

MOTORSPORTS



Club Racing
PORSCHÉ CLUB
OF AMERICA
News



PCA's Club Racing Newsletter Volume 01.2
Sponsored by Porsche Cars North America

PCA Club Racing National Committee

Chairman

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

Program Coordinator

Susan Shire
9507 Central Park
Evanston, IL 60203
Phone: 847-674-2285
Email: PCAclubRace@aol.com

Technical & Rules

Tom Charlesworth
9802 East 45th Place
Tulsa, Oklahoma 74146
Phone: 918-664-8714
Fax: 918-663-6974
Email: tcharleswo@aol.com

Sponsor Coordinator

Steve Rashbaum
3500 Church, #405
Evanston, IL 60203
Phone: 847-673-5218
Fax: 847-673-9355
Email: srashbau@lifetech.com

Chief National Steward

Jim Coshow
1612 SW Upland Drive
Portland, OR 97221
Phone: 503-224-6755
Fax: 360-883-4623
Email: JCoshow@gstworld.net

Chief National Scrutineer

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

Public Relations Coordinator

Patti Mascone
10716 Kings Riding Way
Rockville, MD 20852
Phone: 301-955-7151
Email: essscape26@hotmail.com
Email: patti.mascone@digene.com

Webmaster

Mike Selner
Phone: 651-489-4340
Email: cr-web@pca.org

Editor's Corner



For those of you who have been paying attention, you likely noticed that there was a new graphic on the cover of the *Club Racing News*. For those of you not as observant, this graphic is pictured above and is also found on the top of the facing page. This graphic is the handiwork of Patti Mascone who one day said she would create a new graphic for the cover. A few weeks later, it was on my PC and is now part of the *Club Racing News*. Thanks Patti.

I must also say thanks to Mr. Joseph Mezera who brought it to my attention that the email address was not working for a day or two. If any of you recently sent anything via email that was deemed "undeliverable", please resend it as the email is working now. The problem stemmed from Earthlink's recent purchase of OneMain who recently purchased JPS. After a few hours on the phone with the people at technical support and a host of scripted excuses read to me over the duration of the phone call, the email address miraculously came back to life. So please direct all your *Club Racing News* email to

clubracing@jps.net.

Also worthy of mention is that we will be putting the *Club Racing News* online in the Adobe PDF format from this issue forward. Please go to the Club Racing web pages in order to download and view a copy. New issues of the *Club Racing News* will be posted when the printed version is in the mail.

We would like to welcome Carquip of Boulder, Colorado which has joined us as an advertiser. We have a few more advertisers lined up for the next issue and hope to see the advertising pool grow. We have decided to publish advertising rates in the *Club Racing News*. See Page 13 for rate information.

Last but not least, the deadline for the next issue will be April 10th. Deadlines for future issues will typically fall on the 10th of every other month from the next issue forward. The reasons are many, but my main motivation is to get you your *Club Racing News* sooner than later.

Thanks for your help and support!
Andy Jones

From the Rumor Mill

Rumor has it the scrutineers, stewards, and timing techs are paid for their services.

The **fact** is that they all volunteer their time and are not paid one cent. They are reimbursed only for their actual out of pocket travel expenses.

Rumor has it that the 13/13 rules does not apply to a single car incident, i.e., a car hitting a guard rail or a tire barrier.

The **fact** is that the 13/13 sanction is imposed on any at fault incident involving car damage regardless of whether it is a single car or multiple car situation.

Noteworthy

Please be aware that all Club Racing correspondence (ie., registration forms, entry confirmations, the Club Racing News, etc.) goes to your address on record with P.C.A. Entering a different address on a race registration form will not effect an address change. Please notify Ruth Harte's office if you wish to make an address change.



Official Publication of Club Racing
of the Porsche Club of America.

Editor

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

CRN Advertising Coordinator

Ralph Woodard
16904 O Circle
Omaha, Nebraska 68135
402-255-3805

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. **Classified ads are to be sent directly to the editor.**

Commercial Advertising

Inquiries regarding commercial advertising should be directed to the CRN Advertising Coordinator, Ralph Woodard.

PCA Club Racing News is the official publication of Club Racing of the Porsche Club of America, c/o PCA Executive Secretary, PO Box 30100, Alexandria, VA 22310, and is published six times per year.

Statements made in the PCA Club Racing News are those of the authors and do not necessarily reflect the opinions of the Porsche Club of America, the National Committee of Club Racing or the editor. The editor reserves the right to edit and/or omit all materials submitted for publication.

Copyright

Permission is granted to reproduce any portion of the *Club Racing News*, provided that full credit is given to the author and *PCA Club Racing News*. All photographs are copyright of the respective photographers.

PCACRN is not responsible for the return of unsolicited materials. PORSCHE, the Porsche Crest, Carrera, Targa and Boxster are registered trademarks of Dr. Ing. N.C.F. Porsche AG.

Postmaster:

Send address changes to:
Ruth Harte
PCA Executive Secretary
PO Box 30100
Alexandria, Virginia 22310

Printed By:

Artistic Printing
Salt Lake City, Utah

Copyright 2001

Porsche Club of America



Volume 01.2 **March/April 2001**

Inside

2 Editor's Corner, Rumor Mill & Noteworthy

4 The System

5 Kaps4Kids

6 How to Win Friends and Influence People *In Club Racing*

7 Tales from the Black Flag Station

8 A Few Good Corner Workers

9 A Little Help From My Friends

10 Horsepower at Heartland

12 National Sponsorship

13 Advertising Rates

14 Classifieds

15 2001 Club Racing Calendar

16 Our National Sponsors



Come Visit Our Web Site:

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

On the Cover:

A GT variant of the 911 waiting for some track time.

Deadline

The deadline for the next issue is:

April 10th

The System

by: John Crosby, Chairman PCA Club Racing

In my brief tenure as Club Racing Chairman, there have already been numerous occasions to correspond with dozens of racers and region officials on a wide range of issues. The communications usually center around race scheduling and procedures, while some have questions about rules. Technical questions about the rules are usually forwarded to Tom Charlesworth for a response. There have also been lots of congratulatory remarks and well wishers. At times, there are suggestions or complaints on some aspect of the program. In this last category, there is a common thread, that is if something doesn't go my way, that there must be something wrong with the system. This may pertain to a rule issue, a car classification, or a judgment call made by a steward. All racers will undoubtedly find their Club Racing experience much more enjoyable if they seek ways to live within the system rather than outside of it. It is recognized that the system may not be perfect and that is why there are procedures which provide for an orderly and systematic method to change the rules. These guidelines are contained in the 2001 Club Racing Rule Book on page 20. Please keep in mind that PCA Club Racing is governed by a fairly rigid set of rules and procedures. They do allow some flexibility in certain areas, but in matters of safety, medical examinations, and licensing they are clear cut. A race official who might allow a deviation from these procedures may in fact be placing the entire program in jeopardy. Have your paperwork in order well in advance. Don't expect to be accommodated if you show up at a race with an expired medical or without all of the required credentials.

In reading over the Track Quotes section of the previous issue of the *Club Racing News*, I thought that a reply to some of the questions raised would be in order. Everyone commenting on the 13/13 Rule agreed that it is one of the reasons that they enjoy P.C.A. Club Racing. I will agree that it is a primary reason why I enjoy our program as well. A racer has about a 98% chance of bringing his Porsche home in the same condition that it left. As far as the dollars spent on racing, that is up to the individual. What is great about Club Racing is that there is a place for all budgets. In reality, there is no correlation between money spent on a race car and the fun factor. At times it seems that it may even be an inverse relationship. In so far as the minimum requirement of 8 track days to be allowed to attend the licensing school, keep in mind that this is the minimum, therefore completing the required 8 days doesn't automatically get someone rookie candidate status. Susan Shire, our Program and Licensing Coordinator does an excellent job in the review and approval of a potential racer's qualifications. Just because a racer has

a license from another sanctioning body, doesn't automatically get him or her a PCA license either. Even with such credentials, Susan is very thorough in requiring proof of recent race experience. Speaking as a racer who is on the track at high speed with these guys, I for one am very grateful that Susan is doing her job so well. As a former scrutineer, the issue of cheating is near and dear. Although I still have difficulty understanding what is to be gained by cheating in a program such as ours, the enforcements of our rules will continue to be a priority. Finally, the posting of entry lists on the web prior to the races is something that is being considered.

The Sebring Race was it's usually grand success with over 220 PCA Racers participating. Congratulations to co-chairs Dave Tabony and Steve Gaglione and registrar Don Bushy and the members of Gold Coast and Sun Coast Regions for hosting another great event. OK guys...time to get started on next year's event!



John Crosby presents Monte Smith a token of appreciation for his long standing service as the Chairman of PCA Club Racing.



All For Kids

“All kids who go through ‘chemo’ treatment lose their hair and need caps to protect their heads”, says Fred Snyder, founder of Kaps4Kids. On the other hand, he adds, “Sponsors and teams go through a lot of expense to get their name out to the motorsports public through the means of ball caps.” So why not bring them together?

That’s the idea behind Kaps4Kids, a charity dedicated to making children with cancer more comfortable during treatment—through sublimely simple and clearly essential gifts of caps and t-shirts, which by the way, happen to express racing themes. Not only do these apparel items make treatment more bearable (when a child gets sick from ‘chemo,’ he or she may need a change of clothes), a new hat or t-shirt just makes the future seem a little brighter and, maybe, that brings recovery just a little closer. Snyder explains further, “Hopefully, this will spark an interest in the kids and their families to get involved in motorsports.”

PCA racers at Sebring, Florida, were introduced to the program, thanks to the Sports Car Club of America (SCCA) Southeast Region corner workers, who not only helped staff the first PCA race event of each season, but find time to help children throughout the year. In fact, Snyder met Kaps4Kids co-founder, Hector Ferrer, at a PCA Sebring race.

Kaps4Kids expanded to the Texas Region of SCCA—and the Texas Grand Prix—in March of this year. In addition, three major sponsors made recent donations, each a familiar name in racing: Olive Garden Motorsports, Mobil 1 Racing and Firestone Tires. You, too, can help by donating new, unworn caps and shirts (kids sizes especially needed). For more information, log on to www.kaps4kids.org.

Patti Mascone



“Feeding the baby” at Heartland Park. See Page 10 for more on the race.



T R A C
The Road America Challenge

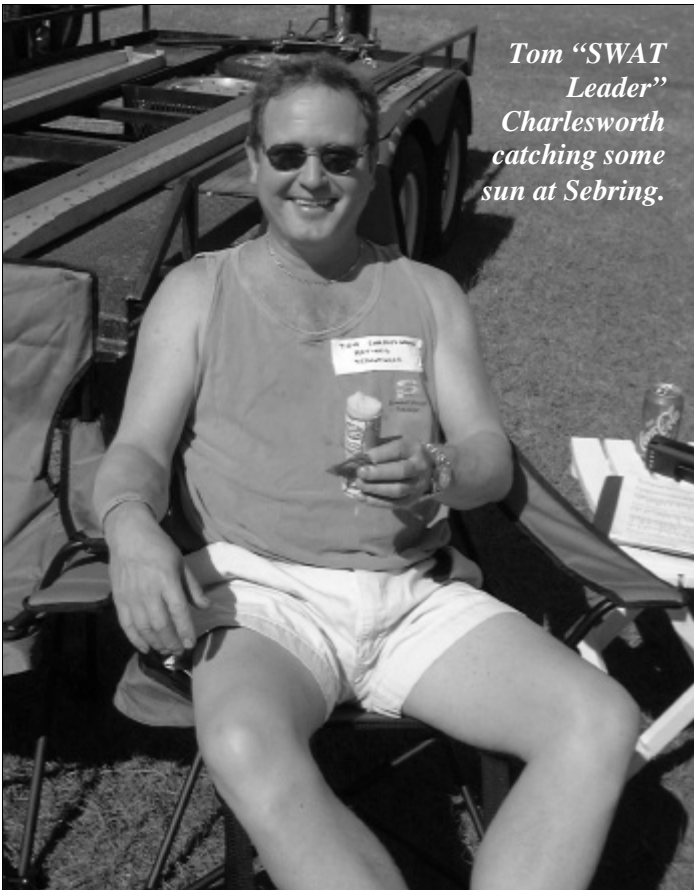
Drivers' Education



The Chicago Region’s **TRAC 2001** event at Elkhart Lake’s (WI) Road America will be bigger and better than ever. The **TRAC 2001** dates are Friday, August 30th - Monday, September 3rd - Labor Day Weekend. Drivers’ Education participants will drive Friday, Saturday, and Sunday. Club Racers will drive Saturday, Sunday and Monday, with the **TRAC 2001** feature races on Monday. Club Racers will be able to sign up for a ‘test & tune’ on Friday for an additional fee. The **TRAC 2001** Concours and Dinner will be Saturday evening at Siebkens in Elkhart Lake, WI. We highly recommend making your hotel reservations as soon as possible as the hotels fill up early due to the holiday weekend. See you at **T.R.A.C. 2001!!**

“How to Win Friends and Influence People” in Club Racing

by: Tom Charlesworth, Technical and Rules Chair



Tom “SWAT Leader” Charlesworth catching some sun at Sebring.

I would like to first mention that the Scrutineer meeting this year was very well organized and our new Chief, Donna Amico, has risen to our new challenge. Donna has organized a group of Scruts, at certain races, to do nothing but check cars for compliance to the rules. We call this team the SWAT team. You will still have the normal Scruts for the racing weekend but an added team, of two, to do nothing but inspect cars. All of us at the annual meeting decided it was time to get rid of the cheaters.

A lot of drivers will raise their hands in praise and say, “It is about time.” That is, until they are the chosen one. The first race of the year we put this new concept into action. Sebring will never be the same. Our first challenge, Harry Hall and I decided that on the first day that we would test displacement on every 4-cylinder water cooled car. This included GT, stock and prepared classes. We checked over 60 cars for displacement and found only 2 cars that were questionable. After further testing, we found out why these two cars had given us wrong readings. Both cars were reported to the Steward and put in the appropriate classes. Our tools do not lie. Camber plates were checked for center positioning, and all cars were in compliance.

On the next day, it was the stock 911 Carrera's turn. All drivers of stock class 911's with DME control units were to report to Impound in the morning. Harry and I pulled all of the DME control units to check for chips. Out of the 20+ cars we found about 25 percent had the wrong software in their car. Most of the drivers said they did not know about the software upgrades. The infractions were once again reported to the Steward and cars were put in appropriate classes.

On the last day, we conducted boost checks and independent testing based on timing results from the previous two days. All of the 944 turbo pilots were told to report for boost checks on the race day. An additional six cars, 911 style, were asked to remove their rocker arms on the previous day for displacement checks on race day. All 911's were in compliance and all 944 turbos met specs for boost. The infractions on race day were cars missing interior pieces or not making weight. One car never showed to the scales as instructed. All infractions were reported to the Steward and appropriate actions were made.

All of the racers that thought this would be a wonderful action in Club Racing, were by the end of the week began to hate us. We checked a few cars more than three times in this weekend. If you owned a 944 turbo, your car was checked for displacement, chips, boost, weight and suspension mods. Four times to impound in one weekend can be tiring. Questions such as “When do I get time to race?” began to ring from the group.

At the same time drivers began to realize the serious steps we are taking to keep the racing series fair and just. The one reason Donna picked Harry Hall and myself for this first SWAT team is that the both of us have been in charge of the Rule Book in Club Racing and if any infractions were to be contested, we would be the ones contacted for an interpretation of the rules. This step would now be taken care of at the race instead of via e-mail or phone calls. This also would give the Steward the final say at the race and appropriate actions could be made immediately. This does not mean to say that unless the SWAT team is at your next race the cars will not be checked for compliance. This only means that extensive testing will be done at chosen tracks this year and only Donna and John Crosby knows which ones.

Each racer fills out their compliance form for the race season. My suggestion is you make sure that your car complies to the class you have assigned to your car. This year marks a new awareness for cars to meet their class. You had better make sure that your car meets the rules of Porsche Club Racing, because this year we are checking. Lets keep the spirit of our series clean.

Tales from the Black Flag Station

by: Donna Amico, Chief National Scrutineer

No question about it, my all-time-favorite line uttered by a driver upon reporting to the black flag station during a Club Race weekend is: “Well, honey, you can still drive it.” That, however, is another story.

There are a number of far more common lines heard by scrutineers at the black flag station.

1. *“I didn’t know I had to come in if I just spun on the track.”*

During the initial Driver’s Meeting of any Club Race weekend, the Steward will explain that drivers must report to the black flag station after either a spin OR four-wheels off during the practice sessions. Nearly everyone in club racing reports in without a summons if they’ve put four wheels off the track. After all, it is helpful to have someone (the scrutineer) take a quick look under the car to make sure there has been no damage from a rough ride across the grass, and no debris caught that needs to be removed.

There is much more confusion about a spin on track. Even if you don’t go off track, you will be black-flagged in a practice session for a spin. Make friends with the steward and scrutineer for the weekend and come in without the summons. In this case, we just want to make sure that you are OK. Most of what a scrutineer does at the black flag station is about safety. If you exceed the limits of you or the car, we want to make sure you can continue safely.

2. *“I saw a black flag, but I didn’t spin or go off.”*

It might not be you. It might be your car, and the corner workers don’t always have a meatball flag. If we think your car might be dropping fluids or shedding parts, we’d like to get the car off the track before your repair bill gets expensive or the debris becomes a hazard to others. We won’t necessarily be able to take the time for a precise diagnosis at black flag, but can make a quick determination of whether it should be OK for you to continue or should get off the track and figure out what’s up.

3. *“But I came in as soon as I saw the flag.”*

If it’s been several laps since the corner workers first started throwing that black flag at you, I, for one, am probably going to respond, “I’m sure you did, and that’s part of the problem.” Corner workers stand out in the heat and cold and rain and whatever to communicate with you and try to tell you what’s happening out there. Please listen to them. If you don’t see flags, you could be a danger to yourself and others.

Few things drive Stewards up the wall faster than a driver that fails to acknowledge a black flag. The Steward will vent this frustration by instructing the scrutineer to increase the length of his chat with you to roughly correlate to the number of flags you missed. According to club racing lore, one driver that missed a black flag for numerous laps so irritated Alan Friedman that he radioed to Harry Hall, “Harry, when he finally comes in, I want you to tell him everything you know about nineteenth century German philosophers.” Harry is a philosophy professor. We can be capable of lengthy chats.

4. *“I didn’t pass under yellow, I WAS passed under yellow.”*

You may actually be right, and we know that. One of the most difficult calls that a corner worker has to make is for a pass after a yellow flag came out. A pass under yellow is a hazardous move, and you will always be black-flagged for it. If it is during a practice session, your session is most likely over. If it is during the race, you’ll be called in for a stop and go (assuming you see the black flag – if you don’t, see item 3). A stop and go means that you will lose contact with the people you are racing and most likely your fun is over, if not your race. So, as always, watch the flags and observe them.

Sometimes, especially during a full-course yellow, not all drivers will see the yellow come out at the same time and some will slow down ahead of others. Sometimes, drivers will pass, recognize they did so illegally, and correct the mistake by letting the car they passed go back around them. And, sometimes, the corner workers won’t see the actual pass, but will see the rearrangement, and the poor driver that got waved back around will get called in for passing under yellow. Yes, it has happened. We all regret it, but again, those corner workers are working hard, making quick calls, and may be in unpleasant conditions. They usually do it for little or no compensation because they love racing. So if you are accidentally wronged by a corner worker, remember it certainly wasn’t personal and try to grin and bear it.

5. *“Thanks.”*

One of the great things about this program is that nearly all of you, no matter how frustrated you may be with yourselves or your car at the moment, are a genuine pleasure to deal with out there. The scrutineers thank you for your courtesy and good humor during our stints at the black flag station.

A Few Good Corner Workers

by: Jim Coshow, Chief National Steward

At the PCA Club Race Advisory Committee meeting, a subject was raised that should be near and dear to every racer: Corner Workers. Without them, we wouldn't be racing. But with them, are we really safer? The answer today is, "Usually." The answer needs to be "Always." There are three reasons we need corner workers:

First; If the worst happens and you find yourself injured and/or trapped in your car, the first person there will always be a corner worker. It's essential that the worker knows what to do and what not to do as your life may depend on it.

Second; If the course has become unsafe or blocked, the only way a steward can communicate that to you is via the corner worker. In a matter of seconds the corner worker with the radio must understand the need for a flag (be it yellow, black or red) and communicate that to the worker with the flags who must get that flag into your field of vision. Again, your life may depend on it.

Third; In the PCA we use the 13/13 to keep racing safer and decrease contact. When a steward is reviewing various reports of any given incident usually the only report that comes from an unbiased set of eyes is the corner worker's report. We read those most carefully.

Many of the events in the year 2000 were staffed with the right number of well trained workers. But a few were not and too often a shortage wasn't realized until the weekend of the event. That resulted in a lot of scrambling about to fill slots with people that weren't always fully trained for the task at hand. The situation gets worse each year.

PCA Club Racing is taking some steps in 2001 to reverse that trend: We will set standards for the host regions defining the minimum requirements for trained manpower and equipment at each station; perform 'due diligence' on each event well in advance to root out potential shortages of trained workers; establish a process to recruit and train, and then certify our own PCA Club Race Corner Workers.

For this project I am recruiting for two different volunteer positions: Corner Worker Coordinators and Corner Observers.

First, Corner Worker Coordinators. These people will report through PCA Club Racing National and work with several of the race host regions in their portion of the country. Their primary role will be to ensure the requirements for corner workers are fully understood and to help monitor compliance. These people will provide input on the quantity and quality of the workers to the national steward assigned to their particular races.

Second, Corner Observers. These people will be trained to work in a corner station and serve as the eyes for the steward. This could also be an interim step to

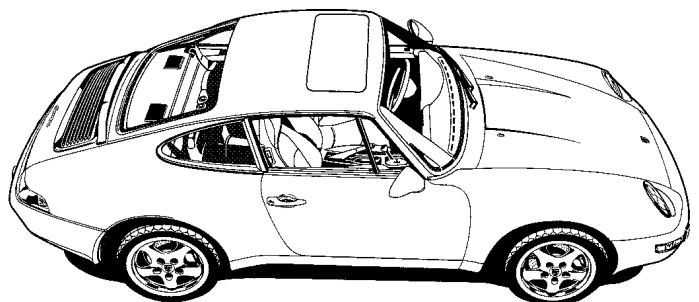
becoming a full corner worker.

If you're interested please respond with your race work experience (if any), your location and your contact information. Direct replies to:

Jim Coshow
Chief National Steward
1612 SW Upland Drive, Portland, OR 97221

Or, drop me an e-mail at:

JCoshow@GSTworld.net.



A Little Help From My Friends

by: Julie Komarow

When I left Everett Washington for the Las Vegas Club Race my thoughts centered around what I thought would be the most difficult part of the weekend – racing against a close competitor while under a 13/13. Little did I know that the real excitement would start when the race was over! The old/new track across from the oval speedway was new to me and fun to put together as having some parts like Willow Springs, some parts like Bogus Basin's hillclimb and some like the infield course across the street. It was easy on brakes and hard on the engine temperature, and very enjoyable to master. After two days of practice and racing we all received our wonderful participation bags (you'll hear about the bag later). I returned to my pit to stuff all my belongings back into the car and discovered that my good racing buddies Henry Luft and Brian Welter had left for Seattle – with my purse in their truck's camper! My wallet, cell phone, phone directory, calendar, indoor eyeglasses, extra keys and hotel key were all gone, and I had race results, prescription sunglasses and one car key with me!

That evening I received help from Daryl Troester, Monte Scott, Peter Wong and Rob and Kerry Biddle. Fortified with cash from wallets and a nearby ATM machine, gas and Visa credit cards and Henry's home

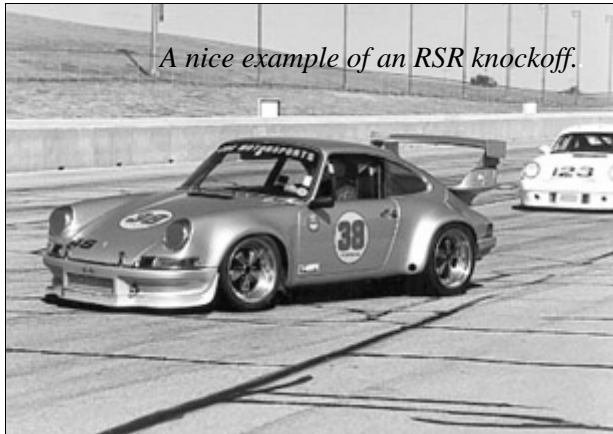
phone number, I determined to enjoy the rest of my road trip. The hotel matched my signature with the one on my pre-stamped credit card receipt to give me a room key and the nice Mirage manager accepted my new Porsche bag and racing results as ID to give me my prepaid ticket to the Seigfried and Roy show that evening. My worried significant other Chuck gave me advice on how not to flash cash when paying for everything with cash, and the wonderful desk clerk at the Best Western in Alturas, California broke his chain's rules by letting me rent a room without picture ID and with cash. And, I learned to drive in the dark with sunglasses!

So! I'm safe at home and there are two morals to this story: Never expect you will remember where important belongings are right after a race and never travel without backup picture ID! My new theme song is the good old Beatles tune, "I get by....". So, much thanks to all my friends who helped me! (This includes the mystery PCA/NASCAR tire changing pit crew, too!) See you at the track!

CarQuip Advertisement

Horsepower at Heartland

Story by: Sandy Steckman, Great Plains Region



A nice example of an RSR knockoff.

Over 100 racers gathered to participate in the eighth club race held in October at Heartland Park in Topeka. Heartland Park is a 2.5-mile, 16 turn course that can be very challenging! Racing legend Dorsey Schroeder says, "Heartland Park is a discipline circuit. It is not a high-speed track; in fact, horsepower can hurt you here. This is one course that rewards not aggression, but patience. It's also one of the best spectator courses that I've seen. Finally, Heartland Park is a great track for teaching the fundamentals of racing, because every corner leads right into the next one. If you blow the entrance to one turn, it doesn't affect you for just that one turn, but for the next three turns as well, and your lap times go straight down!"



"Bird Strike!"

Club Race Steward Bryan Henderson did a superb job of overseeing the event. Keep in mind that Bryan is from Texas, and you'll understand his observation: "The weather became a challenge for the race weekend. Record low temperatures of 25 degrees greeted workers and racers both Saturday and Sunday mornings. The cold, accented by a 20 mile per hour northerly breeze made the normal camaraderie of the paddock a little more difficult. Discussions among 3 or 4 racers wedged into in the front seat of a pickup with the heater running were observed more than once. Fully zipped up fire suits were the uniform of the day. The cold

temperatures led to some slipping and sliding early in each session before tires were warm."

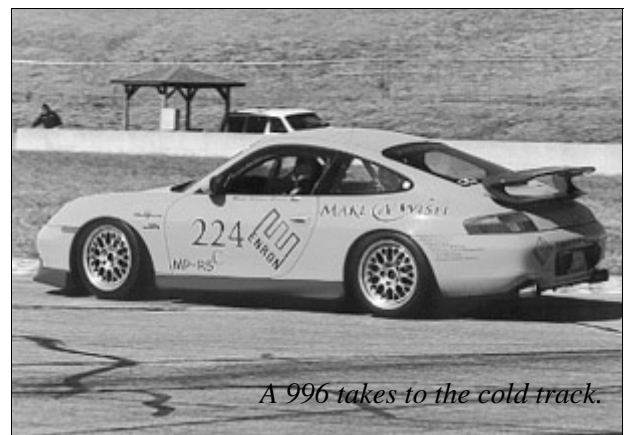
Perhaps this doesn't seem inviting. Purportedly every 10-degree drop in temperature adds 1% horsepower to normally aspirated cars, and 2% to turbos. Now you begin to understand the benefit of what Mother Nature dealt us. Not only do you gain 10 to 20 horsepower, but you also have a 20 MPH tail wind down the long straight that constitutes the drag strip at Heartland. Many folks were posting their career-best times, despite the fact that the tires never warmed up!



Water vs. Air was a common theme.

Some superb mementos were provided to all racers, and a buffet dinner was well attended on Saturday night. One major change for this event was the decision to have only three run groups instead of the normal four. Not only did this couple race classes differently than in previous years, but it also placed more cars on the 2.5-mile track, and provided some excellent racing!

Steward Bryan Henderson went on to say: "The Great Plains Region has a relatively large base of knowledgeable volunteers working this race who are simply very nice people. Their friendliness and positive attitude led to a great club atmosphere surrounding the race. Even through the cold mornings, smiling faces and the can-do attitude of the volunteers made this race a very



A 996 takes to the cold track.



Porsche on the brain.



Victory at last.

pleasurable experience.”

Even though you can't predict what the weather will do from year-to-year, you can always count on a great venue, supported by the best volunteers, and an event attended by some of the best racers in the country!



All photos by Scott Koenig & Dave Nelson.

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.

Sponsorship

by: Steve Rashbaum, National Sponsor Coordinator

As I write this article, the first race of 2001 is complete. Unfortunately, I was not a participant at this event, but friends of mine who had the (warm) opportunity to race at Sebring tell me that it was, once again, a fine event.

In keeping with the first event of the year, I would like to welcome a new sponsor to the program, OG Racing.

Club Racer Bill Love and OG Racing supply the top brands in safety equipment, apparel and performance enhancements to the motorsports community, serving the weekend enthusiast as well as the professional racer. Since 1990, OG Racing has built their reputation by offering the best names in the business. Their personalized customer service, competitive prices and fully-stocked warehouse in Virginia mean they can help with all of your needs. OG sponsors the #75 OG Racing 911 in GT4R, with Dave Coleman and Bob Williams driving. Besides the support of PCA Club Racing, OG also sponsors and supports racers in many other venues including vintage racing, SpeedVision Cup, SCCA, BMW Club and circle track. Visit OG at www.ogracing.com on the web or call at 800.934.9112. OG provides trackside support and sales at many club races, so be sure to stop by and say hello and thanks.

OG Racing, with Sparco, will also sponsor the Safe Racer Award this year. This award is given to racers who compete, without incident, in five races during the calendar year. Winners will receive a patch signifying their accomplishments along with a 20% discount on a single purchase of Sparco merchandise from OG. OG will also feature a season-ending drawing from amongst the 2001 "safe racers" for a new Sparco driving suit.



A Racer's Group / Kevin Buckler prepared 996 taking to the track.

Other awards given by our National Sponsors at each race:

B&B Fabrication **Hard Charger**
Trophy and \$200 Gift Certificate

Diversified Cryogenics Best Braking
\$100 Gift Certificate

Forgeline Wheels **Rookie Racer**
\$1,000 Gift Certificate

GT Racing **Best Prepared Car**
\$100 Gift Certificate

Trailex Aluminum **Novice Racer**
\$100 Gift Certificate

Mazza Vinyards
Club Race Champagne

Of special note is the Worker's Choice Award sponsored by **Porsche Cars North America**. The award winner is chosen by the workers who make the event possible and is given to one racer in each race group who has had the "best race".

Congratulations to the Sebring Award Winners:

B&B Hard Charger
Tim McKenzie

Diversified Cryogenics Best Braking
Charles Price

Forgeline Wheels Rookie Racer
Vincent Colosino

GT Racing Best Prepared Car
Christopher Musante

Trailex Aluminum Products Novice Racer
Fernand La Blanc

Mazza Vinyards Club Racing Champagne
Race Class Winners

Porsche Cars North America Worker's Choice
James Newton
Tim McKenzie
William Lloyd
Kevin Buckler

Advertising Rates

The *Club Racing News* is a bi-monthly publication of the Club Racing aspect of the Porsche Club of America. The Porsche Club of America is one of the largest single marque automobile clubs in the United States with over 50,000 members and growing. Club Racing currently has over 2000 registered racers with over 10,000 participants participating in Driver's Education programs which assist them in obtaining their Club Racing license. The *Club Racing News* is sent to over 2,300 Club Racers and other interested parties on a bi-monthly basis. Though this may be considered a small portion of the PCA, statistics show that 53% of licensed racers have an annual income exceeding \$153,000. Club Racers have also shown that they purchase much of their race related equipment and accessories from sponsors of the Club Racing program and Club Racing events. With over 2,000 Club Racers, 10,000 Driver's Education participants and 50,000 PCA members, you can be assured that word gets around when it comes to purchasing race related or

performance enhancing accessories.

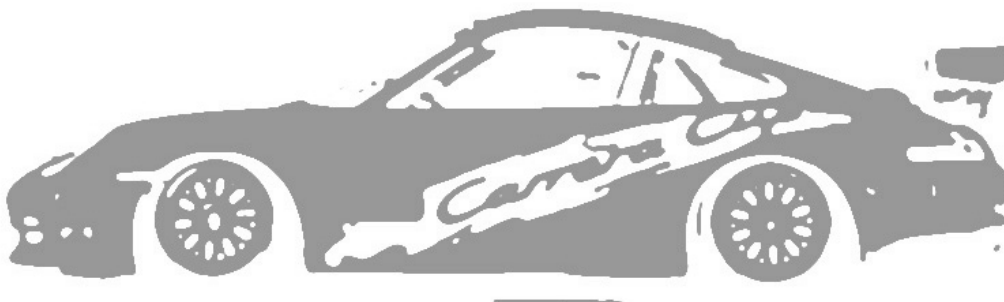
Advertising is open to advertisers of quality goods or services that are honest and upright in their business dealings and wish to reach the Club Racing audience.

For more information, including technical specifications, billing information and general conditions, please contact the editor of the *Club Racing News*.

Editor

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

<u>Location</u>	<u>Size</u>	<u>1X Rate</u>	<u>2-3X Rate</u>	<u>4-5X Rate</u>	<u>6X Rate</u>	<u>Size</u>	<u>Dimension</u>
Back	Full Page	\$500	\$475	\$450	\$425	Full Page	8.25" x 11.0"
Inside Front	Full Page	\$450	\$425	\$400	\$375	Half Page – Horizontal	7.5" x 5.0"
Inside Back	Full Page	\$400	\$375	\$350	\$325	Half Page – Vertical	3.5" x 10.0"
Interior Page	Full Page-h*	\$300	\$275	\$250	\$225	Third Page – Horizontal	4.5" x 4.75"
	Full Page-v*	\$300	\$275	\$250	\$225	Third Page – Vertical	3.0" x 10.0"
	Half Page-h*	\$175	\$150	\$140	\$130	Quarter Page	3.5" x 5.0"
	Half Page-v*	\$175	\$150	\$140	\$130	Eighth Page	2.0" x 5.0"
	Third Page-h*	\$150	\$125	\$115	\$105		
	Third Page-v*	\$150	\$125	\$115	\$105		
	Quarter Page	\$125	\$115	\$105	\$100		
	Eighth Page	\$100	\$ 90	\$ 80	\$ 70		



2001 PCA Club Racing Calendar

Dates	Event	Region	Region Contact
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	Connecticut 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 roee_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 Inglot 847.604.4795 cinglot@aol.com
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 jimhackney@adelphia.com
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
Dec 1/2	Roebing Road	Florida Crown	Dave Rodenroth 904.221.1755 racer914@earthlink.net

* Indicates both sprint and enduro races

Note: Submit corrections or updates to Susan Shire:

PCAClubRace@aol.com

PCA Club Racing News
c/o: PCA Executive Secretary
PO Box 30100
Alexandria, VA 22310

Return Postage Guaranteed

Hoosier
RACING TIRE

www.hoosiertire.com
1-219-784-3152



www.tweeks.com
1-888-489-3357

Northstar
Motorsports

www.northstarmotorsports.com
1-800-356-2080

SMARTRACING
PRODUCTS
From CRAIG WATKINS
800.383.0808

www.smart-racing.com
1-800-383-0808

Johnson
Autosport

Bob Johnson

www.johnsonautosports.com
1-612-233-0275



www.racegas.com
1-800-722-3427



M A Z Z A
VINEYARDS

www.mazzawines.com
1-800-796-9463

BB PERFORMANCE
EXHAUST

www.bbtriflo.com
1-888-228-7435



www.gt-racing.com
1-800-797-2911



Diversified Cryogenics

MOTOR SPORTS DIVISION

www.frozenrotors.com
1-888-323-8456

Trailex
Aluminum Products

www.trailex.com
1-800-282-5042

JONGBLOED
Racing Wheels

www.jongbloedwheels.com
612-445-8276



FORGELINE
FORGED ALLOY WHEELS

www.forgeline.com
1-888-643-6051

KELLY-MOSS
MOTORSPORTS
PORSCHE RACING SPECIALISTS

www.kellymoss.com
1-608-274-5054



www.ogracing.com
(800) 934-9112

PORSCHE CARS NORTH AMERICA

www.porsche.com

2001 Club Racing Sponsors. Thanks for your support!