



PCA's Club Racing Newsletter Volume 01.1
Sponsored by Porsche Cars North America

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Editor's Corner

During the months of November and December, I found myself as the glad recipient of advice and "help" with regard to the *Club Racing News*. I greatly appreciate the comments and materials submitted over the past few months and intend to incorporate much of what I have received in the issues that follow.

In addition, the year has started on a good note with many people submitting articles, photographs, clip-art and other Club Racing related items for use in a future issue. Thanks! Also noteworthy is that many of you have also volunteered to submit articles for

future events or Club Racing topics. I appreciate your willingness to help and will follow up on your declarations of intent.

In the last issue, we had a section dedicated to quotes from rookies and omitted the source of the information. The source was Robert Hahn of Charlotte, North Carolina who competes with his Class E 944 Turbo S. Thanks Robert!

Thanks again for your help and support.

Andy Jones
CRN Editor

Night Enduro

First Ever PCA Club Racing Night Enduro March 3, 2001

On March 3, 2001 at Firebird International Raceway, PCA Club racers will have a unique opportunity to participate in the first ever PCA Club Race Night Enduro. The SAR and AZ regions of PCA will be hosting their first National event, which will consist of sprint races as well as two one hour night enduros March 2-3, 2001. Racers will be afforded an unprecedented amount of track time. Friday will bring multiple twenty minute practice sessions in conjunction with a one-hour night practice session for enduro participants. Saturday will consist of multiple practice sessions, qualifying, practice races, sprint races and the first ever night enduro race. An awards ceremony and social will follow late Saturday night at the track.

In addition to club racing, racers will also have the opportunity to stay Sunday and run on a second track, the Firebird East test track, in an open track and drivers education event. The Firebird East test track is a 1.1 mile road course that is primarily used by CART and Trans-Am teams for winter testing. It is a safe and challenging circuit with generous runoff areas. So make plans to join us in the valley of the sun at the Tweeks PCA Club Race in the desert, March 2-3, 2001.

Tweeks PCA Club Race in the Desert

Presented by the Arizona and Southern Arizona Regions of PCA at
Firebird International Raceway in Phoenix Arizona
March 2-3, 2001

For more information please check out our web page at www.pca.org/saz or call Dan Webb at 480-984-3443 until 10 pm MST. See ad on Page 9.





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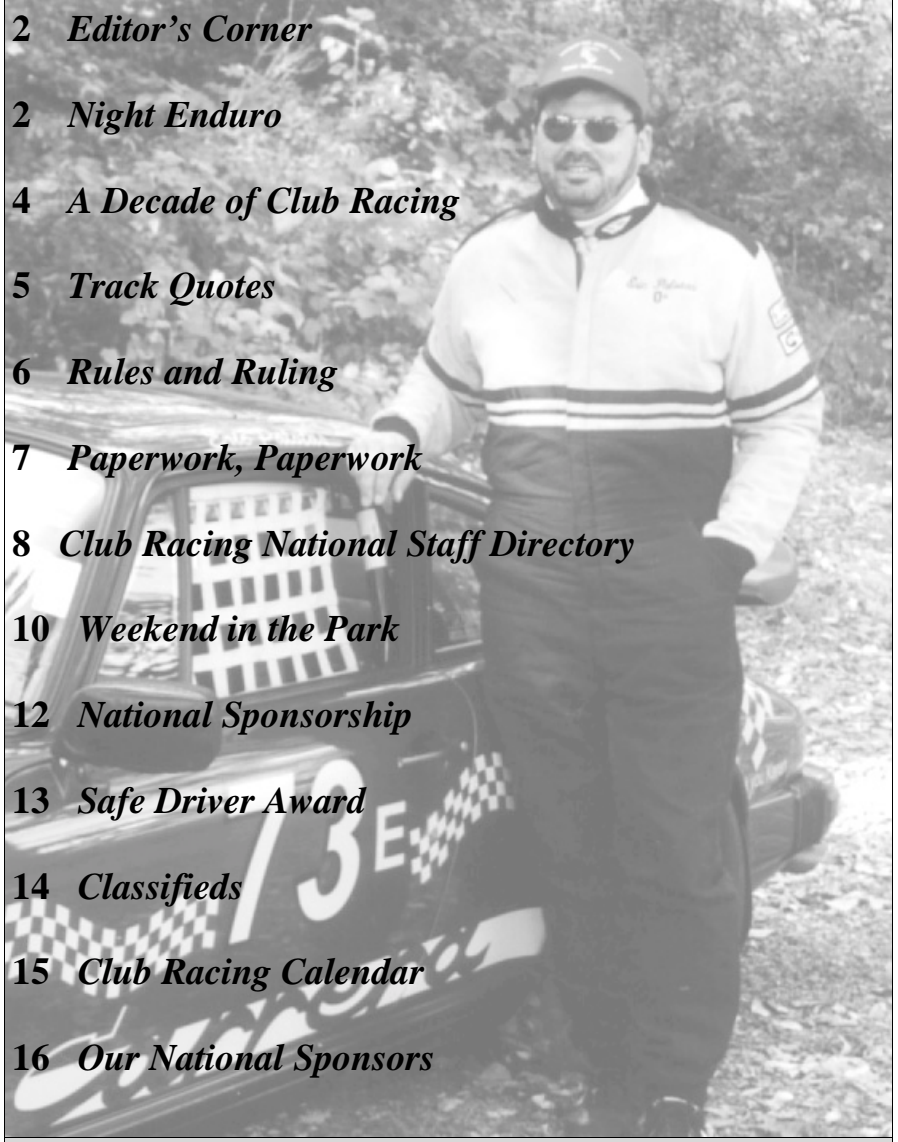
Porsche Club of America



Volume 01.1 **January/February 2001**

Inside

- 2 *Editor's Corner*
- 2 *Night Enduro*
- 4 *A Decade of Club Racing*
- 5 *Track Quotes*
- 6 *Rules and Ruling*
- 7 *Paperwork, Paperwork*
- 8 *Club Racing National Staff Directory*
- 10 *Weekend in the Park*
- 12 *National Sponsorship*
- 13 *Safe Driver Award*
- 14 *Classifieds*
- 15 *Club Racing Calendar*
- 16 *Our National Sponsors*



Come Visit Our Web Site:

<http://www.pca.org/pca/clubracing/index.htm>

On the Cover:

*Bob Mazy of the Schattenbaum Region poses with his 911 at Summit Point.
Photo by Stephen Schrobo.*

Deadline

The deadline for the next issue is:
February 15th

A Decade of Club Racing

by: John Crosby, Chairman PCA Club Racing



Just in case you have not been counting, 2001 will mark the 10th year of PCA Club Racing. My first awareness of the Club Racing program came in 1991 at the PCA Winter Board Meeting in New Orleans, where I had the good fortune to meet an energetic, enthusiastic gentleman by the name of Alan Friedman. Alan was seeking PCA board approval for a concept that was to develop into the present day Porsche Club Racing Program. The concept was intriguing to me and at that point there was little doubt in my mind that I would want to become a part of it. Alan continued his tireless efforts and in 1992 the program was launched with four races. I did not get into the act until 1994, but sure enough there was Alan at my rookie orientation meeting. Although my own prior competition driving experience included more than ten years of time trials and autocross, after having a go at wheel to wheel racing, I was quickly hooked. In 1996 I once again encountered Alan as the steward of the race in Memphis. Having no concept of the scope of resources and manpower required to stage a club race, I approached Alan with my sincere offer: "I realize that these club races take some volunteers and effort to conduct, so if there is help that is needed in some capacity, please let me know." At that point I had no idea how those words would ultimately affect my life. A month or so later Alan called with the request that I serve as a scrutineer; I eagerly accepted.

While working as a scrutineer for a couple years I had more good fortune to occasionally be paired with Monte Smith. We developed a good working relationship and in 1997 when Alan turned over the reigns to Monte, my duties were expanded upon. I worked closely with the AMB timing system when it was implemented in 1999, helping to develop procedures for its use. In that same time frame Monte invited

me to become a steward. My working relationship and friendship with Monte further developed over the past year as I was called upon to also handle many of the Club Racing Program's administrative operations. There is no question in my mind that having served in these varying capacities has given me tremendous insight into this multi-faceted program. As one racer put it after learning of my appointment, "You have certainly worked your way up through the ranks." Being selected by the PCA Executive Council as the Chairman of the Club Racing Program is indeed an honor for me and I am looking forward to meeting the challenge with the same energy and enthusiasm that I have observed Alan and Monte bring to the job.

I now readily identify with the rookie NFL head coach who undertakes the position in the wake of his predecessors having won back-to-back Super Bowls. Of course, my simile refers to the concurrent successes of Alan in giving life to his concept and then managing its explosive growth for six years, and Monte by implementing innovative procedural improvements necessitated by tremendous expansion. The program has enjoyed obvious success largely due to the efforts of these two gentlemen and I can only hope that I learned my lessons well. The new "Coach" must arrive focused upon the guiding principles of PCA Club Racing Program: fun, safe racing for our club members, the strict and objective enforcement of the 13/13 rule, placing emphasis on participation, and having sound reasons for any deviations to what has been a phenomenal program. I'll do my best to make it a "three-peat."

As my involvement in PCA Club Racing has increased, so has my complete amazement in regard to the amount of volunteer effort required to stage 28 club races annually. The dedication and enthusiasm of the regional event organizers, the national personnel, as well as that of the racers, is truly remarkable. In my role as chairman, one of my primary objectives will be to maximize the efficiency of these untold numbers of volunteer man-hours. Monte laid the groundwork for this initiative through the implementation of computerized licensing database, the procurement of the AMB timing system, and the persuasion of the PCA Executive Council to hire Susan Shire, our full time Club Racing Program Coordinator. We have the systems in place, and now we must endeavor to obtain maximum benefit by further streamlining and simplifying the race registration process for the event organizers as well as the racers.

The members of the Program's Advisory Committee, appointed annually by the Club Racing Chairman, come from a cross-section of the Program and include Jim Coshow, Manny Alban, Donna Amico, Dick Lane, Alan Freidman, and

Paul Margaritis. The committee acts as the Chairman's sounding board throughout the year and at its annual meeting reviews and recommends procedural changes. At this year's meeting in November several rule and procedures changes were adopted. All racers should carefully review the rules changes in the 2001 Rule Book, which is already posted on the Club Racing website and a hard copy will be mailed to each racer upon renewal of his or her license. Monte covered the technical items in the previous issue of the CRN; however, there are some additional procedural changes for 2001, the highlights of which are as follows:

Post-Incident Medical Observation - It will be the responsibility of any driver involved in an incident to report to the track EMT's for a brief observation period. The observation could be for only a few minutes, or considerably longer depending on the severity of the incident and the observations of the medical staff. The procedure will be (assuming that there is no obvious medical emergency) for the driver to get signed off by medical personnel after seeing the scrutineer and before reporting to the steward. There will be a place on the incident report form for this purpose. This procedure has been adopted as per the recommendation of PCA Club Racing Medical Committee. There was considerable discussion in regard to what level of damage or what type of incident would require a driver to go in for observation. Determining objective criteria based on the type of incident or level of damage proved unduly burdensome. As a result, it was decided that all drivers involved in an incident would report to medical, regardless of the damage level, even though this may result in some inconvenience.

Ninety-plus (90+) Minute Enduros - Procedures have been adopted to provide for enduros of possibly two hours or longer. It is, of course, up to a region to propose such a race and address the additional staffing and scheduling requirements. Longer enduros could be held on "enduro only" weekends if so desired by the region.

Corner Worker Coordinator - This new Club Racing national position was formally adopted for a two-fold purpose. First, to develop guidelines for the number of corner workers at each race venue. The guidelines will be specific to the needs of both safe, conservative race management, and the Club Racing 13/13 rule and general philosophy requirements. Second, the coordinator is to design and implement a program for PCA Club Racing to build its own corner worker program. Such a program would have substantial collateral benefits for Drivers Education. It will also strengthen PCA's position in the future in relation to other organizations that will be competing for track dates and locations.

Club Racing Historian - This new Club Racing national position was established to maintain the historical records and archives of Club Racing.

In closing, please be assured that I will always be available to listen to and evaluate input from fellow Club racers. The best way to contact me is through e-mail. That's it for now, except to say that I'm looking forward to a great year in PCA Club Racing!

John

Track Quotes

by: Stephen M. Schrobo, Potomac Region

The following 2 questions were asked of Porsche participants at the October 8th and 9th Club Race at Summit Point Raceway conducted by the Potomac Region.

Question #1: What is your opinion about PCA Club Racing?

Question #2: What one change would you recommend?

Here are some responses...



Fred Smartt
Potomac Region

#1: I really enjoy the competition; it is lots of fun. Great overall organization. I have a concern that the majority of cars have a capability that outstrip their driver's skills.

#2: I recommend that the requirements for a race license be changed; increase the number of years that a driver has participate in driver's education events. Currently, a "Blue" group driver could be granted a race license; that's not enough experience or skill level.

Jeff Chervenak
Connecticut Valley Region

#1: I like the whole experience; the preparing the car, the traveling to the various races and the camaraderie. Everyone is friendly and I find the race weekend lots of fun. On a multiple event weekend, say between a SCCA event and a Porsche Club Race event, there is no question that I would go to the Club Race event.



#2: I wish they had a National Club Race Web page. This page would allow a racer to see a list of driver's signed up for a Club Race and any waiting list. Also, would love to be able to register on line for club races.

Continued on Page 11...

Rules and Ruling

by: Tom Charlesworth, Technical and Rules Chair

One of the great honors of working with PCA Club Racing is not only being a part of the great racing but also being with each and every driver and helping make the series better. In the series conception, Alan Friedman wanted us to work for, not against, the drivers. Monte Smith, not only agreed, but kept this concept alive and made sure that each racer always knew that this is a series of not just a club, but a great group of people, that loved to race.

My congratulations go to the new leader of the helm, John Crosby. I have worked with him and his lovely wife, Cathy, for many years and know that John will keep not only the theme of Club Racing in hand but will make it even better. Lets have a little FUN.

One of the tough parts of the job I have in Club Racing is intermitting the rules, (sounds like I live in Florida instead of Oklahoma). Instead I try to make sure all of the drivers are treated fairly. No one and no car may have an unfair advantage. The new timing and scoring system has been one of my best friends. It tells me more than you drivers can imagine. Unfortunately, we now have a rule interpretation that has been brought to my attention that must be perused.

That rule involves the slotted upper camber plates in the 944 group cars. We allowed slotted upper camber plates on 944s because the car had more than enough adjustment to get all of the negative camber you could ever use on a racetrack with the wheel sizes we allowed for stock classes. This would allow the ease of adjustment that the 911s had at the shock tower. Sound fair?

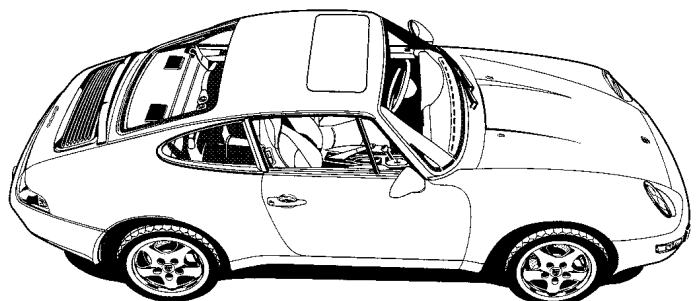
This year we found 911 owners raising their spindles on the front shocks. With the rule, "shocks are free", it was their opinion that anything could be changed on the shock. This came into the interpretation of the rule of what is a shock and what was machining and changing the suspension. Changing the geometry of the suspension is illegal for stock classes. Altering an included shock angle by machining gave not only a bump steer advantage but also an arch of travel for the tire to keep better contact with the track. This allows the car to run lower to the ground and improves its handling capabilities. Anyone caught with raised spindles will be considered in violation of the rules which can be is punishable under the 13/13 rule.

Now comes the interpretation of the 944 camber plate rule. In the rule, slotting is allowed only in prepared and GT classes. It was brought to my attention that if the spindle is separate from the shock, as in the case of the 911 mentioned above, it would follow that the upper strut mount is also separate from the shock and not considered free. The suspension rules in the stock classes are very clear in not allowing the alteration suspension geometry or the location of pick up points. The bushing material is free however, such as use of spherical bearings. With adjustable camber plates, shocks could be machined to any angle. Running the slotted plates also allows for the shock angle to be adjusted while still

maintaining optimum negative camber. The adjustable camber plates give, what was originally intended to allow only the ease of adjustment to the 944's, an advantage over the 911's.

Instead of making a rule that requires every one to change the camber plates we are simply asking that stock class cars that have the adjustable plates, have them blocked, welded or pinned in the center position. This keeps the included shock angle STOCK. Pinning or blocking may be designed to be removable in order to allow for the ease of camber adjustment back to street settings. While on the racetrack however, the shocks must be centered and the pins in place.

Unfortunately, the staff of club racing cannot see into the future and we have to change an interpretation that we have held for sometime. Our intentions are always to give each and every racer a same fair playing field. Racers never cease to amaze me and at times, can make my job really tough.



Paperwork, Paperwork

by: Donna Amico, Chief National Scrutineer

As I write this, we've just recently gotten our PCA Club Racing license renewal application packages. In that package are two forms that are important to the long term safety and continual improvement of Club Racing: the 2001 PCA Club Racing Vehicle Compliance Form, and the Technical and Safety Annual Inspection. Do yourself and the scrutineer at your next race a favor, and spend some time this winter carefully going over your car, fixing any problems, and filling out these forms, even if you don't plan to do a race until summer. Then, make a copy of both forms and put both the original and a copy in your logbook. Do this now, and you should sail right through your first club race tech this year, no matter when that occurs.

Particularly important to Club Racing is the Vehicle Compliance Form. Given enough time and enough race data, this form can ultimately go a long way toward improving the fairness and competitiveness of our race classes, and it deserves your careful attention. My hat is eternally off to the founders of PCA Club Racing, who faced blank sheets of paper and wrote a rulebook. They did an admirable job with the knowledge they had, and as problems or inequities have surfaced, the rules have been revised. Over time, actual race results can determine which cars are truly competitive with each other, and which modifications may be fair or confer an unfair advantage.

Last year, a concerted effort began to use the Vehicle Compliance Forms to support a formal statistical analysis of results from each race. It should be possible to detect patterns for which cars win particular classes, and whether "prepared" modifications confer too much or not enough of an advantage. Since the biggest "variable" in this analysis is the driver's skill, it will take time to accumulate sufficient data for valid conclusions. However, an era has begun in which data will be available to support future rulemaking, so we can make the program better.

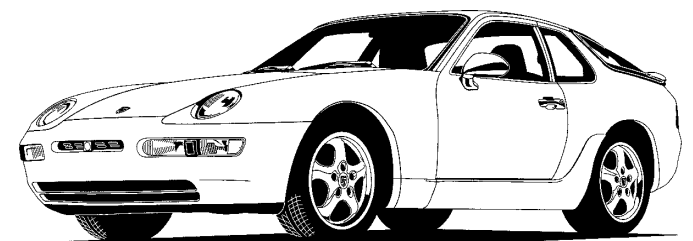
There has been some confusion about how to fill out the Vehicle Compliance Form. If you are racing a stock car in its assigned class, and have not needed to replace the original engine and transmission, the left side of the form is easy. You do not need to fill in each of the individual elements under "Engine" and "Transmission", but can just write "Stock" for those items (no, you don't have to drop the tranny to find the serial number!). The chassis "serial number" is the VIN, and the "Porsche Production number" doesn't apply – that number applies to factory race cars.

A little more information is needed for cars that are stock, but have been updated or backdated to a different model from the original chassis. In this case, please make it clear what model and year you have changed to, and provide enough information about the engine and transmission to verify that these are appropriate for your conversion. If you are running a stock car as "prepared," then be sure to list the "prepared" modifications on the back of the form, and make sure the original form *and* the copy both have this list.

Now, if you are racing a GT car, yes, we really do

want to know all of the engine and transmission details. At one race last year, I questioned a racer's engine and got an incredulous reply of "I've got 10 engines back in the shop, how do I know which one I put in?" Please, it is your responsibility to know what you are racing! Furthermore, if you put in a different engine for the next race, then please bring with you a new Vehicle Compliance form that contains the correct information for the car as it is configured for that weekend. Any time you make a change to the car or the safety equipment, bring a new form with the updated information to your next Club Race.

Now that we've got the paperwork straightened out, I wish all of you good racing in 2001.



2001 Club Racing National Staff and Email Directory

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This information will also be available on the Club Racing web site at PCA.org

AMB TRANX 260 TRANSPONDER ORDER FORM

RACER'S NAME _____

SHIP TO NAME (If Different) _____

SHIPPING ADDRESS _____

_____ PHONE _____

PCA CLUB RACING LICENSE NUMBER _____

I ALREADY HAVE AN AMB TRANX 260 AND THE NUMBER IS: _____

AMB TRANX 260	\$306.00 Retail	\$275.00
TOTAL NUMBER ORDERED		=====
AMOUNT OF CHECK MADE TO AMB		\$

SEND ORDER WITH CHECK PAYABLE TO **AMB** TO:

Susan Shire
9507 Central Park
Evanston, IL 60203

ALLOW FOUR (4) WEEKS FOR DELIVERY

Ⓞ TRANSPONDER MUST BE MOUNTED INSIDE OF LEFT FRONT WHEEL WELL.

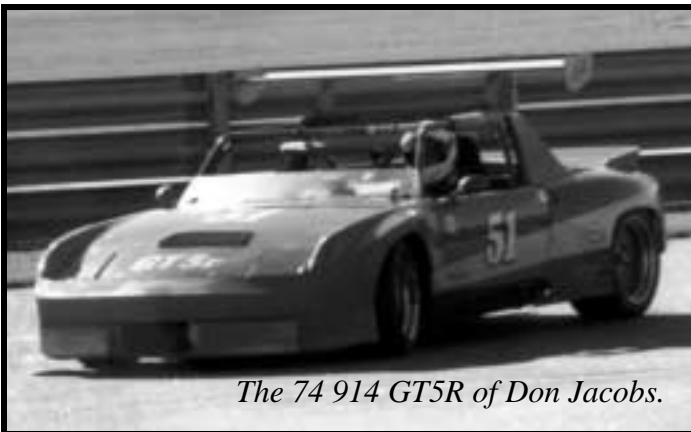
Turn One, Lap One...



his crew of seasoned volunteers scheduled practice and a Club Racing school for Friday of event weekend, with Saturday set aside for the sprint races and Sunday reserved for the enduros. This format was again efficient in accommodating all classes in a minimum number of race groups.

With the large number of entries some of those groups were, shall we say, crowded, but by and large competitors behaved themselves and everyone in every group had plenty of fellow drivers to race with. There were a couple of the seemingly inevitable whirling dervishes at the infamous lap one, turn one bottleneck during some races, but nothing that would make the ESPN highlight reel.

Returning PCA Racers who had traveled to CMP in 1999 were quick to notice the improvements made over the past year. Chief among them were the paved entrance road to the facility (which replaced last year's gravel), and permanent rest room facilities in the center of the paddock, complete with showers. What remained unchanged was the challenging nature of the circuit itself.



The 74 914 GT5R of Don Jacobs.

"It's an impressive facility. They truly did a great job of building this race track. A racer laid this thing out because it's a really smart track." -Ricky Rudd, five-time NASCAR Winston Cup road race winner.

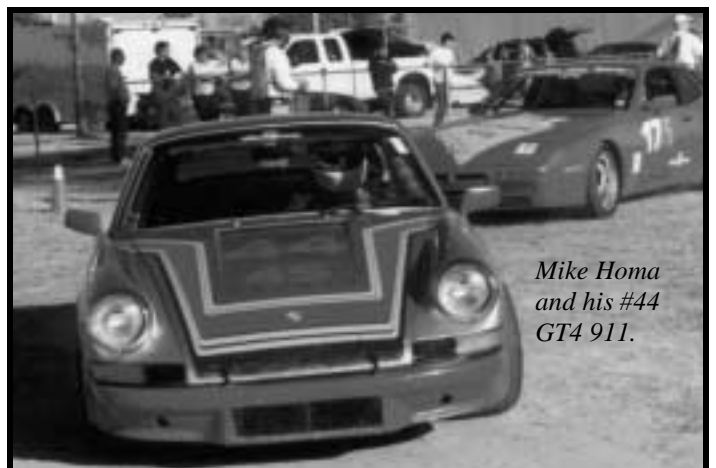
Carolina Motorsports Park, a 2.3 mile, 14 turn road course that has only been in existence since July, 1999, has already hosted two hugely successful PCA Club Races. The most recent event, the club's 2000 season finale, was held in mid November with a staggering 185 entries taking part in sprint and endurance competition.

Drivers and crews from as far away as Minnesota and Arizona flocked to the circuit 15 miles north of Camden, South Carolina, to enjoy three days of spirited and safe racing under picture perfect skies. Well, picture perfect for the races. The initial practice sessions did prove a bit damp.

Repeating the format proven successful during 1999's inaugural Club Race at CMP, Race Chairman Dick Lane and

Carolina Motorsports Park has two distinct halves, each with its own character. One half consists of ninety-degree and sharper turns, most of constant radius, laid out on a billiard table smooth landscape where sight lines are as wide as one's peripheral vision. These are the turns typical of most modern road racing facilities. They're safe, sanitary, and straightforward. The other half of the circuit replicates the style of older European courses where the roadway may have actually once been a public highway. Here there are greater than ninety-degree sweepers which follow the natural terrain, including significant elevation changes, with a least one corner that has an over-the-brow blind apex which must be committed to before you can see it.

The two corners which define the boundaries between CMP's split personality are good examples of the diversity in this track's layout. The first is a 90 degree left-hander which

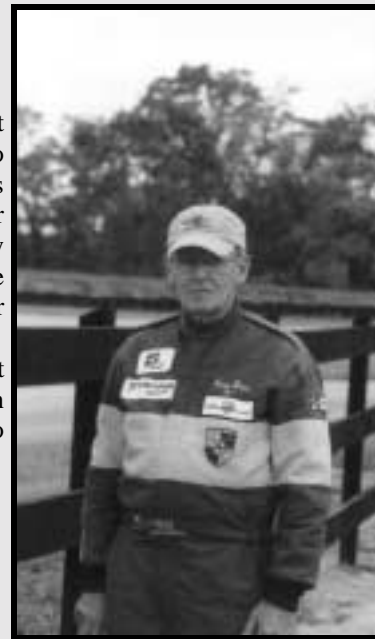


Mike Homa and his #44 GT4 911.

Track Quotes (cont. from page 5)

Gary Hess Potomac Region

#1: Club racing is great because it allows us to live a fantasy. Gary likes the competition over driver's ed events. Really likes the 13/13 rule because it is a major deterrent to carelessness.
#2: There used to be a lot of car class cheating in racing but it seems to be becoming less and less.



John Craft Potomac Region

#1: These club races are an opportunity for entry level drivers to get into racing on a reasonable budget. These events are well organized and the 13/13 rule is a good governing rule.
#2: I would recommend that drivers transitioning from driver's ed to club racing be better prepared by their local region.



Betty Church Potomac Region

#1: Overall, she enjoys the competition but instead of the racing being "grass roots" it is becoming more of a money issue. She also feels that the reason more people are participating in Porsche Club racing as opposed to SCCA events is the 13/13 rule. This rule limits and controls the racing events making them cleaner and safer.
#2: There needs to be a better definition of stock classes. Too many people try to be creative in their car race preparations, some of which isn't caught by the scrutineer. The competition should be in the skills of the driver instead of how much money was spent.



follows the 1,600-foot start/finish straight. This late apex corner provides an exceptional late-brake passing opportunity during races. During starts it provides an exceptional opportunity to get crowded off the road.

At the other end of the spectrum is the very high-speed, and aptly named, Kink. This less than 45 degree right-hand sweeper is the type of corner that gives meaning to the term "confidence lift." A ten-tenths run through the Kink can be electrifying. A fouled up entry or missed apex at anything approaching racing speed will guarantee a visit to the sand traps.



In combination, the two halves of CMP make for a fast and interesting track, in a near-perfect setting for a PCA Club Race. Just ask any of the drivers, crews, workers or spectators who have been on hand for the last two events. They all had a blast.

Sponsorship

by: Steve Rashbaum, National Sponsor Coordinator

As this is my first article for CRN, I thought I would take the opportunity to introduce myself and tell everyone a bit about my view of the National Sponsorship Program.

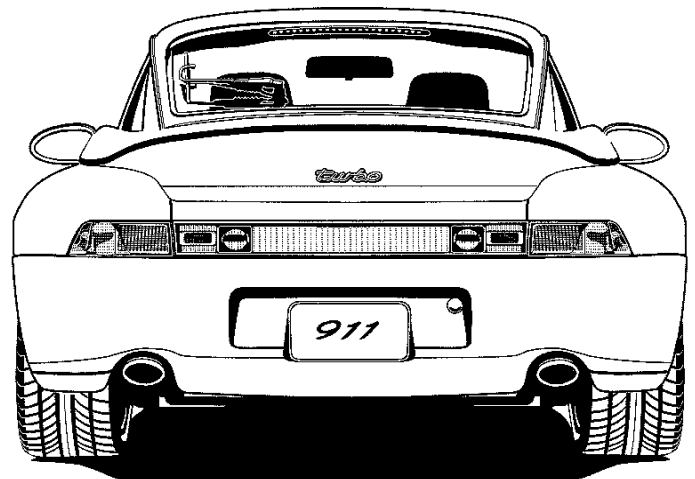
For the past three years, I have been the sponsorship coordinator for the Chicago Region's Road America Club Race. As such, I was responsible for finding sponsors for our event and insuring that they were treated as the VIPs they were. I was just beginning to race and knew of our National Sponsors but did not know what part they played in my life and felt they were an intrusion on my turf. As I learned that our event had some responsibilities to these sponsors, I complied with the requirements but made no particular effort on the sponsors' behalf.

As I gained more experience in the Club Race program and gained more experience as the local sponsorship coordinator, I learned more about the sponsors and worked with our race committee to make them feel more at home. These sponsors are ardent supporters of the National Club Race Program and were often racers themselves. I learned that most of them had web sites that contained valuable information for me and sold products that I needed in order to race. I found myself calling for free advice and counsel and discovered that the voice at the other end of the phone line was both friendly and helpful – even when I didn't purchase a product from them. It was a wonderful experience. When they were at races, I went over to say hello and introduce myself – they were friendly again and willing to give advice even when they were waiting to go out on the track (not very polite on my part).

At subsequent Chicago Region Club Races, we decided to make more overtures to our National Sponsors. If any sponsor was at Road America to participate, we found them and said hello. We thanked them for their support and asked if there was anything that we could do to make their participation more pleasant (we could not help with good lap times but were asked often to do so). We introduced them at the awards ceremony and asked those who provided awards to present them. It seemed to us that we made a good connection with these sponsors and made their support of the program more meaningful for everyone. But, beyond the pleasure of making new friends...what relevance do the National Sponsors have to me?

Club Racing is a self-supported program within PCA. The funds come from both sponsors and racers. The national portion of the program supports itself with licensing fees and sponsor fees from the National Sponsors. For instance, the travel expenses of the national stewards and scrutineers (who volunteer their time at the races) are funded by the Club Race program. Even such mundane items as printing the rule-books and running off mailing labels for mailings to license holders are funded by the Club Race program itself. Without support from our National Sponsors, license fees for individual racers would more than double. In reality, without support from these firms, we would not have the race program that we do.

So as you enjoy the 2001 race season, please keep our sponsors in mind. They are an integral part of our program. They support it financially and support the philosophy of the program. They could easily decide to support other race series. Please visit their web sites (see links to their sites on the Club Race page of the PCA web site). Please do business with them when you can. Tell them that you know of them via their sponsorship of our program. If you see them at races, say hello and thank them. They are a valuable resource. They make our program possible.



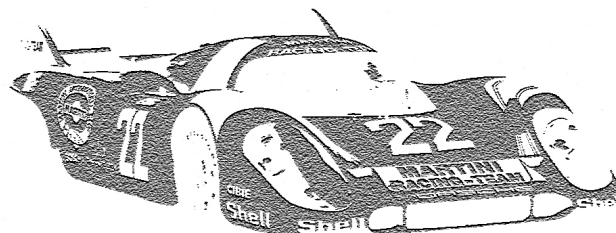
2000 Safe Driver Award

by: John Ruther, Northstar Motorsports

Northstar Motorsports and Sparco are again proud to sponsor the PCA Club Racing Annual Safe Racers Award. This award is presented to those racers who compete in at least five club races without incident during the year. This year we have 182 racers who have qualified for this award, compared to 156 last year and 76 in 1998.

Each racer who qualifies for this award will receive a Certificate of Achievement, a patch for their drivers suit, a coupon good for a 20% discount on any single purchase of Sparco safety equipment purchased from Northstar Motorsports, and Sparco's new Competition Catalog.

Qualifying racers can expect to receive their award packets by the end of January 2001.



Congratulations to:

Craig Ackerman	Justin Draper	Steve Junken	Steven Olsen	Francis Trombly
Jeffrey Adams	James Edmundson	Claudio Kaempff	Dave Parker	Michael Trombly
Manny Alban	Steven Elias	Robert Kakascik	J. Bradford Parker	Brooke Van Horn
Keith Alexander	Michael Erath	William Kleinman	Keith Parsons	Bob Varela
Randall Alexander	Michael Feltus	Gary Knoblauch	George Patterson	Donald Velcio
Julian Allen	Ernest Fink	Rick Koehler	Bob Polich	Robert Viau, Jr.
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Chris Cervelli	Donald Jacobs	Joe McGlohen	Ronald Smith	
Brian Charters	Lee Jacobsohn	Thomas McGlynn	Simon Sobrero	
James Cherry	Marc James	Lisa Merzon	Chris Souliotis	
Betty Church	Wal Jarvis	William Miller	Glen Spiegler	
Steve Cleverly	J. Robert Johnson	Ed Montgomery	David Standridge	
David Coleman	Leif Johnson	Christopher Musanta	Sandy Steckman	
Jim Coshow	Rew Johnson	Gordon Nagle	Richard Steppel	
John Crosby	Rod Johnson	Joseph Nagle	Richard Steranka	
Edward Cullen	Ian Jones	James Newton	Steve Stomski	
Ned Cullen	Robert Jones	Donald Ochs	John Sullivan	
Bobby Dahlstrom	Seth Joseph	Martin Okun	Richard Tanler	

Classifieds

1995 993 Carrera RS Clubsport #WPOZZ99ZSS390140, rare euro 993 Supercup based street car from Germany. Factory Matter cage, Recaro racing seats w/5pts, Cup suspension, 18" Speedline Cup wheels, 3.8L, Cup wing, Ruf headers & exhaust, big red brakes, ABS, Sparco fire, +more. 4 in US. Dominate PCA Club racing class C. Potentially street legal. Guards red, mint, \$90,000/offer. Scott Morrison, 107 Stocks Dr., Delafield, WI 53018. smorrison@netstream.net, 262-798-0600.

914-4 GT5/Vintage "Hari Matsuda 914" many PCA/Vintage wins, pro developed by David Finch (1hour engine/trans Ready to Race \$9,500 Photos and Specs at <http://members.rennlist.com/911sale/> Call 901-409-1135 or dharber@cresa.com

1979 SC "Euro" F Class green, always top three, 1:41's @ Atlanta, meticulously maintained, fresh engine/trans every leg mod, many custom one-of-a-kind, Photos and Specs at <http://members.rennlist.com/911sale/> Call 901-409-1135 or dharber@cresa.com

1976 911 GT4 Race Car: 935 widebody slantnose: 2075lbs. 2.7, 240hp engine by Rennsport Systems. Ported / flowed. Twinplug, 11.5:1 JE pistons, Pauter Rods, PMO Carbs, GE60 cams, dual electromagnetic HPV1 ignition, Aeroquip plumbing, full cage with nascar side protection, RSR Coilovers / Springs, Weltmeister swaybars, 10" & 11.5" Kinesis wheels, Fresh Kumbo rubber, 928/930 brake upgrade, fiberglass; hood, bumpers, tail. Lexan windows, \$30,000 Doug Coup 847-426-8093

1989 944 Turbo S street/race, light metallic gold/blk, 74000 mi, roll bar, brey krause strut brace, seat brace and fire extinguisher mount, Sparco Racing seat with Simpson 5 point harnesses, Fabcar A arms, Koni coil overs, two sets of 16" Club Sport forged wheels with new track tires, excellent condition, never raced. \$23,000, OBO. 716/662-2798. BudMacey@aol.com

GT4 Race Car: 2000 lbs, 914-6, 280+ HP, Quaife, full fiberglass & carbon fiber body, fresh paint (yellow/red), 2 sets Fikses, full cage, fuel cell, fire system. One of the best prepared 914's in USA. Over \$120,000 invested. Asking \$48,000. Barry (603) 622-5450 (NH) or email: Barry@LBPA.com

1975 914 2.0. Completely rust-free, sunflower yellow. Many spare parts and wheels. Outstanding condition. \$6000. Barry (603)622-5450 (NH) or email Barry@LBPA.com

1994 Ford F-350 XLT Crew Cab Dually, 93K miles, black/silver, 460 V-8, auto, air, LSD, tow package, ARE cap, bedliner, Sony CD changer, asking \$16,500, call Ken @ (540) 929-4189

1969 911S Ossi blue with black leatherette. 64,000 miles and only three owners from new. Full service history. Complete bare metal repaint in 1999, Tran rebuild in 2000. \$15K just on body job. This is an excellent street car. \$20,000.00 US. Ian John. 905-659-3132 email ianjohn@sympatico.ca Car near Toronto.

Open Trailer, custom built for 944, dual axle, aluminum ramps (very light), electric brakes, removable tire rack and drivers side fender. 3 years old. \$2,200.00 US Ian John 905-659-3132 email ianjohn@sympatico.ca Trailer near Toronto.

1998 993 C4S Blk/Blk supple lea. pwr seats. 17k mi. Excellent cond. all original, loaded, Aero Kit wide body. Same body as Twin Turbo S. Big reds, 18" new 02s. Rare car, one of last 50 993s made. \$80,000. Jim Cherry, 501 3626761, Flyer@anc.net Ark.

1981 930 chassis slantnose with boxed rockers and rear brake vents. Nice steel conversion. Track suspension - large T bars and S bars, poly bushings, rear adjustable height, Bilsteins and 930 brakes. Straight clean low mile chassis. Missing engine, transaxle, interior, rear wing, rims. Good wine red metallic paint. \$15,000 Jeff Burger 24 Vervalden Drive, Poughkeepsie, NY 12603914-454-2128 or 845-454-2128 jburger657@aol.com

93 RS America for sale 22k miles b and b exhaust, racer group suspension, cage seat 5 pt harness suede wheel lexan window, racing gears much more new white paint after recent shunt. ready to win!! Chris Souliotis 250 727-7417

1987 924S Racecar, black. Exceptional Winning Record PCA Class I. Spt.-Welded Cage, Transponder, Camber plates, Adj. Ride, Front Air, Koni, 300# Springs, Turbo sway bars, Lowered, Strut Brace, Short Shift. Low hours on new engine & clutch. Baffled oilpan. Slotted front rotors. Pagid Pads. Kirkey Seat & Brace. 5pt. Harnesses. 2 Sets 7x15 w/Toyo RA-1.. Cold AC. Incl. extra rebuilt head and transmission. Outstanding. \$12,000 OBO. Email pictures avail. Dale 281/583-1994.

1979 911 Turbo # 9309700081. 2400 lbs., RUF B cams & oil-cooler, K-29, driver-adj. idle, Garrett intercooler, crank-fired, MW fueler + euro inj., adj. boost, wing, 9, 10, & 11x17s, nylon bushes, camber meister, 20mm droplink sway, 23mm t-bars front; 30mm rear t-bars & 22mm adj.sway, skirts, boxed-rockers, 85% LSD, spare trans, new CVs, 8:39 gear, Sachs clutch. Street-legal GT1S or prepared D. \$33,000 248-332-2003

1995 993 RSR: Fresh car (less than 10 hours). Eligible for PCA, Speedvision GT, Grand-Am. RSR body work, Custom roll cage w/ triple nascar style door beams, AFFF fire system, 3.8RSR spec engine w/ TMW throttles & DTA programable injection. Close ratio transmission w/improved limited slip, 27 gallon fuel cell w/ dry break, JRZ triple adjustable shocks, Fikse wheels, twin turbo brakes, ABS switch, Recaro seat, removable steering wheel. Car can be seen at www.autometricmotorsports.com. Detailed information available. \$99,000 obo. Contact Gordon Friedman at (843) 763-7356, (843) 697-9911 or gordonf@awod.com

1979 911SC Race Car - G Class, fresh 3ltr. & trans, Autopower cage, halon fire system, Cobra seats, Weltmeister adj. bars frnt & rear, new torsion bars, 5 point harnesses, Koni adj. shocks, bump steer, turbo rods, strutbrace, 16x7x8 Fuchs, New tires, Kevalar clutch, headers & more! Podium finisher 2years in a row. \$25000+ invested. \$15000, Scott or Al, 402.488.2074

'89 944 Turbo S race car, all performance and safety modifications

made by factory trained mechanic, fresh engine and head, coil overs, on forge line wheels, adjustable camber plates, weltmeister bars, fresh limited slip, kiss oil cooler, cage, and much more. \$20,000. Trailer available. Holds track record at Memphis in E. Joe Azzarello, jazzarel@aol.com 504 464 6134 off 504 885 3101.

1986 944 Turbo - E Production Race Car. Street Legal. Pro built to 1990 Turbo S specifications, big brakes, S. Turbo charger, PowerHaus built O-Ringed head, Full cage, Sparco seats, Full Turbo Cup suspension, Koni adjustable shocks, 8" & 9" Fuchs, 2nd set of Dials with ZR4 rains, best of everything. Very competitive, 5 PCA races with log book. Fast and ready to race. \$19,000, Jack Kletzel 702-658-9908 jackk@comcr.com

The famous Champion Porsche GT2 single turbo is for sale. Own a piece of history. This car has the best of everything that Porsche Motorsports has to offer. Porsche Motorsport / Andial prepared "962 type" 3.6ltr turbo (700+ bhp) with individual throttle bodies, up right carbon fiber fan, custom slip headers, 6spd GT2 gearbox with adjustable limited slip, The car has less than 6 test hours since complete rebuild from Porsche Motorsports and Andial. This car has been updated with GT2 EVO equipment as well as some proprietary equipment from Mike Colucci Racing and Champion Porsche Motorsports. The car has complete carbon fiber kevlar 993 widebody panels (two sets, one extra wide body), stacked dash, in car programmable EFI engine management system with 16 programmable settings including adjustable boost, adjustable front and rear camber boxes with ride height adjustments, in car fuel mixture control, cockpit adjustable sway bars, dual front oil coolers, transmission cooler, ABS with 15" front cross drilled rotors and 13.75" rear cross drilled rotors, GT2 calipers, gas shocks, center locks, 8 sets of BBS wheels, carbon fiber fuel cell, air jacks, removable steering wheel, electric power steering, data acquisition, fire system, data sheets for many tracks, much more. Also extensive spare package. This car is NOT a car that has been prepared to be like a GT2, it is a factory specs car. RACE READY \$150,000 negotiable. Will consider street cars as partial trades. email jimnewman@mindspring.com or call 904-367-8890

75 911 Club racer. G, SC fuchs, halon system, fuel cell, 7/8 fuchs, SC brakes, bilstein sports, kevalar clutch, cobra seats, weltmeister frnt/rear sway bars & strut brace, torsion bars/bushings, frnt oil cooler, duck tail & more. Rblt 3.0 \$15000, Rblt 2.7 \$12000 jerry@402-489-5168

1964 356 c red coupe, professionally built by Cox motorsports, full race 1620, trick transmission w/ ZF, full cage, sparco pro seat, fuchs, fuel cell, fire system, custom exhaust and shifter, nationally competitive vintage racer, has pca gt6s log, also logs for RMVR, HSR, SVRA. car is beautiful and in exceptional condition, engine with dyno time only. 914-6 or m471 trades considered. Carl Feghali 970-255-8461.

24' Featherlite Enclosed Race Trailer, model #5425, 8' 6" wide w/Alum. floor & white Alum. interior walls. Over 10k new. Used 1 yr. (3 times) \$7,999.00 w/spare and extras. Scott w 651-770-2123 x102 h 651-462-0526 or sanderst@braille-scs.com

1995 993 RSR Cup Factory Racecar. Very fresh Factory Built Racecar. Great history, Very Rare, 1 hour on both Porsche Motorsport 3.8 ltr. Sprint engine and 6 spd gearbox. This car was only proraced for the last 3 years. It's one of the most developed RSR's. It's a widebody car to run the 14" rear tires. It has the latest GT2 Evo bodywork w/ Crawford wing or (banana wing), programmable fuel system, JRZ adj. shocks, all the latest motorsport suspension updates, Racing ABS-5, 4 sets of 18" BBS centerlock wheels, Onboard air-jacks, 26.4 gal. fuel cell w/ dry brake, Carbon fiber dash, STACK dash unit with on screen lap timing, Onboard fire system, much more. Too many spares to list. Priced to sell or partial trade w/ street car. David Friedman (516)946-4235/Email Milleniumtrsp@aol.com

1988 944 Turbo Race Car. White PCA Class "F". Very Competitive with wins at Road America, Grattan, Gingerman, and IRP. Fresh engine and clutch 04/2000. Forgeline Wheels, B&B exhaust, Sparco, and many extras. Car kept in Wisconsin. \$19,900. Don Ochs. (262) 376-2935.

1969 911 Race Car: 73RSR look w/large rear flares. As roller or with engine. Was 70's race car, therefore vintage eligible. Trick suspension (raised rear pickups, ERP 935 front; Bilstein dbl. adj.), cage, oiling system. Very successful PCA racer. Great for GT2,3,4 or vintage. \$35K as roller; \$70K w/fresh 3.4 Haltech motor and active 915 trans. Call Mike @ (978)937-3422 or mtrm911@aol.com.

1971 911E coupe, PCA stock class H race ready, green/tan, 70K, 15 hrs on rebuilt engine, upgraded suspension, brakes/rotors, everything restored for safety/reliability, rebuilt gear box, injection pump/system, full cage, nascar seats, momo steering wheel, two extra sets wheels and tires. \$19,900. Paul Jones, 217 Callawassie Dr., Okatie, Sc 29910 843-987-0413 Pauljonpca@aol.com

1999 PACE AMERICAN 24' TRAILER, max finished interior package, 500 wt quartz exterior flood lights, 22' awning, long ATP ramp door, roof vents, Porsche graphics, super nice, super price \$7,800 McGrath Keen (912) 272-3100 x 102, (912) 272-5097 nite, mcgrath@bank-dublin.com

1993 IHC 4700, toterhome. 230 hp, 466 turbo diesel, 4spd allison auto, 2 spd rear, 30,000gww. NO CDL NEEDED. REG AS MOTORHOME!, 10 ft lounge (6ft lounge-4 ft storage), sink, stove, fridge, 84,000 mi! runs great, looks sharp!, \$25,500, email cruzn57@yahoo.com, or 336 924 3688

'88 911 RUF Turbo, Red/Black, Recaro's, updated bumpers, extensive drivetrain/suspension/brake modifications, \$58,000/make offer '64 356 SC coupe, Red/Black, new gas tank, runs/drives and looks great!! \$13,800/make offer.

1995 993 ALMS GT2 Race Car 741 hp Twin Turbo Motorsport Design Engine and GT2 Transmission, JRZZ, Carbon Fiber Stack

Dash and bodywork. Dual Fire Suspension, Brembo 8 piston w/15" rotors, Racing Radio, 3 sets of new BBS Magnesium Wheels, Spares, Recaro Super Touring Seats, Best of Everything. \$175K. Info/Loren @ (909) 627-1256 e-mail, photos [www. discountsportscars.com](http://www.discountsportscars.com)

SuperCup cars, one 1998 GT3-Cup, ex Frank Scmickler, outstanding history in as new shape, only 7500 km, fastest time at Carolinas in GT C, with 14 other Cup cars at the track 1.41.356 in Qualifying..... \$ 94,800.- The other a 2000 GT3-Cup, ex "ToLimit Racing" with 3800 km, as new....\$ 115,000.-

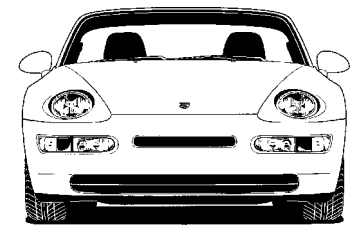
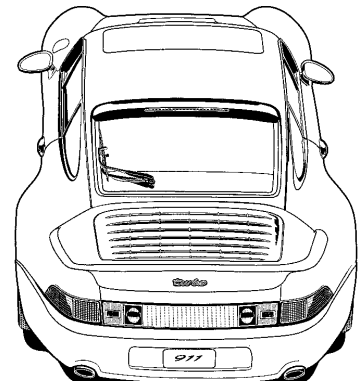
1993 RS America, silver/blk, no S/R, second owner, 54K miles, club race and street set up. Roll bar, Recaro race seats, 5 pt. belts, cut off, fire, 2 sets wheels, 2 sets suspension Konis & stock, new clutch, RSR wing and C2 elect. tail \$32,000 w/spares. kharshman@adair-greene.com, 404-367-1576.

1999 996 GT3 Cup Car. White, never raced in Cup series. Pictures available. \$115,000. Tico Capote, 4467 Chickasaw Road, Memphis, TN 38117. Tico Capote@aol.com. 901-767-1111.

GT3-CUP 2000, 9 Carrera Cup races, 2500 ml, car is as new with fresh engine and gearbox, asking \$ 115,000.-. Contact HPLM@AOL.COM

1988 924S (158 hp) - I class, race ready. Mostly TurboS suspension plus Konis, front coil overs, bushings. Three set of wheels. All records since new. Five races in 2000; best finish 2nd, Memphis endure. Very reliable—car was driven to all races. \$7900. Michael Bufkin, Atlanta, 404 874 0261, mbufkin@layton-graphis.com

Classified Advertising Classified ads are free to Club Racing members. There is a 60-word limit per ad. Ads may be subject to editing and abbreviation per the requirements of available space. No pictures are being accepted at this time. Ads will run for two issues **unless renewed**, or the notification of sale is received. **Submit ads to the CRN editor via mail or email.** (Andy Jones, PO Box 990447, Redding, California 96099-0447; clubracing@jps.net) **Ads are limited to vehicles and trailers. We do not accept business related ads in the classifieds.** Advertisements for parts and accessories will be respectfully refused.



2001 PCA Club Racing Calendar

Dates	Event	Region	Region Contact
Feb 9/10/11	Sebring	Gold/Sun Coast	Donald Busby 813.288.8789 busbyd@tampabay.rr.com
Mar 2/3	Firebird*	Arizona/So Arizona	Daniel Webb 480.984.3443 dwebb944T@earthlink.net
Mar 23/24/25	TWS*	Lone Star	Tim Westby 713.229.8630 twestby@crtlaw.com
Mar 31/Apr 1	Willow Springs	InterMountain	Jerry Blazek 801.278.5037 Blazej@aol.com
Apr 7/8	Road Atlanta	Peachstate	Lisa King 770.319.1425 ctsking@aol.com
May 4/5	Lime Rock	Conn Valley	Lynn Wilson lynn.wilson@yale.edu
May 12/13	Mid Ohio	Mid Ohio	Abby Reynolds 304.965.2520 cat914@aol.com
Jun 2/3	Pocono	Northern NJ	Arlene Novack 973.984.9064 tntporsche@aol.com
Jun 15/16/17	Portland Rose Cup	Oregon	Jay Culbertson 503.285.9851 jay.culbertson@TCMcorp.com
Jun 15/16/17	Watkins Glenn*	Zone One	Henry Hoeh 516.575.7772 Hoehhe@mail.northgrum.com
Jun 22/23/24	Putnam Park*	OhioValley	Chuck Mueggenberg 513.738.1407 roe_mm@SWOCA.NET
Jul 20/21/22	IRP*	Central Indiana	Debbie Wolfe 219.356.0149 IRP-race@webtv.net
Aug 4/5	Mosport	Upper Canada	Glynn Green 905.643.9811 gpgreen@interlynx.net
Aug 4/5	Gingerman	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Aug 11/12	Brainerd*	Nord Stern	Roger Johnson 612.557.9578 rdj@compuserve.com
Aug 25/26	Portland*	Oregon	Steve Tarket 360.687.0016 sltarket@teleport.com
Sept 1/2/3	Road America	Chicago	Chris Ingot 847.604.4795 cinglot@aol.com
Sept 8/9	Roebing Road	Florida Crown	Dave Rodenroth 904.221.1755 racer914@earthlink.net
Sept 15/16	Pueblo	Rocky Mtn	Kathy Fricke 303.499.6540 Frickew@ci.boulder.co.us
Sept 15/16	Nelson Ledges	Northern Ohio	Jim Hackney 330.653.9801
Sep 29/30	Summit Point	Potomac	Marilyn Hickson 703.758.6697 potomacde@juno.com
Oct 6/7	Heartland Park	Great Plains	John Krecek 402.491.3357 j_pkrecek@tconl.com
Oct 12/13/14	Texas MS	Maverick	Brian Scudder 972.247.1720 brian.scudder@mindspring.com
Nov 9/10/11	Carolinas MS Park*	Carolinas	Dick Lane 803.932.7988 dldicklane@cs.com

* Indicates both sprint and enduro races

Note: Submit corrections or updates to Susan Shire:

PCAClubRace@aol.com

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