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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.



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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.

DeadlineThe deadline for the next issue is: **April** <u>10th</u>

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



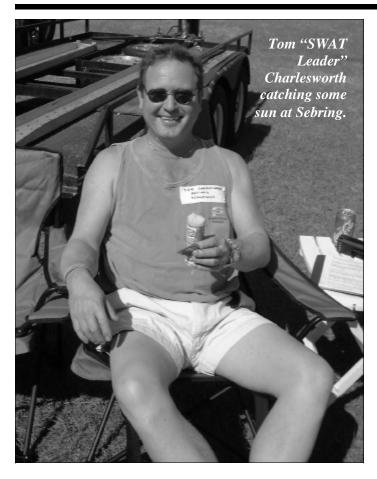
"Feeding the baby" at Heartland Park. See Page 10 for more on the race.



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



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 there 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.

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.



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!

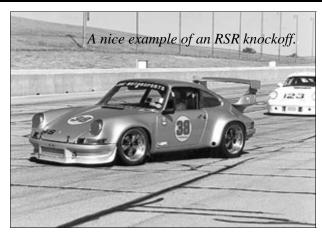
That evening I received help from Daryl Troester, Monte Scott, Peter Wong and Rob and Kerry Biddle. Fortified with cash from wallets and a nearby ATM machine, gas and Visa credit cards and Henry's home phone number, I determined to enjoy the rest of my road trip. The hotel matched my signature with the 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!

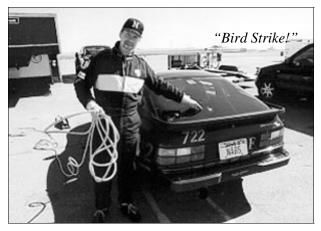
CarQuip Advertisement

Horsepower at Heartland

Story by: Sandy Steckman, Great Plains Region



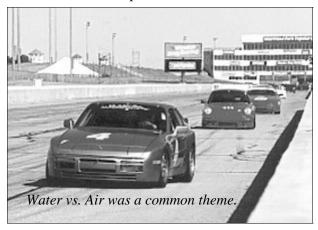
Over 100 racers gathered to participate in the eighth club race held in October at Heartland Park in Topeka. Heartland Park is a 2.5-mile, 16 turn course that can be very challenging! Racing legend Dorsey Schroeder says, "Heartland Park is a discipline circuit. It is not a high-speed track; in fact, 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!"



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

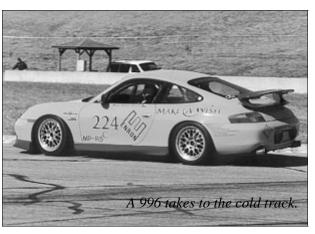
temperatures led to some slipping and sliding early in each session before tires were warm."

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!



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





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.

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ALLOW FOUR (4) WEEKS FOR DELIVERY

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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 Vinvards

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

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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

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

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Classifieds

'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, ajustable 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@comert.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 jimnew-man@mindspring.com or call 904-367-8890

75 911 Club Racer, G, SC flares, halon system, fuel cell, 7/8 fuchs, SC brakes, bilstein sports, kevelar clutch, cobra seats, weltmeister frut/rearsway 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, tuchs, fuel cell , fire system, custom exhaust and shifter, nationally competitive vintage racer, has pea gtos log, also logs for RMVR, HSR,SVRA. car is beautifull 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-ses.com

1995 993 RSR Cup Factory Racecar. Very fresh Factory Built Racecar. Great history, Very Rare, 1 hour on both Porsche Motorsport 3.8 It: 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 Milleni-umptrst(@alcom)

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 eligable. Trick suspension (raised rear pickups, ERP 935 front; listein dbl. adj.), cage, oiling system. Very succesful 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 mtrom911@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

1993 IHC 4700, toterhome. 230 hp, 466 turbo diesel, 4spd allison auto, 2 spd rear, 30,000gvw, NO CDL NEEDED, REG AS MOTORHOME!, 10 ft lounge (6ft lounge-4 ft storage), sink, stove, fridge, 84,000 mil runs great, looks sharp!, \$25,500, email cruzn57@yahoo.com, or 336 924 3688
1995 993 ALMS GT/2 Race Car 741 hp Twin Turbo Motorsport

1995 993 ALMS GT/2 Race Car 741 hp Twin Turbo Motorsport Design Engine and GT2 Transmission, JRZ/Z, 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, Recarro Super Touring Seats, Best of Everything, \$175K. Info/Loren @(909) 627-1256 e-mail, photos www. discountsportscars.com

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.

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 enduro. Very reliable—car was driven to all races. \$7900. Michael Bufkin, Atlanta, 404 874 0261, mbufkin@layton-graphis.com
'00 Porsche GT3 Supercup. World Challenge Car #94, 4-Podium

'00 Porsche GT3 Supercup. World Challenge Car #94, 4-Podium finishes in '00, Porsche Motorsport Engine Upgrade (only 5 hours on rebuild), MOTON'S, KMR-Oil Cooler, GT3R Clutch and lightweight flywheel, Very Sorted, Very Fast. Spares, Like New Condition, \$165,000 obo. 937-299-0035 x305 Dave

1974-6 GT3R Race Car: Fresh (0hr.) 3.4L twin plug motor and 915 trans, new clutch and flywheel, extra set of wheels (10X16's and 12X16's), extensive list of modification to the open top car. "Jerry Woods" motor with 325hp in an 1830lbs. car. Asking \$40K, open train@hotmail.com or 925-606-8543.

SuperCup 1995: Fresh motor & paint (yellow), ex-Grohs car featured on cover of Excellence. Five European races including Monaco. Beautiful condition, ready to race in GTC. Will consider partial trade for street Porsche, or partial financing. Call John Ellis 703-739-0581, Alexandria, VA, or "jellis@plumbing911.com". \$93,500 with spares.

1980 911 SC #91AO490947. Charcoal Grey, new paint. G-Class

1980 911 SC #91AO490947. Charcoal Grey, new paint. G-Class Club Racer. Full cage, fire system, 22 mm & 29 mm sway bars. Jacobs Ign. Front strut tower brace, F-glass fit & rear bumpers. Corbeau seats, IROC wing, fresh gearbox. Never wrecked. 2500 lbs empty, corner weighted. Winner at Heartland Park. \$15,000/obo. Call: Rudy or Ted Strnot 402-430-6447, 7301 Briarhurst Dr., Lincoln, NE 68506 Or e-mail: Rolacres@aol.com.

1995 911GT2 for sale. Factory Race car with all the options including 15" Brakes, Computer readouts, Adj. Sway bar, Motorola Radio, newest lightweight Patritti body with aircraft fasteners on all fenders, external oil cap, Quaife and Porsche differentials, newly overhauled transmission and engine by Porsche Motorsports, Loads of spares available. Car holds SCCA track record at Sebring, placed in top three places in 80 percent of last 50 races prepared by Auto Associates and G&W Motorsports. (904) 788-0780 or E-mail: spencerlane@mindspring.com

72 911 track car, metal wide body, carbon fiber bumpers,rsr wing, full cage,sparco seats, ALL track suspension,coil over inserts, 915 with short gears,limited slip, short shift, 3.0 twin plug,crankfire, sc330 cams,high comp pistons,about 30 hrs since rebuild.Other work on engine since bottom up with reciepts.BBS 17s at rear and los in front with spares,GT 3 s or great Driver Ed car and safe. Pictures at www.speedsporttuning.net.Trailer has been sold.Car only with leakdown test just completed.Ready to Go. \$18,000 firm Drew Brown Danbury Ct. PCA 1999028338 Phone 203 748 1530

**84 911 Turbo Look Coupe street/track 3.61 993 motor w/10k miles new 915 ltd slip fully updated suspension f/coil over struts all delran bushings fiberglass hood rear bumper 3.8 tail red/black bolt in roll bar belts recaros c2 leather door panels nakamichi car is the ultimate combination of street/track fast dependable 35,000 mjmekc@aol.com Mike Murphy (610) 308-3240 PA

1987 Porsche 944 turbo street car all original red black interior loaded with all recent engine updates water pump, oil seals, etc., has new tires Toyo, Braided brake lines and test tube also comes with stock convertor pipe. Has a new stereo with tape and CD player with amp and 4 speakers. \$11,900. Mike Ellis 610 529 4770 Mellis 112@aol.com

'87 911 F-Class racer. FastFred's white non-sunroof coupe, fully prepared for stock class, highly successfull car, street legal, roll gage, safety equip', susp' mods, Recarro/Porsche speedster seats (very cool), B&B stainless headers+muffler (w/ heat), Fuchs wheel sets,... Enclosed Pace trailer and matching red '99 Ford diesel 4 door leather luxo truck makes a total race package. fwseipp@msn.com 214-969-0006

1982 924 White w/racing graphics, J class, M471 option(5-lug wheels/ 944 4wheel disc brakes), strut brace,camber plates, Weltmeisters, 944T cup valved shortened front Biltstiens w/coilovers, Custom rear Konis, 11 wheels, 2 new, 4 almost new Kumhos, Magnecor, Flowmaster, Oil cooler, header, 5-speed \$4700 R.L. Mitchell, Birmingham AL, Znd4spd@aol.com 205-338-0022

Open RaceCar Trailer which includes trailer brakes/ locking Tire rack(6-8 tires depending on size) /Very Large locking storage box (holds lots of stuff/tools/spare parts etc...)/ New Tires / 2 spares/ Fuel jug rack for 3 jugs built in. New decking(treated lumber) installed recently. Tows very well at SPEED...lol . First \$1200 takes it. Please feel free to call with questions and Thank You in advance for your interest! Glen Gatlin 214-202-7340 or email at porschenut@hotmail.com

1996 993 Coupe:Very clean Guards Red/Tan leather coupe.Asking \$49.5k obo. The car has 51k miles and has been dealer serviced. Books/Records/Window sticker Car has a clean CARFAX. Car has a 4 yr /45k extended warranty expiring 11/2004. Special options, power/leather seats/factory phone/Alpine CD/ 17" Wheels/Porsche wheel crests/Tiptronic S package, includes steering wheel shift buttons and Trip computer.Car has been well cared for! Call for specific details 214 202 7340 or email porschenut@hotmail.com

911 Racecar: PCA GT4, SCCA GT2/CP1, ICSCC BP. 1974 body with rear flares, RSR spoiler, ducktail. Full welded cage. 2120 lbs. Blueprinted 2.7RS w/MFI, JE, Flowmasters. 915 w/LSD. Large oil cooler. Koni double adjustable shocks fr/rear. 23/31 torsion bars. 19/24 swaybars. 6/7x15 or 7/8x15 Fuchs. 12g pro ATL. Aluminum seat. All polyurethane bushings or spherical bearings, brake ducts, and more. Located in Vancouver, Washington. Ralph Plumb. 360-574-4060. plumbralph@hotmail.com

1987 944, Nautik Blue, 80k miles, Class I stock, street legal. Tire trailer. New Itd slip transaxle, Firehawk struts/shocks/springs, steering rack, timing belts/rollers, 4-corner balanced. Upgrades: torsion bars, sway bars & polygraphite bushings, calipers & slotted rotors, Bursch muffler, K&N filter. 225/245-16 Hoosiers; 205/225-15 Dunlop SP-8000. \$8900. Jim Farrand, Bethlehem, PA. 610-861-4098. jcfarrand@aol.com

1985 944: Race/Drivers Ed/Street, ITS or PCA I, Guards Red-Black leather; 7&8x16 Fuchs, Weltmeister, Koni, Bursch, MSDS, Magna-core, Autopower, Pagid, Simpson, Mobil 1; A/C, Cruise, Rr Wiper, Sunroof all still work. Interior still intact. Drive to the track and race, Very clean, no damage. \$8,500 OBO. Sidney Franklin Bloomington, IL (309) 829-2028, SFrank944@aol.com. Email for

1996 Turbo Blk/Blk, aluminum package, 56k miles. Excellent cond., mech. superb, all original. Tower strut brace equipped. Wonderful car. Call Steve Hill at (817)285-0926 or e-mail: txturbo@home.com

FOR SALE: 2001 PACE AMERICAN 44' SHADOW GT TRAILER - white, Absolute very best of everything, Super deluxe interior package, long ATP flap, lots of lights, walk-on top, aluminum wheels, too much to list! If you've been looking for a nice 2 car trailer - this is it! \$19,900 Trailer's in GA McGrath Keen, Jr. w (912) 272-3100 h(912) 272-5097 mcgrath@bank-dublin.com

1966 911 Race Car. GT3R class car in excellent condition, ready to race. 3.3L motor built and maintained by Bob Johnson Autosport. IMSA body work is eligible for PCA and vintage racing events. Great race history (prior owner Owen Johnson), light car, very good suspension and well maintained. \$70,000 - contact Tony (630)\$513-2990 x10 or AGShaneen@oasvas.com.

1993 Porsche RS America 911 -Cherry. Full race set up (SCCA. PCA.) Loaded. Cage. Fuel Cell. Race seats. Spare wheels & tires. Never wrecked. TPD trailer. Car in SF Bay Area. Package price-\$59,000. For more info. go to mail.gallen.com or email nancy@gallen.com

1986 944 Turbo Widebody Lightweight: 2500 lbs, full custom cage, fresh 2.5 liter with Accusump and oil /air separator, best of everything, too much to mention. Asking \$29,900.00 - Call for photos and details. Keith Stockton 908/689-9660

1955 Porsche 356 Cabriolet race car, PCA, HSR, SVRA legal. 150 hp, Skirmants gearbox, fuel cell, Halon fire system, full cage, disc brakes, 2 sets of Fuch alloys, engine and trans. are fresh. \$22,500. Bruce Duff, 302-234-3423 or 3024261517@MSN.com

1992 US Carrera Cup Car. Only red one of 45 built, race ready, excellent, extras, \$75,000. History and pictures at www.mcgraw. org/Cup_Car/Cup_Car.htm. Contact Rich at 408.369.9607 or rwblue911@cs.com.

1978 Porsche 911 Race Car Wide Body, turbo brakes, 9&11x16 3 peice rims w/ slick's, weld in cage, fuel cell. Fresh 3.6 engine, JE pistons, new trans&clutch w/ quaife, electromotive tecl ing, 50mm pmo carbs, webb cams, coated headers, polished and ported 996 heads, large modine oil cooler, and more... 2150lbs. Everything mech. is new. Perfect cond. race ready, have all receipts. \$55Kobo Call 864-375-1568 or E-mail me at grbracer@bellsouth.net

1979 930 GT1s Metallic blue, RÜF B Cams & front oil cooler, K29, Garrett Intercooler, Electromotive crank-fired, race suspension, adjustable idle and boost, 8:39, LSD, Aluminum 935 clutch, 9,10 & 12x17", wing, boxed rockers, ground effects, \$29,900 Street legal, 2450 lbs. GT Mills 678-618-0447, GT1Porsche930@aol.com 1999 Trailex CT-7541 trailer with surge brakes on both axles and a tot of nice options and accessories. It was built 1 foot longer than standard, has an offset rear cross member, full aluminum floor, aluminum wheels with a spare and a manual winch. The trailer is in excellent condition. Contact Joe Mezera at 614-846-4600 or jmezera@hangar8.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)
We do not accept business related ads in the classifieds. Advertisements for parts and accessories will be respectfully refused.

2001 PCA Club Racing Calendar

		J //					
Dates	Event	Region	Region Contact				
Mar 23/24/25	TWS*	Lone Star	Tim Westby 713.229.8630				
Mar 31/Apr 1	Willow Springs	InterMountain	twestby@crtlaw.com Jerry Blazek 801.278.5037				
Apr 7/8	Road Atlanta	Peachstate	Blazej@aol.com Lisa King 770.319.1425				
May 4/5	Lime Rock	Connecticut Valley	ctsking@aol.com Lynn Wilson				
// 1 //	LITTLE ROCK	Connecticut valley	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				
Jun 15/16/17	Portland Rose Cup	Oregon	tntporsche@aol.com Jay Culbertson 503.285.9851				
GG11 16/16/17	Totalia Roos Sup	Clogon	jay.culbertson@TCMcorp.com				
Jun 15/16/17	Watkins Glenn*	Zone One	Henry Hoeh 516.575.7772				
Jun 22/23/24	Putnam Park*	OhioValley	Hoehhe@mail.northgrum.com				
Juli 22/23/24	Pulham Park	Onlovalley	Chuck Mueggenberg513.738.1407 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				
Aug 11/12	Brainerd*	Nord Stern	sempca@gatecom.com Roger Johnson 612.557.9578				
		A	rdj@compuserve.com				
Aug 25/26	Portland*	Oregon A	Steve Tarket 360.687.0016				
014/0/0	D. J.	Olivernia	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				
		0	Frickew@ci.boulder.co.us				
Sept 15/16	Nelson Ledges	Northern Ohio	Jim Hackney 330.653.9801				
0 00/00			jimhackney@adelphia.com				
Sep 29/30	Summit Point	Potomac	Marilyn Hickson 703.758.6697				
Oct 6/7	Heartland Park	Great Plains	potomacde@juno.com John Krecek 402.491.3357				
)		j_pkrecek@tconl.com				
Oct 12/13/14	Texas MS	Maverick	Brian Scudder 972.247.1720				
Nov 9/10/11	Carolinas MS Park*	Carolinae	brian.scudder@mindspring.com				
1000 9/10/11	Carolinas MS Park	Carolinas	Dick Lane 803.932.7988 dldicklane@cs.com				
Dec 1/2	Roebling 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							
400	Maria Caralla						

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