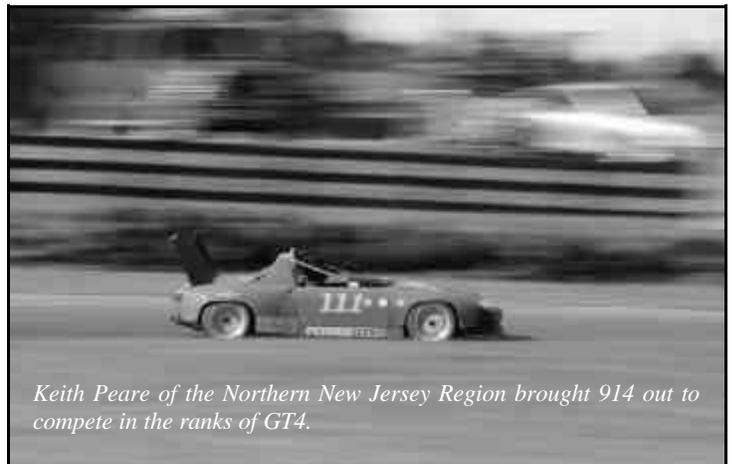


Dennis Dolsen was scene circulating the track trying to get people to "move over" as he approached.

beefier 911s, the rare older 928, the Rothman 944 and the 944S, all of which are "stock" in H.

Meanwhile, the street or DE car owner may have a 944 classed as H but not yet upgraded to the fullest extent that even Class I allows. Or the owner may have a 924/944 with European blood or other racing variations about which he or she knows little. This leaves many a 924/944 driver with much to learn and some interesting decisions to make.

At Summit Point, Ivan Arzola (IMA Motorsports) drove a stellar example of a Class H "renovation." In fact, Arzola dominated in this 1984 944, which was seen also at Summit last year, piloted by Fred Smartt. Charlie Murphy at Intersport in Northern Virginia prepared the car, which remains winged and potent.



Keith Peare of the Northern New Jersey Region brought 914 out to compete in the ranks of GT4.



The GT5 entrant of Richard DeMan showed the variety found within the Club Racing community as it is based on a 1979 924.

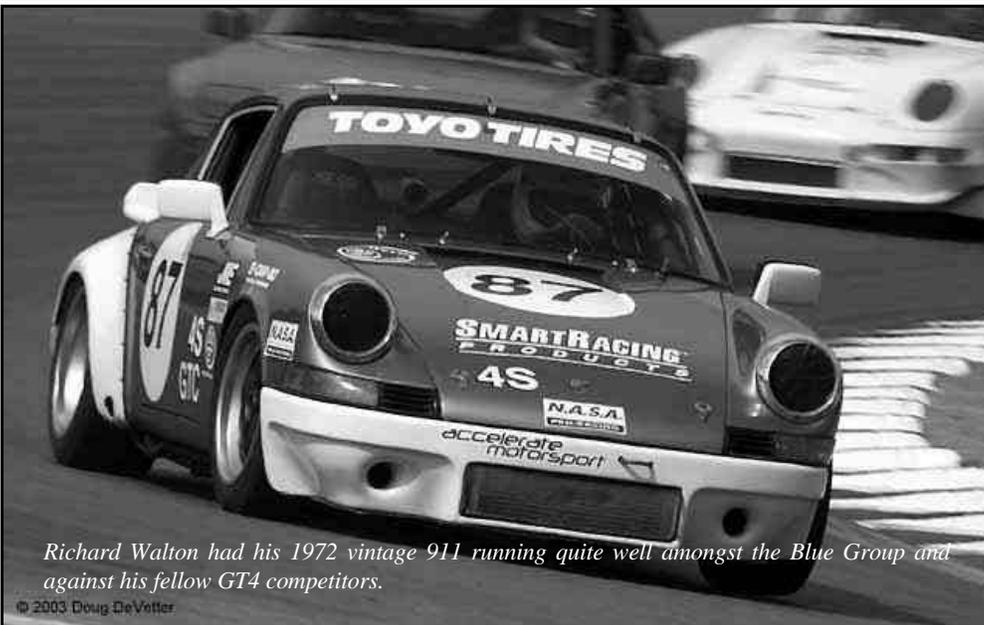


The GTP-1 entrant of Nicholas Ventura was one of many strong 914 based contenders at this year's event.

Zone 7 at Laguna Seca

Story by: Tim Fleming

Photos by: Doug DeVetter

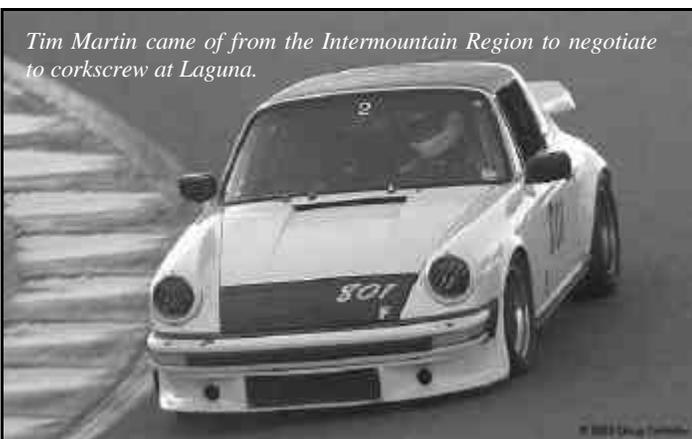


Richard Walton had his 1972 vintage 911 running quite well amongst the Blue Group and against his fellow GT4 competitors.

Sports Car Racing Association of Monterey Peninsula (SCRAMP), the organization that runs spectator events at Laguna Seca, runs five spectator events each year. These are the only track events not subject to the usual noise restrictions. The Road & Track U. S. Sports Car Invitational (USSCI), held October 3, 4, and 5, 2003, is one of those five events. This year the invited run groups included Can Am and FIA GT (groups that made the track famous), and PCA Club Racing, which was allowed two race groups in a race hosted by Zone 7, and generously sponsored by Kelly Moss Motorsports, Racing Eclipse, and Atkins Racing.

Once you get past the earthquakes, high taxes, electrical blackouts, huge budget deficits, and 175 candidates for governor, there really are some nice things about living in California. We have terrific beaches, great mountains, very nice cities. We have culture (well sort of), entertainment (in addition to our politics), and great sports teams. We also have a couple of the best race tracks in the world. Laguna Seca Raceway (officially Mazda Raceway at Laguna Seca), sits nestled in a valley on the beautiful Monterey Peninsula; the track is a 2.24 mile layout with a couple hundred feet elevation change. The track is famous for the “corkscrew”, a blind downhill left-right combination, but has 10 other challenging turns.

As one can imagine, demand for this track is high, and available track dates are precious. And, with residential uses nearby, the noise levels are strictly limited to 92dB or less, depending on the event. Consequently, until recently PCA Club Racing at Laguna Seca was not very practical, with very limited track availability and strict noise limitations.



Tim Martin came of from the Intermountain Region to negotiate to corkscrew at Laguna.

A total of 88 happy PCA drivers arrived at Laguna Seca from all over the country, sharing the paddock awith some unbelievable machinery, including a gorgeous 917-10, two 908's, several RSR's, Lolas, Shadows, and McClarens. There also was a vintage NASCAR group, plus Klubsport (a group of early lightweight Porsches), and a small contingent of mini-Coopers (early and late). MRLS believes that this event should be a “show” both on track and in the paddock, and PCA did not disappoint, with a fine paddock display ranging from the impressive Kelly Moss layout to more modest (but well prepared) single car race teams. Chris Murray's Boxster-based GT3R “Highway Patrol” car was particularly popular. With a total of seven run groups, our usual two days of PCA track time is spread over three days, allowing plenty of time for sorting out the car, and walking through the paddock.

On Friday and Saturday, drivers new to the track experimented with different lines, particularly with turn 9, a nasty downhill left with a blind exit; enter the turn early and the walls will come into play. There were no first-time drivers at the event, so a Saturday fun race was swapped out for the practice starts. It was evident that everyone had become more comfortable with the track, and there were a number of interesting ongoing battles throughout the race. Bob Stefanowicz and Ron Kain worked their way through traffic, “winning” their respective groups.

As usual, the Sunday races were very competitive throughout the grid. In the Blue Race, Masuo Robinson, our esteemed Race Chair, and Gary Boss were virtually inseparable from turn 2 on the first lap, working through traffic for 16 laps, with only a tenth of a second

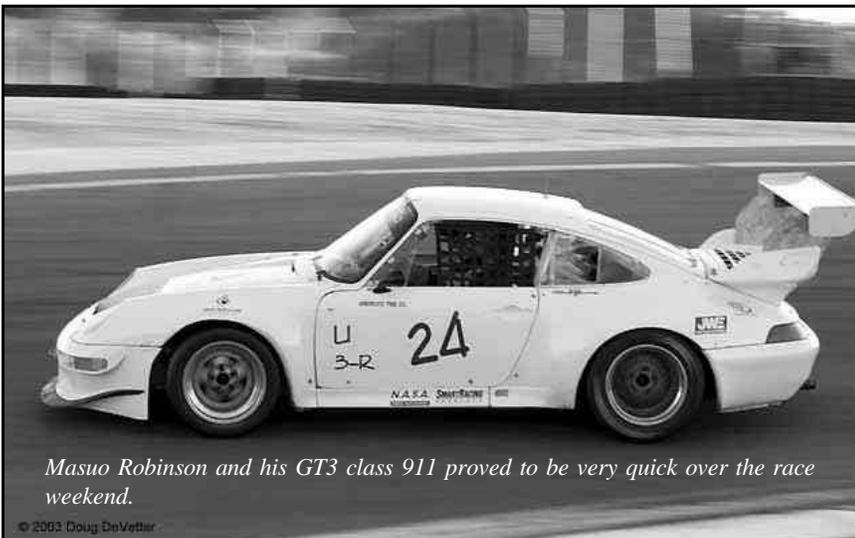
Mark Kibort brought his 1986 928S to compete in the GT2 class.



separating their finish! A similar battle took place in the Red race group, with Chris Wally edging out Bob Mahoney by 0.35 seconds. Both race finishes were prominently featured in press releases from Laguna Seca, and picked up by the local media. The prestigious workers choice awards went to Boss and Mahoney, respectively.

The weekend event was made complete with a crowd of Zone 7 enthusiasts, participating in the Porsche corral on both Saturday and Sunday, with a swap meet on Saturday (organized by Strasse USA) and PCA-Zone 7 concours on Sunday.

Based on an apparent increase in ticket sales, the USSCI seemed to be a success this year. The folks at SCRAMP want to keep this "invitational" event fresh, and to continue building the fan base. Consequently the lineup of run groups is expected to change each year, at least a little. PCA hopes to be invited back, but there has been no confirmation as of now. What is known is that the event will be in May 2004, so a decision will be made soon. For those interested drivers, please check the PCA.org website for information as it becomes available.



Masuo Robinson and his GT3 class 911 proved to be very quick over the race weekend.

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With a mere 80 slots allocated to PCA, the USSCI event was oversubscribed with 120 applicants on the first day of registration. Within a week, over 160 applications were received. A group of 88 drivers was ultimately developed from the initial applicants (stretching the limits of track capacity), and we sincerely apologize for those not accepted. Assuming PCA is invited in future years (never a sure thing) we will continue to look towards improving our system of allocating these limited slots.

PCA Club Racing National Committee

Chairman

John Crosby
301 Rue St. Ann
Metairie, LA 70005
Phone: 985-674-7500 - Day
Fax: 985-624-9505
Phone: 504-837-3066 - Evenings
before 9 pm CST
Email: john@crosbydevelopment.com

Program Coordinator

Susan Shire
1897 Mission Hills Lane
Northbrook, IL 60062
Phone: 847.272.7764
Fax: 847.272.7785
Email: PCAClubRace@aol.com

Technical & Rules

Lance Weeks
1239 West Pitchfork Rd.
Murray, UT 84123
Phone: 801-265-2364
Fax: 801-265-2364
Email: LWeeksPors@aol.com

Sponsor Coordinator

Steve Rashbaum
1897 Mission Hills Lane
Northbrook, IL 60062
Phone: 847.272.7732
Fax: 847.272.7785
Email: steve.rashbaum@invitrogen.com

Chief National Steward

Jim Coshow
3045 SW Fairview Blvd.
Portland, OR 97205
Phone: 503-525-0088
Fax: 530-706-6170
Email: jim.coshow@att.net

Chief National Scrutineer

Donna Amico
8805 Blue Sea Drive
Columbia, MD 21046
Phone: 410-381-5769
Email: donnaamico@comcast.net

Public Relations Coordinator

Patti Mascone
1618 Moffet Road
Silver Spring, MD 20903
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2003-2004 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Nov 22/23	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrah@pipeline.com
Dec 6/7	Roebing Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Feb 13/14/15	Sebring International Raceway*	Gold/Sun Coast	Dave Tabony 561.626.6812 dtabony@bellsouth.net
Mar 6/7	Carolina Motorsports Park*	Carolinas	John Taylor 803.796.0983 jtaylor@lrcarch.com
March 19/20/21	Texas World Speedway*	Lone Star	Robert Granger 281.492.5330 rgranger@dodi.com
March 26/27/28	California Speedway*	San Diego	Vince Knauf 619.287.6591 VVince@aol.com
Apr 3/4	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsga@bellsouth.net
Apr 23/24/25	Rennsport Reunion at Daytona	Non -PCA	http://www.gorace.com/
Jun 5/6	Barber Motorsports Park	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Jul 3/4	Gingerman Raceway	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 9/10	Texas Motor Speedway	Maverick	Lanean Hughes 972.484.3040 lhughes@fmstech.com
Aug 7/8	Brainerd*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net

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



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