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News



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

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Grid Group 1 gets ready at Pueblo. More on Page 10. Photo by Jeff Mitchell.

Deadline
The deadline for the next issue is:
December 15th

2004 Year End Report

by: John Crosby, Chairman PCA Club Racing

Wow! What a response to our rules proposals for 2005. The changes to be adopted for next year were posted on the website on November 1st and they can also be found in this issue of the *Club Racing News*. There were over 200 emails from our racers with some very well-stated comments to the rules proposals. The general theme of the replies was that the rules are in good shape as written and that things should be kept simple. Therefore, you will see that many of the proposals have not been adopted. Even though a rule may not be adopted, the process however is still a valuable part of our program. The Club Racing Committee recognizes that the racing program is for our members and that your input is important. Two of the non-adopted proposals that drew considerable comment were the update/backdate rule and the GTC3 class. Generally most comments were in opposition to the doing away with or changing the update/backdate rule and therefore that is the way it will stay. The current rule is quite clear "Updating or backdating is allowed provided the converted vehicle meets all specifications of the vehicle to which it is converted, i.e. it is a duplicate in all regards. Such vehicles must have a log book with all technical data that references the car to the class in which it is running." If you intend to race a car that has been updated or backdated, please be prepared to meet the letter of the law on this one. There were many valid comments on the GTC3 class proposals; unfortunately there was no clear consensus on what to do. Coupled with the fact that many cars have already taken advantage of updates that are allowed, splitting the class or attempting to equalize the class with weight penalties, would only further complicate the rules.

There are also several procedural items included that were approved by the Club Race Committee at this years meeting.

I recently had the pleasure of conducting the steward duties for the race at Virginia International Raceway which was held in conjunction with a Grand Am race. This was not the normal PCA weekend schedule by any means as we were allotted only enough track time for one run group on the 3.4 mile circuit. Wanting to maximize the opportunities for our racers to participate, 80 cars in classes from J to GTP1 were registered for the event. While on my way to Virginia, I am thinking, one run group, 3.4 miles, long straits, elevation changes, and fast corners. This was going to be a true test of co-existence. To top it off, the PCA group was on the track the first thing Friday morning in slightly foggy conditions and on a damp track. Our racers performed remarkably. There

was not a single incident the first day and just a few minor, mostly single-car, incidents the entire weekend. At many of our events around the country this same thing happens. When groups are combined and the speed differentials increase there seems to be a heightened state of awareness. Remember the rules of the road. The car being overtaken is expected to be using his mirrors and follow the racing line. The driver of the car making the pass must exercise patience and anticipate the position of the other car. The driver of the car being overtaken is expected to remain predictable and not to attempt to move out of the way. A point by is not a bad idea as it will inform the other driver that you see the car.

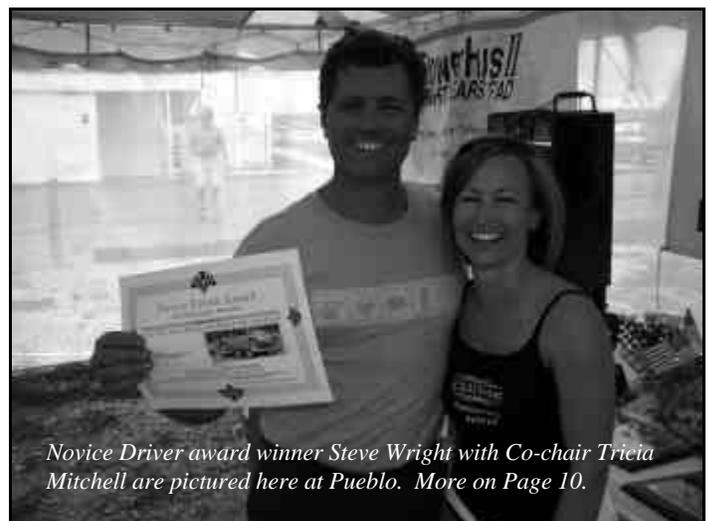
The Club Racing Committee had the unfortunate duty of suspending two of our racers after an incident that occurred at Lime Rock. Incidents on the track are bad enough, however this incident occurred in the paddock and was for un-sportsmanlike conduct. Due to the sordid history of one of the drivers, he will not be readmitted to the program.

Finally, start getting ready for next year. The 2005 schedule is shaping up and the most up to date information can always be found on the Club Racing website.

My best to all of our racers for a safe 2005.



John



Novice Driver award winner Steve Wright with Co-chair Tricia Mitchell are pictured here at Pueblo. More on Page 10.

Add Safety to Your Winter Projects - Part 1: Your Car

by: Donna Amico, Chief National Scrutineer

Have you ever read the “Disclaimer and Notice” at the front of the PCA Club Racing Rules recently? As a refresher, here are some highlights:

“Wheel to wheel racing is an inherently dangerous endeavor that can result in serious injury and death. PCA makes no warranty as to the safety of a participant even if all safety precautions required by the rules are followed. Compliance with these rules and regulations, as well as proper installation and maintenance of safety devices and appliances, is solely the responsibility of the participant..... PCA specifically advises participants that safety devices and appliances are readily available on the market that are not required under these rules and leaves to each participant the discretion to incorporate such devices and appliances into their vehicles and/or personal protective gear.”

Plainly stated:

The PCA safety rules are minimum standards that may not be sufficient to protect you.

You are responsible for the condition, care, and installation of your safety equipment.

You may want to consider use or installation of equipment that exceeds the minimum requirements.

There is no way to guarantee your safety while racing. You can, however, make conscious decisions to improve the likelihood of a safe outcome from a variety of circumstances.

The winter season is when many racers perform major maintenance chores or upgrades on their racecars. This winter, take a good hard look at your car and your personal gear from the standpoint of safety performance, not just race results. After all, we’re doing this for fun. Winding up injured or worse at the end of a race weekend is the worst possible race result and definitely not fun.

In this issue, we’ll start with the car. I’m going to give you a list of things to think about, starting with the first line of defense: the structure itself, including the roll cage and chassis. In the next issue of Club Racing News, I’ll describe personal safety gear requirements and options.

Roll cage: Are you a stock-class car with a roll bar instead of a cage? One of the founding principles of PCA Club Racing is that you should be able to drive your car to the track, race it, and drive it home. This is quite

difficult to do with a roll cage, and I freely admit the presence of even a foam-covered bar near your unprotected head is at best disconcerting. Be honest, though. For some of you, when is the last time you actually drove the car on the street? Do you have a roll bar mostly because that’s what you put in when you were first starting out, and you just never changed it? If it is truly now a racecar, it should have a roll cage. I became a convert to a roll cage the day an H-class 944 went end-over-end down the chute at Summit Point during a club race. It made me realize that if that could happen in H, it could certainly happen in F. Note that all cages are not created equal. In particular, you want good side impact protection, which not all bolt-in cages provide.

GT-class Chassis: In your zeal to strip weight from your GT-class car, have you removed all the tub fore and aft of the shock towers, acid-dipped the tub, and removed all the bumper structures? Is what you have left between the shock towers sufficient to absorb energy AND protect you? Frankly, I don’t know the answer to that, and if you aren’t a professional chassis engineer you probably don’t know either. If a real pro didn’t build your car in the first place, then find one to check it purely from a safety standpoint. It’s also a good idea to have a regular inspection for structural rust or cracking at stress points of the frame.

Race Seat and Seat Mount: Your seat, seat mount, seat back brace, and harnesses should all work together to hold you in place. First, check to see how the seat adjustment works. Is the lock on only 1 side or both? Every slider that locks on only one side should be replaced immediately – if you have an older 911 check this NOW. Also, how old are all the pieces? With time, stress, sunlight, etc., various materials will eventually fail. Composites can crack, and mounting points can develop stress fractures (saw this on an RS America at TMS this year). The FIA only allows FIA-approved race seats to be used for 5 years. This is certainly a bit extreme for PCA, but if your composite seat is 15-20 years old, it might be time for a new seat. Some new race seats offer significantly more head protection from side bolsters; you may want to consider this.

Harnesses and Harness Mounts: The rules require replacement of your harnesses every 5 years. If you have had occasion to, um, test the effectiveness of your harness system, then throw it out and replace it as well. Also, when you installed your harnesses, did you actually look

Continued on next page...

at the angle of the belt relative to the seat in your seating position, or did you just mount them to the easiest location? Check the manufacturer's instructions and be sure you've got the correct mounting angles. Use harness guides on the roll cage to keep the shoulder belts in position (critically important if you use a HANS device) and note the angles from the cage, through the holes in the seat, and over your shoulders. Are your shoulders somewhat below the holes in the seat? Then your seat does not fit you. It all has to work together.

Seat Back Brace and Side Impact Protection: The seat back brace as specified in the PCA Club Racing rules is really protection from rear impacts. To immobilize a seat from side or oblique impacts requires bolting the brace to the seat. If you have an aluminum seat, by all means bolt the seat back brace to it. Several racers, including race mechanics, believe there are safe ways to bolt a brace to a composite seat that won't cause undue stress, but Recaro, for one, has explicitly put it in writing to PCA that you should NOT do that. Sorry, folks, but I have to go with the manufacturer's recommendation. For a composite seat, use a large area brace, and pad it with high-density foam for some flex. Right-side, NASCAR-style nets are being installed by some for side-impact protection. I mention this for your information, but admit I do not understand what they are supposed to do. A well-mounted seat with good side bolstering of the head, body and legs combined with a driver head and neck restraint system may be preferable.

Rapid Exit: Give yourself an SCCA Pro "egress test." Sit in your car with all your driver safety gear on (helmet, suit, head and neck restraint), your belts on, steering wheel on, radio and cool suit connected, window net up, doors closed and seat back brace in place. You have 15 seconds to get out, without help. Can you? SCCA defines "getting out" as disconnecting everything, killing the motor, activating the fire system, dropping your window net, and, at the end, standing on both feet outside the car. 15 seconds is probably longer than you'd actually want to take if your car was on fire. Will a removable steering wheel fix the problem? Do you need to be able to push the seat back to get out? You'll need a complete new FIA seat and mounting system so you do not need a brace. Now look at what might happen if you had to go out the driver's side window opening. Can you drop your window net quickly from inside the car? You may need to change the design of your net attachment.

Fire Extinguisher/System: The PCA Club Racing rules require a 2.5 lb B/C extinguisher mounted within reach of the driver. While you are suited up for your egress test, don't just try to touch your fire extinguisher, but release the clamps and actually make sure you can grab it. Note

that 2.5 lbs is quite small, but don't get so carried away with size that you can't actually move it one-handed from its mount. Remember that a car-mounted fire extinguisher is only to give you time to exit the car. Do NOT think you can put out the fire with it. If the corner workers can safely extinguish the fire, they will. If not, be prepared to walk away from your car, and be grateful that you got out safely. A well-designed fire system can provide more protection for the driver, and possibly some control of the car fire as well. Issues to consider for a fire system are the total capacity of the tank, location of the nozzles (at least as many devoted to the driver as the car), and an activation method that is separate from any electrics killed by the kill switch.

By no means is this a comprehensive discussion of safety systems for your racecar. However, I hope that reading this will help you with ways to think about racing safety, and help raise safety consciousness among all our PCA Club Racing brethren.

Coming in the January/February Club Racing News: Safety Part 2 – Your Personal Safety Equipment



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2004 Wrap Up & 2005 Prep Work

by: Lance Weeks, Technical and Rules Chair

WOW, thanks for the enthusiastic responses to the proposed rules changes. Your responses clearly show the National Committee that you want to keep the rules clear, concise and current with today's technology while voicing your opinion to change rules that may need to be revisited due to safety, availability of parts and/or improve reliability for aging cars. Using the Club Racing website for this method of response seems to work very well. 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," while maintaining a safe, fun and competitive environment for you to race your cars.

Technical and Safety Annual Inspection Form

"It is the responsibility of the competitor to insure that his/her car is safe to race before putting it on the track in any practice or race session and to insure that it is competing in its correct class according to PCA Club Racing Rules."

Those are the words at the top of the form. When you complete this form you are acknowledging and taking responsibility that YOU and NOT YOUR MECHANIC have checked each and every item to insure that your car is safe to be on the racing surface. Your competitors are counting on you to maintain your car in as safe and unencumbered condition as possible, so that their weekend as well as yours is not ruined by lack of attention to detail. You should check this list again if you have removed your engine, transmission, rotors and calipers, electrical modifications. All of these projects leave room for the possibility that one or more of the check list items can be negatively effected and non-functional.

Remember that the logbook should be kept IN YOUR CAR, where it is accessible for the scrutineer and so it will not get lost or left at home. We don't like issuing one page log sheets, because you have to wait while we perform a full technical inspection of the car to ensure that it is race ready. Don't just check it off from last years form. Perform a thorough review of your car when completing this form and we'll all be happy you did.

Vehicle Compliance Form

"It is the responsibility of the owner of the PCA Racing car to make this form accurate in all ways. The owner must insure that there is no misrepresentation or fraudulent documentation on this form as per PCA Club Racing rules."

You guessed it. This form certifies that YOU and NOT YOUR MECHANIC, have presented information as precisely as possible and without falsification of any specifications for the car or its equipment. When the scrutineer wants to have a look at your car and asks for your logbook, he or she will use this form to determine what the car should be and if it meets all the criteria for the class in which you have stated that it is registered.

Should the car change classes, a new Vehicle Compliance Form should be completed and placed with the logbook. The scrutineer will also change the classification on the inside of the front page of the cars logbook.

First Event for 2005

These forms are to be completed and presented to the scrutineer at your first event of the year. Make sure you have the original and a copy of each form, signed and dated. If you don't have a copy, you will be finding a copy machine or worse, hand writing another copy. That takes time and is certainly an irritation to everyone in line.

The 2004 racing season will be nearly over by the time you get this issue, so review and understand the adopted rules changes and clarifications and have fun preparing your cars for the 2005 season. Have a happy holiday season.

Lance



The Nordstern Region checks in with their report on Brainerd. More from Brainerd on Page 12.

PCA Club Racing 2005 Rules Changes

Submitted for Racer Comment by the Club Racing Committee

The following is a summary of the PCA Club Racing rule changes that will become effective in 2005. New rule books will be mailed upon renewal of your racing license. A download of the 2005 Rule Book is available on the website at:

<http://www.pca.org/pca/clubraces/docs/forms.htm>

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

General Rules

3. Add this sentence:
Violations of this rule will result in the disqualification of both drivers.

Safety

14. Rewrite rule to read:
All cars are required to have a dedicated one piece race seat with routing for straps.
23. Rewrite rule to read:
All cars must have a tow hook, strap, or other suitable device in both the front and rear.
25. Add this sentence: The seat back brace for composite seats must have a minimum of 30 square inches contacting the seat back, and must have 0.5" to 2" of high density foam padding between the brace and the seat back. The seat back brace cannot be bolted to a composite seat. If the seat is within 3" of the firewall, a seat back brace is not needed but the area between the seat and firewall should be padded with high-density foam.
28. Modify the first sentence to read:
No one under 16 years of age is allowed in the hot pit area.
29. Add this section:
Any racer, who passes under a Yellow Flag condition or ignores a Black Flag, during practice, qualifying or warm up, will be black flagged and removed from the track for the remainder of that session. During a race, drivers passing under yellow will be black flagged and assessed a stop and

go penalty. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap. Any Racer who ignores a Black Flag during a race shall be assessed a one minute penalty for each Black Flag passed. During a race, any driver passing under Black Flag All will be assessed a stop and go penalty under green flag conditions. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap.

Stock

1. Engine - Add this subsection:
 - L. Allow direct plug-in aftermarket non-programmable CD Units from OEM suppliers.
3. Tires and Wheels – Modify this section to read:
 - D. Wheel type, style, and diameter are free, providing wheel meets or exceeds factory safety specifications.
6. Body/Chassis/Interior - Add this subsection:
 - J. Spare tires must be secured or removed.

Super Class GTC

5. Modify this section to read: Wheels in GTC1 and GTC2 may be of any manufacture however must have the same width, diameter, and offsets as the original factory wheels. In GTC3, wheels must be as delivered from the factory or aftermarket 3 piece OEM wheels of the same width, diameter, and offsets.

Add this subsection:

6. GTC2 and GTC3 cars are allowed to replace the pressure-cast aluminum control arms with steel control arms of identical dimensions.

Super Classes – Classes GTA, GT-1 thru GT-6 and GTP-1 thru GTP-6

2. Engine

A. Modify the second sentence: Non-996 based cars, except the Boxster, with water-cooled 911 engines shall be classified in GTP by displacement.

Class GTA

Add this sentence: Minimum weight for this class shall be 2,450 pounds.

APPENDIX A - ROLL BAR SPECIFICATIONS

Modify the second sentence to read: The roll bar must be securely mounted to the floor and/or longitudinal members of the unibody with the top of the main hoop and front hoop at least 2" above the driver's helmet when the driver is seated in the normal driving position.

Add this sentence: SFI-rated hard foam is recommended for roll bar padding.

Change the reference to Matter Roll Cages to factory roll cages.

APPENDIX D - WINDOW NET SPECIFICATIONS

Modify the second sentence to read: The net must be mounted securely with provision for easy removal by the driver and corner worker in the event of an accident.

APPENDIX E – ENDURO PROTOCOLS

Modify the last sentence of paragraph 6 to read: Any deviation from this standard of refueling will result in the immediate disqualification of the car involved.

NEW CAR DATA	Weight	HP	Ratio	Class
05 997 Carrera	3,075	325	9.46	C
05 997 Carrera S	3,131	355	8.82	C
05 Turbo	3,505	415	8.45	B
05 Boxster	2,811	225	12.49	F
05 Boxster S	2,910	258	11.28	E



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Porsches at Pueblo

Story by: Dave Edwards

Photos by: Jeff Mitchell



Hank Godfredson (#5) of GT Racing and Grid Group 1 sit and wait patiently to get things underway.

Colorado, Colorful Colorado.... purple mountain majesty, golden waves of grain and” “The First Ever Anywhere!” This is where it all began thirteen years ago.

The weekend in Pueblo started the afternoon of Thursday September 10th as local and visiting racers began to arrive at the track to setup equipment and coolers. Jeff and Tricia Mitchell, event co-chairs extraordinaire, were seen hustling around energetically directing tent erection, equipment placement and getting the venue ready for the thirteenth annual Club Race in Colorado. The local kid’s drag racing was held Thursday night providing an excellent backdrop for old friends to re-connect, new friends to meet and for sharing Porsche stories big and bigger.

The Driver’s Education event Friday began on time and was conducted flawlessly by all. Rick Goncalves of Rocky Mountain Region (and Club Race sponsor) chaired this event with charm, expertise and the precision of an engineer. Experienced racers had an opportunity to tune their cars and learn or re-learn this 2.2 mile track in the desert. New racers including myself had a chance to taste something between DE and Club Race rules. As a first time Club Racer, I can highly recommend to other new racers a Driver’s Education session prior to your first Club Race to help you get comfortable with more cars, closer passing and closer following. Beer-thirty following the DE was terrific and included many Club Racers and workers who began arriving early for the main event.

Saturday morning dawned perfect as it often does in “Colorful Colorado”; clear skies, calm air and moderate temperatures. After a quick driver’s meeting and corner worker assignments, the track went HOT! The corner workers for the weekend were all terrific and received high marks from racers and stewards alike. Despite two competing events in southern Colorado vying for the small pool of race workers we were fortunate to attract some of the very best workers for all positions. Kathy Bradley worked control and calmly kept everything under control. Of course, during my first ever anywhere Club Race, I was too preoccupied to notice anything but the pounding of my own heart at the base of my throat! Saturday finished up without major incident and

diner was served by event sponsor Gosar Sausage in the big event tent in the middle of the paddock. Most were too tired to get rowdy but nobody missed the opportunity to share more stories, adult beverages and good food.

Sunday morning dawned just like Saturday but with a promise to heat up later in the day. Topless Performance, on hand all weekend, was very busy mounting fresh Hoosier rubber for the serious racers and the coffee pot was working overtime as we all prepared for qualifying. Once our most excellent workers were in place, qualifying started on time with a roar! There is no sweeter sound than that of 40 P-cars tuned, prepped and straining to leap into the race! I should mention we were pleased to have some of our esteemed, if automotively



The “Fantastic 6” grid and hot pit workers found time to pose for the camera.

misguided colleagues from the BMW Club join us running in their very own group. The BMW group gave us a terrific show and contributed greatly to the camaraderie!

Two sprint races were held Sunday afternoon for each of the two run groups. Michael Doolan finished first in Group 1 for both races, with Skip Sauls and David Banazek capturing second and third. Paul Gutowski and Richard Winnick battled to second and third overall in the second race.

Group 2 was lead by the usual suspects; Michael Martin won first in the first race in his E-car 944 Turbo chased very closely by Jesse Wurmbbrand (always a thrill to watch) and Mark Franklin. The leaders shuffled in race two with Mark Franklin moving up two slots to first with a commanding 25 second lead over Gary Wimmer in second with Jesse Wurmbbrand a close third.

Beer-thirty was another great success with good friends, new and old, sharing new stories and old lies. Pack up and cleanup was fast and efficient as all hands jumped in to help under Jeff and Tricia Mitchell's efficient and good-natured supervision. As the sun set brilliantly over the Rocky Mountains the racers slowly faded off, returning to day jobs and daydreams of the next Club Race.

Thanks to all the sponsors local, regional and national. Thanks to the excellent workers and volunteers who made this event fun, accident free and efficient. Thanks to the racers from near and far. Special thanks to the best co-chairs we could hope for, Jeff and Tricia Mitchell of Rocky Mountain Region. See you all next year at the 14th annual "The First Ever Anywhere" Club Race!



The "Corner Captains" proved to be a fabulous bunch and made the race weekend run smoothly.



PCA Rookie award winner James Wolcott with Co-chair Tricia Mitchell.



A standing ovation broke out at the end of the awards ceremony for the Club Race Chairs, Jeff & Tricia Mitchell.



Pure Loonacy

Story by: Jim Copp

Photos by: Jim Anderson



Mike Hoke (Nord Stern) leading a pack of 911s.

(PCNA's marketing firm). They have the feel of the classic race posters of the 50's with the race cars of today featured, as well as catchy slogans such as "Imagine Le Mans, but without the snotty French" or "Not everybody in Northern Minnesota is content with the pull of a 3 h.p. trolling motor." The series is so good that the Ad agency recently won First place in a National Marketing Competition for its campaign.

So, okay, they have cool posters and shirts, is that enough of a reason to drive 2 and a half days across America? We'd find out shortly.

Lunacy or rather "Loonacy" I thought as I pulled into the pits. Operating on 8-hrs sleep the last three days I began looking for a place to set up shop for the weekend. What would ever make you want to haul your racecar all the way to upper Minnesota for a weekend of racing? What does the Nord Stern Region's Club Race have that others don't? My first thought was mosquitoes, but I was wrong. I was at Brainerd International Raceway outside Brainerd, Mn., 2 1/2 hours northwest of the Twin Cities. I've never run at Infineon or Thunderhill (too far I thought), but after a 34 hour haul, those would be just sprints. The reason for this marathon of mayhem was due to the fact my son Bryce was competing in the Grand National Trapshooting Championships outside Dayton, Ohio later in the week. He and his grandfather flew out and I met them, no way would I have dragged my 12-year-old son across the country, just so he could watch his old man indulge in his fantasies.

But misery loves company so I recruited the next best thing...my brother Mike. He and I share the driving duties, that's why you'll see our Polka dot 911 doing double duty at many events.

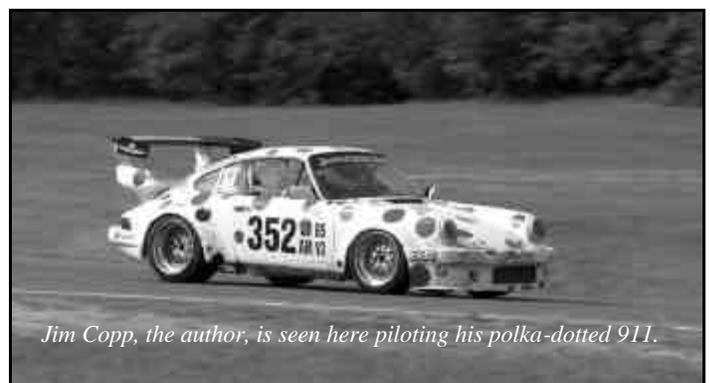
"C'mon...it'll be cool," I said. "We can get the "X" off the back of the car." (These would be Mike's 3rd and 4th club races, completed successfully, he would lose the rookie designation and gain his full race license.)

After some back and forth with the airlines, he was in. Arrive and Drive. No ironman. No seeing how far you can drive in a day. No living off Diet Pepsi and candy bars. No gazing at endless miles of corn. No, he just complains about the long 3 hour plane ride, typical little brother stuff.

We first heard of The Loonacy Race while competing at the Las Vegas Club Race. Many members of the Nord Stern region came down to compete and publicize their race. They do this by handing out a poster series suitable for framing that was developed by Carmichael-Lynch

Friday was practice and getting our bearings on the track. Brainerd is billed as the fastest track in North America and it doesn't disappoint. It's a 3 mile, 10 turn course with a 5,000-foot front straightaway that leads to a banked turn 1. Their idea of banked is not our idea of banked. I'm thinking the oval at Fontana, they're thinking slightly tilted. It is said you can hold it flat out through turn 1, but Superbikeracer Miguel DuHamel said the reason he couldn't hold it flat out was because "My skirt flies up over my helmet so I can't see." It took a few laps before we could ALMOST hold it flat out through track out. Our car ran at redline 3/4 of the way down the front straight; not the cup cars though. Skip Sauls, from Colorado, said his datalogger showed his cup car at 157 M.P.H. at turn-in. Check out some of his cool videos at: <http://www.skipsauls.net/movies/brainerdclubrace2004.html>

Out of turn 1 you get another 900' straight and a flat right hander, still another shorter straight, then a hard right hander and then into the technical sections of the track. Coming out to the back straight is an imposing turn 9...no runoff just a concrete bridge. We were assured no one ever hit the bridge, but on parade laps we were welcome to look at the bottom of the bridge where a couple of Superbikes tangled and hit the roof. Another straightaway, then turn 10, leading back to that oh so long front straight.



Jim Copp, the author, is seen here piloting his polka-dotted 911.

Strolling the pits between sessions, we did a double take... you know the kind where you see something familiar, but know it's out of place. It was Ron Mistak. It turned out he was Race Steward for the weekend! A nice touch of home and if we did have any problems, he'd be able to help us out.

Friday finished up nicely with no problems for drivers or car. Next was a social hour for the drivers. The Nord Stern region came through with local brew and we brought some of our own nectar of the gods from San Diego. (We figured fish tacos would have never made it). Next it was off to dinner with our pit pals, Paul and Kim Gutowski from "So Close Racing" out of Littleton, Co. We had seen the Gutowski's at Fontana, Las Vegas and now here...they get around! Chris was their man in the pits and he was always helpful with us too.

Saturday morning looked threatening. It had rained overnight and was a bit blustery. We had our only issue of the weekend when Mike pulled in after his first session. There was oil spewing from the rear driver's side. A burst oil line was out of the question, since they run on the passenger side. But a quick diagnosis from an Auto Edge tech told us it was a chain tensioner line. (Auto Edge is a Twin Cities shop specializing in Porsche cars and track set-up. They came with a transporter, five mechanics and a near shop and parts department. They saved the day for a number of racers that weekend). They didn't have our part, but another group did. And with our twenty thumbs, we got the new line installed and missed only a single session.

The scenery around the track was gorgeous...large grass parks with imposing hardwood tree stands lining runoff areas. Course workers did a wonderful job this weekend, but they were also calling in the odd deer that would stray out from the forest while the track was hot. The infield even boasts a lake and a campground. All day we had warm welcomes from the Nord Stern region, they were very concerned that we were not having any problems or issues all weekend long.

Now we know the only way you get greenery is with lots of water so it was no surprise when raindrops started falling on Saturday afternoon at the start of the 1-hour enduro. Well, you don't drive 2,000 miles to chicken out when all the locals were gridding up even if you don't have windshield wipers on your car (we removed them because of the added weight and besides it never rains in Southern California). So, we're on the fastest track in North America in the rain with a bunch of guys and gals who don't even bat an eye, our game plan is go out there and just hold on... if it's too much just tuck tail and head for the pits. Surprisingly enough the Hoosiers held and the race was on. The first few laps going into turn 1 and 2 in excess of 130 mph in the rain gave new meaning to the word PUCKER. You were traveling so fast the water didn't have time to stay on the windshield. Eventually you got a feel for how

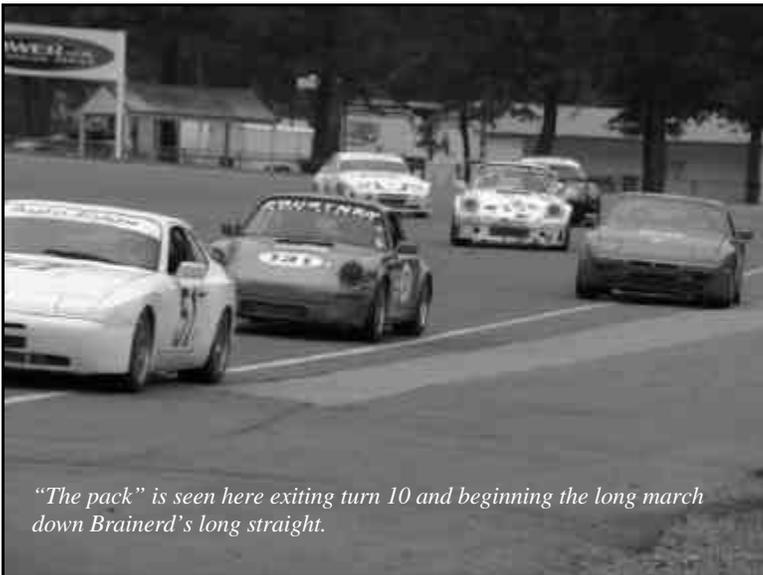


far you could push it before things got slippery and you just hoped there were no new puddles by the next time you came around. Eventually race officials threw the checkered flag 5 minutes early because they knew they were pushing their luck. All in all it was a thrill just to be on the track. On the subject of officials, these guys ran a tight ship. There was a 10-minute call, then a five and then a final call to grid. You could set your watch by them.

Another unique feature to the weekend was after the enduro and the sprint races came the grand finale;" The Loonacy Race." This is a staggered, reverse start race that anyone can win. The grid is set up by fastest qualifying times only in reverse, slowest at the front and fastest dead last. The difference in your qualifying time between you and the next fastest car is multiplied times 15 laps and you are given that much of a head start over your next closest competitor. So by the time the fastest car is released he may already be 2 laps down. Now conceivably in a perfect world everyone would finish at the same time, but what happens is with all the passing and the staggered start it's impossible to tell who is in first place. By the end it's anybody's guess as to who won. Many years the winner doesn't even know it until the awards ceremony. This race equalizes the early 160 h.p. 911's with the 400+ hp Cup Cars. Last year the first and second place finishers were 944's; this year it was a GT4S car. This race gives everybody a fighting chance at coming in first place.

One of the best things about any Club Race weekend is the people. So here it was no surprise to find a bunch of enthusiasts with big smiles on their faces and handing you a cold one once the day was over. The feel of the entire weekend was that they were truly happy to have us there at their little event. A warm hearty welcome, a personal phone call at home from the race director wanting to know if you needed anything or had any questions and finally, a letter a couple weeks after the event thanking you for coming and participating. Just some real nice mid-west hospitality.

Continued on next page...



"The pack" is seen here exiting turn 10 and beginning the long march down Brainerd's long straight.

the country worthy of more time than just a quick weekend of racing.

So is it worth a trip to Northern Minnesota to experience all that the Nord Stern Club Race has to offer? Mike says "Yes" whole-heartedly, as he boards the plane for the long ride home. No need to ask who the smart one in the family is. I say, next year he's towing the car out there.

And Bryce? He was hi-gun for his squad and they finished 10th in the nation. Now, if only I could drive that well.

Continued from previous page...

On Saturday night they hold a social event complete with refreshments, a silent auction and live auction all to raise funds for their favorite charity, The Courage Center. So far they have raised over \$160,000 for the center.

The area surrounding BIR is full of beautiful lake front resorts perfect for a family vacation. Numerous golf courses litter the landscape. If fishing is your thing, it's the land of 10,000 lakes. Biking, hiking or even a short jaunt to the largest shopping mall in America makes this part of



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Sponsorship Update - Northstar Motorsports

by: Steve Rashbaum, Sponsor Coordinator



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NORTHSTAR MOTORSPORTS announces the addition of HANS Devices, AlpineStars shoes, gloves and suits, and Oakley shoes to its product line.

LAKE BARRINGTON, IL, October 13, 2004 – Northstar Motorsports, the countries premiere safety equipment company, has added three new product lines to expand its offering of only the best in motorsports safety equipment.

Northstar has recently been named a HANS (Head And Neck Support) Technology Dealership. With the addition of the HANS Device to its product line Northstar will now be able to provide full service from sales to installation and technical support for racers wanting to use the HANS system. The HANS device is currently mandatory in most professional racing series and is now becoming very popular among the countries amateur racers.

Northstar has also been named a Team Dealer for AlpineStars safety equipment. AlpineStars products have been popular with motorcycle racers for years. They now have entered motorsports with products for auto and kart racing. AlpineStars product line includes nomex gloves, shoes, and racing suits as well as gloves, shoes and suits specifically designed for kart racing. AlpineStars products have been used for several seasons by many professional teams including the BAR Honda and Renault F1 teams. That very same quality equipment is now available to all racers.

Northstar has also been named a Distributor for Oakley racing boots. Oakley, the manufacturer of sports footwear and sunglasses, has recently added a line of FIA approved CarbonX flame resistant lined racing boots. These race boots are available in mid or high top design as well as a non-CarbonX lined low top driving shoe.

Northstar's president and owner, John Ruther said " We are extremely pleased to add all three of these top quality product lines. These products fit perfectly with our philosophy of carrying only the highest quality products of any product type. We believe only the highest quality products should be used when racing, due to the inherent dangers of the sport. At Northstar, we are racers, and if we wouldn't use the product we won't sell it." In addition to these new product lines Northstar is a distributor of Arai, Bell, Brey-Krause, Corbeau, Diadora, MQ, OMP, Pagid, Recaro, RedLine, Sparco, Stand 21, and many others.

For additional information regarding Northstar Motorsports, please visit our website: www.northstarmotorsports.com.



Sponsorship Update II - Trailex

by: Steve Rashbaum, Sponsor Coordinator



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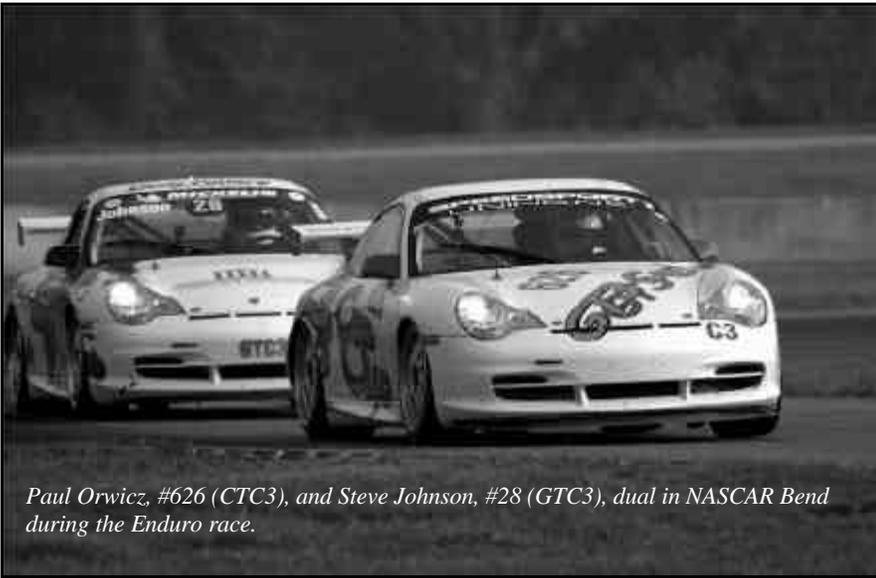
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PCA Spreads the Devotion at VIR

Story by: Patti Mascone, Public Relations Coordinator

Photos by: Ken Hills



Paul Orwicz, #626 (CTC3), and Steve Johnson, #28 (GTC3), dual in NASCAR Bend during the Enduro race.

Bunting, required significant body repair after it slid on oil. This left John Ellis (1995 GT2 Evo) to go head-to head with Bill Chadwick (1979 935K) in the GT1R section of the single sprint offering. Although Chadwick was faster in qualifying, Ellis built an insurmountable lead with his purple-and-white machine when it counted. The fastest qualifier didn't win Class F either, as Lenny Stan (1970 911) came from third on the grid to beat Karl Poeltl (1990 944 S2), who was black-flagged for an off-track excursion that sent him "unfairly" past a car he was lapping.

In the most heavily populated class—GTC3—qualifying times were tight across the board, but Steve Johnson won the race by four seconds over the next closest rival, Paul Orwicz. Along with Chadwick and Ellis, this pair rounded out the overall top four. National president Tom Bobbitt also competed in the GTC3 category, where 2000-04 GT3 Cups hold their stead quite brilliantly. Chesapeake member and Zone 2 representative Manny Alban (1990 911 C2) finished highest of the stock and prepared drivers, taking Class C and finishing 23rd overall.

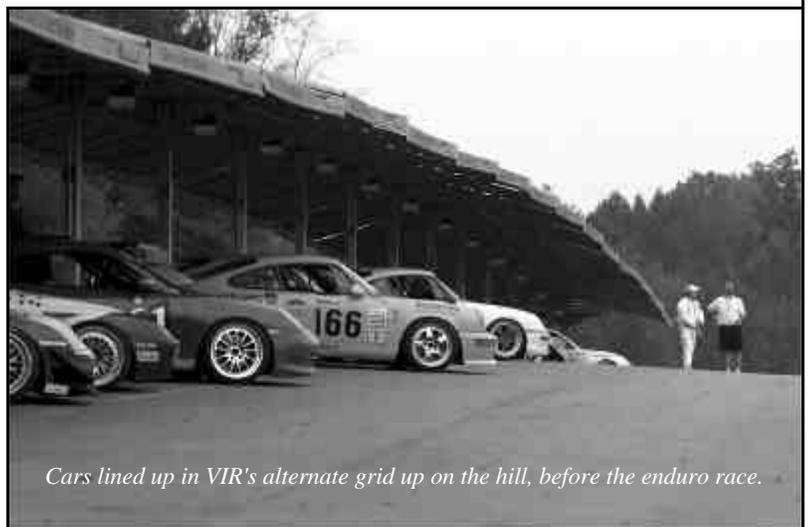
"Early to bed and early to rise" was the order of the weekend, as the First Settlers Region hosted PCA racers at Virginia International Raceway. About 70 drivers showed some serious devotion to racing—by getting up at the crack of dawn and facing continually threatening skies—to squeeze in some track time during the Grand-Am professional weekend, October 1-3. BMW-CCA racing joined PCA to host feature amateur racing times four—and Grand-Am accommodated the non-pros regardless of schedule delays due to fog.

If one only judged longitude and latitude by the amount of rain that falls on events—and the lushness of the green surroundings—VIR would seem to be the Amazon Raceway or something close. In fact, the professional prototype drivers had to deal with airdams clogged by grass clippings whenever any car went off.

The moisture never saturated the pavement nor did it effect PCA outcomes, but the ravenous GT and Cup cars stalked their way through a jungle of traffic, with dust, smoke and tire-rubber "snakes" forming tails behind them. Usually, it's not the fastest cars lapping the slowest that causes trouble; it's those who are a bit closer in lap times who have a trickier time of it. In addition, the magnitude of RV, canopy, trailer and other sideline commotion offered glinting distractions to the weekend warriors as they sped by.

Mike Levitas was busy tending to the Turbo Performance Center (TPC) Grand-Am team—of which, the #38, driven by PCA member Marc

By Sunday gobs of rubber, dirt and oil from the prototype and sportscar action had been laid down on the 17-turn course. The left-hand turning NASCAR bend, which provides popular viewing for spectators idling at the "café," was particularly greasy. Leading a 53-car PCA field, Johnson and Orwicz slid around for 27 enduro laps, where they moved up two overall spots from day one. In this longer outing, Ellis, slotted into third. Corner workers



Cars lined up in VIR's alternate grid up on the hill, before the enduro race.



This was an event where every Porsche model raced together, from the GTC2 of Lawson Wilder, #38, to the I-class 944 of Matt Johnes, #18.

kept their yellow flags furled for the most part, but attrition played a heavy role with 13 cars finishing nine laps back or worse—Poeltl's 944 S2 was one of the casualties. Meanwhile, Charles Price (1991 964 RS) dominated Class D, just as he had in the sprint the day before—and just as onlookers have come to expect.

After the races, the region announced some future POSSIBILITIES for a stand-alone PCA race, which could alleviate the congestion inherent in combining all the classes together. Drivers in the paddock also remarked that intermingled groups of BMWs and Porsches—separated into “small bores” and “big bores”—worked very well together during the testing day that preceded this event.



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2004/2005 Club Racing Calendar

2004 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 20/21	NP Raceway	Mardi Gras	Nick Hingel 504-782-3530 nick@hingelpetro.com
Dec 4/5	Roebing Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net

2005 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Feb 11/12/13	Sebring International Raceway*	Gold/Sun Coast	Nick Hrycaj 941.697.4621 hrycaj@comcast.net
Mar 18/19/20	California Speedway*	San Diego	Vince Knauf 619.287.4334 vvince@aol.com
May 28/29/30	Motorsport Ranch*	Maverick	Lanean Hughes 972.484.3040 lhughes@fmstech.com
Jun 3/4/5	Watkins Glen International*	Zone One	Botho von Bose 800.567.1566 BvonBose@lomltd.com
Jul 16/17	Putnam Park	Ohio Valley	Rich Rosenberg 513.530.9090 RJROL@aol.com
Sep 3/4/5	Road America	Chicago	Susan Shire 847.272.7764 ChiScene@aol.com
Sep 17/18	Pueblo Motorsports Park	Rocky Mtn	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com

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

Photo by Jeff Mitchell



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1989 944 Turbo GT3 Racecar - 1989 Technodyne prepared, widebody, lightweight, big brakes, cockpit adjustable brake bias, Fabcar arms, Kelly Moss camber plates, full spherical bearing suspension, 968 6 speed w/ GT3R LSD, 968 Turbo RS axles, O-ringed head, K27/8, RSR Clutch, Kokeln wing, 367 HP/rear wheel, 2 sets of 10" x 18" & 12" x 18" 3 piece wheels, many more options \$35,000 Trba951@aol.com

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1990 C2 "E" Class Front Runner based on 1990 C2. East Coast Car. Will email a word doc with photos, build details, logbook history, finishing positions and lap times. eric@theruperts.net or 410.458.4850 \$30K FIRM **1974**

911 GT4, \$49,900, 2.8L RSR with Dawes heads, Bilstein coil-overs, 2100#. Very competitive. Jhawtho911@Ameritech.net, 614-309-9645

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1991 C2 Turbo, black , Fully rebuilt engine-1000 miles, new SS headers and exhaust(Kenny McNiel), SS brake lines, new rotors, New Kinesis K19R 18" w/ Hoosier 285 & 245. Kirkey driver seat , OMP cup steering wheel w/ momo adapter, 2- five point harness-new , new seals on trans., New DAS Sports system roll bar- powder coated black, great DE car , car comes with all of stock wheels/tires, seats, steering wheel and air bag. call Scott, 267-880-0350.

1973 911 racecar, PCA H , 1977 2.7L rebuilt motor. All safety equipment, RSR look, 4 sets Fuchs Alloy wheels/tires, 15x7 and 15x8. Strong motor, head by Memphis motor works, rebuilt transmission, new clutch, Halon fire system, cool shirt, front oil cooler. Too many extras to list, over 40k invested, asking 26k. Paul Tellarico, PO Box 1190, Alexandria, LA 71309, 800-256-1050, ptellarico@nbalawfirm.com

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1973 914 2.0 J Class Racecar - Autopower cage, camlock belts, chassis stiffening kit, Koni sport yellow shocks, adjustable rear spring perches, adjustable Weltmeister front sway bar, factory rear bar, headers w/ megaphone, Kirky seat, SS kit, VDO gauges, fiberglass GT Racing front bumper(never installed), extra set of 914 Fuchs wheels. 2 sets of Solex carbs. with intakes and linkages. \$6000. Contact Steve Cleverley for more info: 801.221.1410 or fun914@juno.com

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2000 Porsche GT3R. PCA logbook GTA class racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade, 6 hours on engine, clutch and gearbox. Complete and never damaged car with 3 sets of BBS, plus spare motor with upgraded oil pump for \$100,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

1988 Porsche non-sunroof coupe w/43,000 miles. Partially track prepared w/ Fikse FM 10's w/Michelin Cups, heavier bars, twin Recaros, Sabelts, adjustable Charlie bars. Motor and balance of car totally stock except for "Big Reds. Perfect foundation for stock class car. \$27,500 OBRO Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1995 Porsche Coupe w/61,000 miles. K-B PSS9 suspension, 18" Kinesis (8.5 & 10.0 w/Michelin Cups. 2 sets of extra wheels, twin 5 point harness'. Very clean and well maintained. A good foundation for a stock racer or wonderful street car. \$36,000 OBRO Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1974 Carrera, non-sunroof coupe. Total restoration in '92 (glass out, panels off repaint, stock 2.7 and gearbox rebuilt) with 2,000 miles since completion. White over Metropol blue and perfect throughout. \$25,700 OBRO. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

914 race car 0 time engine 3.4, mass air flow, 240hp at wheels. Semi-tube, full cage, open top, stiffened suspension, arms boxed, A/arms reinforced, weltmeister. Brakes 944 turbo. Bilsteins w/RSR coilovers. rear Konis double adjustable. Tranny 901, Quaife, sheridan fiberglass, new fuel cell, 6-10 inch wheels, one DE on rubber, 2 oil coolers, trailer included. \$32,500. Bill Seymour, 304,267-0537. wseymour@msn.com

1988 944 S2: F car, White/Burg., 1988 Turbo "S" Body with S2 Engine/Trans., Bilstein Turbo Cup Coil Overs, Camber Plates, Fab-Car A-Arms, Sway Bars, Roll Cage, Sparco Seats/Belts, S4 Brakes, Race Ready, Very Nice \$20,000. John Clark 816-356-2639 or clarkcollision@aol.com

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