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PORSCHE CLUB  
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# News



PCA's Club Racing Newsletter Volume 01.3  
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*On the Cover:*  
*Racing at Road Atlanta.*  
*Photo Courtesy of Donn Rodenroth Photography.*

**Deadline**  
The deadline for the next issue is:  
**June 10th**

# Kudos, OM's, Car Numbers and Rookies

by: John Crosby, Chairman PCA Club Racing

---

The 2001 Club Racing schedule is now in high gear. Congratulations to Dan Webb, John Poor and the members of Arizona and Southern Arizona Regions for conducting the first ever PCA Club Race night enduro. This was a new event on the calendar this year and I am certain will be looked forward to by the racers for years to come. Steve Olsen, Tim Westby and company of Lone Star Region hosted the PCA/BMW Club Race at Texas World Speedway and despite Saturday's rain was enjoyed by all ... well maybe not quite by everyone. Anyway, good job guys! Don't have a race track in your region and want to host a race? Just ask Jerry Blazek and Bill Larkin of Intermountain Region how it is done. This group from Salt Lake City hosted a race at Willow Springs, California, some 700 miles away. Bryan Henderson and I had the pleasure of working with Ian Scott and Tom Mitchell and the Peachstate Region, stewarding the Road Atlanta Club Race. This is one of our big ones, with 220 club racers attending.

You've finally received your notification of acceptance in an up-coming Club Race ... and then you also see the note that says your attendance at the Orientation session the night before the commencement of the Club Racing activities is required. Huh? You didn't check the box on the registration form that said that you wanted to attend the Orientation session, you're not a Rookie and Provisional license candidate, and you don't have a 13/13. So, why are you required to attend? And who makes the decision that your attendance is required? The decision regarding your attendance is NOT made by the race registrar. The decision is made as a direct result of the rules listed in the PCA Club Racing Rule Book. The Club Racing Orientation session, as described in the PCA Club Racing Rules "will focus on procedures for the (Club Racing) School and detailed discussions of race driving etiquette, techniques, and on-track safety procedures." And yes, as stated in the PCA Club Racing Rules, all Provisional and Rookie License Candidates must attend the Club Race Orientation session at his or her first PCA Club Race as well as any driver who received a 13/13 at their previous race event. So, why are you required to attend? If you haven't raced with PCA Club Racing within the past two years, attendance at the Orientation session is required to bring you "up to speed" with any rule or procedural changes in those three years. While we know that you diligently read the PCA Club Racing Rules with regularity and memorize the rule and procedural changes that are published in Club Racing News, we want to make sure that we're all "on the same page" at each race event. Other reasons for your requested attendance at the Orientation session may be that your car has been found "out of compliance" at your previous race event. It is also possible that the Steward at your previous race event has informed you of his or her desire for you to have a refresher course in race driving etiquette, techniques, and on-track safety procedures. In any case, at most, it's an hour and a half out of the evening before your race event begins to help ensure that we are all prepared for a safe and fun event. Any questions concerning the reason why you have been requested to attend the OM may be directed to the Club

Racing Program Coordinator, Susan Shire.

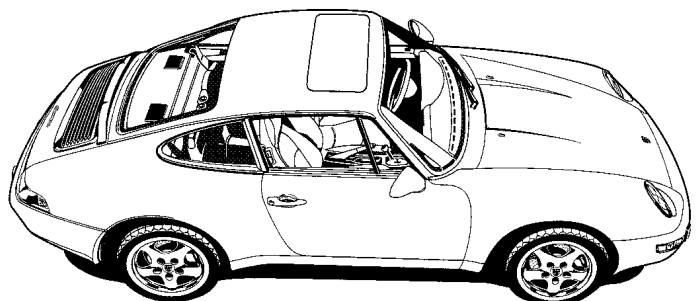
A note on car numbers. This may sound rather elementary, however there has been an increasing amount of instances whereby racers have not placed the correct numbers on their cars. The event registrars will do their best to accommodate you with your first choice however it may not always happen. Please cooperate by clearly displaying your assigned number as prescribed by the rules. Also, if your number has a leading zero such as "05", be sure to include the "0". It is equally important to display the correct number everywhere that it appears on the car. The problem is not so much for timing and scoring, but rather for your safety so the corner workers can readily identify you without any confusion. It is the driver's responsibility to make sure this is done before going on the track. It would be a shame to have to re-institute tech lines just to check car numbers.

The future of PCA Club Racing looks great, as the rookie class of 2000 was 144 strong. From that most prestigious group, Sandy Steckman of Great Plains Region has been selected as the 2000 Rookie of the Year. Read more about Sandy in this issue of the Club Racing News.

Finally, in accordance with our rules change procedures, May 1 starts the period of racer input for proposed rule changes for next year. Submissions must be in writing ... email is the best, however, faxes or snail mail will work fine. Please submit input to Tom Charlesworth and include a copy to me.

See you at the track!

- John Crosby



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P225/50ZR-13	21.8	68.5	8.3	9.1	7.0	15.5
* P185/60ZR-14	22.6	71.0	6.8	7.6	5.5	14.5
* P195/55ZR-14	22.7	71.2	6.8	7.6	6.0	16.0
P205/55ZR-14	22.8	71.5	8.0	8.5	6.5	16.0
* P205/60ZR-14	23.5	73.8	7.3	8.1	6.0	16.0
P225/50ZR-14	22.7	71.3	8.8	9.2	7.0	17.5
* P225/60ZR-14	24.5	77.1	8.4	9.4	6.5	19.5
P205/50ZR-15	22.8	71.6	8.0	8.6	6.5	16.0
* P215/60ZR-15	24.9	78.4	7.7	9.2	6.5	18.0
P225/45ZR-15	22.8	71.6	8.6	9.3	7.5	17.0
* P225/55ZR-15	24.5	77.1	8.7	9.4	7.0	18.5
* P245/50ZR-15	24.5	77.1	9.2	10.2	7.5	19.5
* P275/50ZR-15	25.3	79.5	10.1	11.2	8.5	24.0
* P205/45ZR-16	23.5	73.8	7.3	8.2	7.0	17.0
P225/50ZR-16	24.6	77.3	8.8	9.3	7.0	18.5
P245/45ZR-16	24.5	77.1	9.2	10.0	8.0	18.5
P255/50ZR-16	25.9	81.5	9.7	10.5	8.0	21.0
P275/45ZR-16	25.4	79.7	10.3	11.6	9.0	21.0
* P205/40ZR-17	23.5	73.8	8.3	9.1	7.5	16.0
* P225/45ZR-17	24.6	77.2	8.8	9.5	7.5	17.0
P245/40ZR-17	24.5	77.1	9.2	10.5	8.5	18.0
* P245/45ZR-17	25.3	79.5	9.3	9.8	8.0	20.9
* P255/45ZR-17	25.9	81.5	9.7	10.4	8.5	20.5
P275/40ZR-17	25.3	79.5	10.3	11.1	9.5	20.5
P315/35ZR-17	25.6	80.4	11.7	12.7	11.0	22.0
P335/35ZR-17	25.6	80.4	12.7	13.3	12.0	25.0
P245/35ZR-18	24.5	77.1	9.2	9.6	8.5	18.0
* P245/40ZR-18	25.3	79.5	9.3	9.8	8.5	20.3
P275/35ZR-18	25.3	79.6	10.3	11.0	9.5	20.0
* P285/30ZR-18	24.6	77.3	10.4	11.4	10.0	21.0
* P305/30ZR-18	25.6	80.4	11.8	13.1	11.0	23.7
P335/30ZR-18	25.6	80.5	12.7	13.6	12.0	24.0

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Once again it is time for the Rules Procedure to commence. Rule changes and submission of new rules began on May 1 and go to July 1. So, if you have any submissions they must be in writing, either e-mail at tcharleswo@aol.com or snail mail to Tom Charlesworth, 9802 E. 45th Place, Tulsa, OK., 74146. Please, no phone calls, as it is impossible to distribute to the committee. The rules review procedure is on page 20 of your rule book. This will give you the time line in which the process is scheduled.

I am still getting a lot of questions on flares in prepared class. Flares are legal if they are of factory material. No fiberglass, carbon fiber or kevlar is legal in prepared class. All cars found with non factory material are being moved to GT classes.

I am also getting a lot of questions on what particular cars had as stock. Example: What made the 911SCRS different from my SC? In the rule book it states that the drivers are responsible for documentation on their home made cars. The updating and backdating rule is clear that cars must be duplicate in all regards. You are responsible on finding the data and putting it in your log book not the scrutineers.

Front and rear bumpers are free, but the cars also must be street legal, except for emissions, be able to be driven back and forth from the track. This means that the car must have turn signals. You may use the fog light holes for ducting but the turn signal lenses must be in place.

And lastly, the Hoosier rain tires are not legal at this time for Stock or Prepared classes. They do not meet the DOT rule of the rule book. I have received documentation from Hoosier and it will be reviewed and submitted to the rules committee for submission through the rules process.

Race safe and by the rules.

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# Racing Starts with Sebring and Never Gets Old

by: Bill Miller, 1973 914, #17, Class GT5S

When I was asked to write an article from the perspective of a veteran racer, I hesitated at first. I wasn't quite sure what they meant by the word "veteran"—did they mean an experienced and seasoned racer or just a plain "old fart"?

I started my racing hobby, as I am sure many of you have, by attending drivers' education events. For several years, my friend, Don Jacobs urged me to attend one of the drivers' ed events. I finally broke down, got out my old 911 and drove it to the track. I think the real reason it took me so long to finally attend was that I knew that once I got out on the track with my car, that I would be hooked. Well, it happened! I began my racing experience by attending as many drivers' education events as I could to gain the experience necessary to be eligible to apply for my rookie license.

With rookie license in hand, I loaded up my modified-for-race 911 and all its extra parts into my trailer and drove to Mosport for my first race. Canada seemed like a long way to go for my first race, but believe me it was worth the trip. After attending the meeting for rookie racers, I was set for my first race. I was nervous, as I'm sure everybody is, when I lined up on the grid for the start of my first race. If you have never been to the Mosport Racetrack, you have got to go sometime, what a neat track. We all stayed in line for the pace lap and when the green flag dropped, what a rush. We raced down the front straight and into the tiny first corner, it reminded me of my old moto-cross days. I was hooked.

That was six years ago and too many races to mention. Yet I still get that same feeling every time the green flag drops for the start of the race. If anyone tells you that don't get the feeling at the beginning of each and every race, they're giving you a line of bull.

Since I didn't like the other stock-class cars blowing me away on the straights, I switched to GT6R, but the class was very small and the four-cylinder kept blowing up. So I stepped up to a six-cylinder and the GT5S class. This growth through the sport was not only challenging, but also allowed me to have a good time while becoming more competitive. During the 2000 race season, I have compiled ten first-place finishes in 12 races.

I have found over the years that the Porsche Club Racing group is truly a great group of people. Sure, everyone wants to win, but if you need help, they are always there. I can't tell you how many times I have had to go around the pit area and ask for some type of part or another. Everyone is always willing to help with an extra part or by kicking in with their own elbow-grease to get a repair done in time for the final race.

You begin to look forward to seeing the other racers and their families when you go to the different events. It's kind of like attending a family reunion every month or so. One of the best things about club racing is the traveling that you get to do. This schedule is especially nice for us northerners with the



*Bill Miller is captured rocketing through Turn 1 at Sebring..  
Photo Courtesy of Daniel Mainzer Photography.*

timing of the events in southern states. We always look forward to the first race of the year in Sebring, Florida, in the month of February, followed by the Lime Rock Race in the spring. Eventually, you arrange your time off for a little travel to coincide with the race schedule. When you get to that point, you know that you are "bit by the race bug."

It has been great to see the popularity of the club racing grow over the past years. I am looking to seeing many more new faces in the race class. The great thing about club racing is the fact that there is always somebody on the track out there that you can race with, it doesn't matter where you are in the race group you can always come up with a good race.

Come on and build a GT5S car and run in the best class. I hope that most of you realize just how good you have it in PCA Club Racing. I have also run SCCA and EMRA events and at the PCA club events we get more than double the track time per day.

Stop by and visit us at the track. Ginger usually makes a lot of cookies. We run the yellow-and-purple 914 with the rear wing. See you at the track!

William (Bill) Miller and Ginger Miller, are Riesentoter Region members from Bernville, Pennsylvania. At Sebring, Bill continued his successful ways in GT5S, a class that includes non-turbo cars with engines having over 1.75 and up to 2.2 liters displacement, on street tires. (Many of these Porsches began as Class I or J 911s, 914s or 924s, before modification.) Bill qualified second in GT5S, with a 2:35.1. In the race, he finished second in class, and eighth overall, among 57 registered racers in his group, and moved his best lap time down to 2:33.3, probably with more gasoline on board. Not only does he win often, he is the one of the most polite and positive racers you will ever meet at the track or even on the track. -P.M.



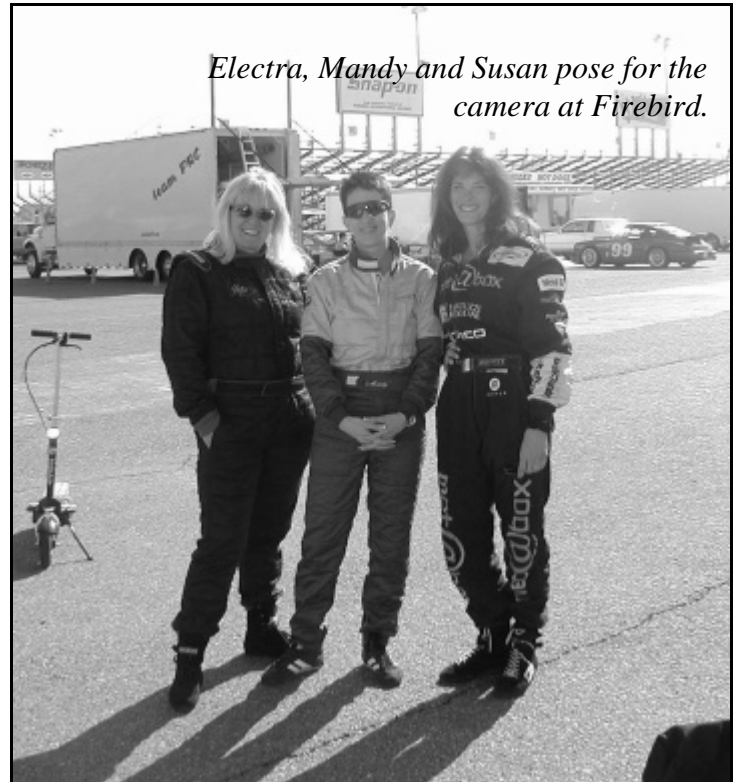
# Firebird by Night

by: Electra Anderson, 1978 911SC, Class GT3S

I towed my new 78 911SC with its 86 "vintage" Carrera engine to Arizona last week for my first PCA Club race. It was the most amazing experience in my first year of racing. As some of you may know, I started in March of 2000 with PCA in San Diego at Qualcomm with my 91 C2 Turbo doing the autocross. I did two autocross events and then went to the POC for my third event which was the short track at Streets of Willow. My fifth time out was at Phoenix International Raceway. I loved the big track and the speeds. In my first 10 months of driving I won the PCA autocross championship, the POC Short track championship and the POC Time Trial Championship in my class. I was ready for a little wheel to wheel and POC was not quite ready to let me go wheel to wheel. So, I contacted Susan at PCA Club Racing, sent the necessary paperwork and was issued a Race License. I was on my way to finally getting in some traffic and having to use all of my mirrors as well as all of my senses.

At Firebird, I was given a "mentor", Gennie Hemmingway. She was very supportive and helpful. I met her when I first arrived at registration, Thursday night. We had fabulous food and drinks and a "chalk talk" that was very informative. I forgot there was a time change and had to get up at 5:30 my time. So I hit the hay.

Friday morning I felt like the "poor relative", with my little open trailer and my inexpensive car. Half million dollar  
*Continued on Page 12...*



*Electra, Mandy and Susan pose for the camera at Firebird.*

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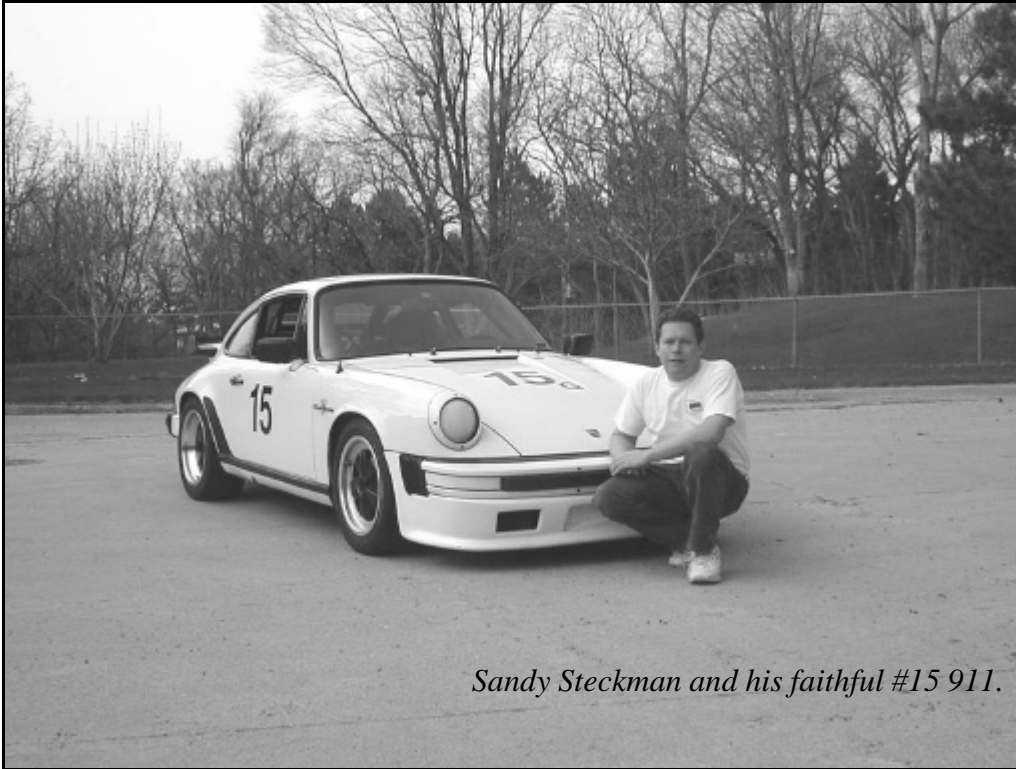
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# Rookie of the Year Award



*Sandy Steckman and his faithful #15 911.*

Region President in 2001. Sandy credits all of his volunteering and advanced exposure to the Club Racing Program in getting himself ready for the first time behind the wheel as a club racer!

In early 2000, Sandy had received his Rookie Candidate status, and attended his first race at Mid-Ohio in May. He finished 8th in class, and met his objective of being incident free! He attended Brainerd the next month, finishing 3rd in class in the Enduro, and 6th in class in the Sprint race. Next up was Road America, finishing 5th in class, and 14th in the run group. His last Club Race of 2000 was at Heartland Park, where he finished 3rd in class and 3rd in the run group.

In completing five races without incident he also earned Safe Driver Award for 2000. A quote from Sandy: "I have thoroughly enjoyed the camaraderie with the racers from around the country. We

often trailer our cars together on a sojourn to distant tracks, while discussing the event via 2-way radios from our tow vehicles. I also enjoy giving something back, and working hard to allow others to enjoy this hobby as much as I have! (the silence you now hear is me counting my blessings!)"

## *Michael Ward Melton Memorial Rookie of the Year Award*

The fourteen finalists for the 2000 Rookie of the year Award were: Ken Boyette, Steve Bujenovic, Jerry Bussey, Michael Erath, Ernest Fink, Chris Krauser, Kenneth LaBorde, John Ray, Clint Sawinski, Sandy Steckman, John Vincent, Jeffrey Wade, Jerry Wilson and John Zouzelka. Of the 144 rookies who participated in the program, these racers completed five races without an incident. This annual award is sponsored by the friends of Mike Melton at European Performance Engineering in Natick, Massachusetts. The 2000 Rookie of the Year goes to Sandy Steckman of Great Plains Region.

Sandy's involvement in PCA started in the Drivers Education (DE) program in 1995 in a friend's 911 Targa. Less than one month later Sandy bought his first Porsche. He attended numerous DEs from 1995 through 1999. After gaining four years of track experience at several different race tracks, he was ready to try Club Racing. Having attended Club Races as a spectator for two years, and also assisting in the race operations and organization as well, gave him a good feel about what to expect. In 1998, Sandy served as the Steward Assistant to Jim Coshow for the Great Plains Region Club Race. He served on the board of Great Plains Region PCA in 1998 as Membership Chairman, and had been in charge of communications and radios in 1997 and 1998. In 1999, was nominated to act as Vice-Chairman of the Club Race. He took on the role of Safety Chairman in 2000. The region experienced zero incidents at DE events the entire year, despite records turnouts of over 120 cars at each event. He also served as an instructor, helping DE novices to share in the fun. Sandy was then chosen to be Great Plains Region Club Race Chairman for the event in October 2000, as well as GPR

For those who may not have known, Mike Melton died on August 6, 1999 from pancreatic cancer and complications brought about by adult onset diabetes. He was a law professor at Boston University and enjoyed his adopted Greyhounds, fine wine, single malt scotch and raucous music of all types. He was nick-named the "Rookie" as a result of finally racing himself after accompanying friends to more than 30 races as "pit crew". No one remembers who actually gave him the moniker, but it stuck. Racing was the thing that kept him going far longer than anyone thought physically possible. There are many fond memories of his big s\*&t eating grin every time he came in from practice or a race in that old '69T, J stock car. His attitude and the fun he had and shared with others was contagious and spread through the paddock to those that knew him at every race.

In his first year of PCA Club Racing, Sandy has truly exemplified what the program is all about and you can bet that Mike is looking down with approval.

Congratulations Sandy!

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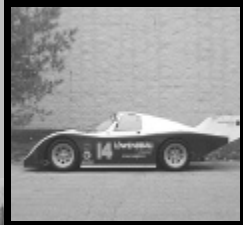
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Well, the new race season has begun and all the members of the Medical Safety Committee wish you a fun, engaging and safe year. The Club, through this committee, has formulated rules in a hope to insure a standard and consistent level of trackside protection. Should one of us be involved in an incident we want you to be able to expect a certain degree of medical care, regardless of where the event is being held. These safety rules provide our various regions the guidelines for providing us with reasonable medical coverage.

Thankfully, no one was critically injured last year. And we strive to keep our form of racing as safe as possible (with you - the racer's help). Not resting on our laurels new rules were introduced this year governing driver safety. After seeing several major car-to-car and car-to-barrier incidents last year it became clear that drivers were involved in potentially serious collisions and not being evaluated by any trained medical personnel. We, the racers, were not utilizing the track personnel's experience. Serious injuries can occur that might not be obvious to the untrained eye. Remember, Mark Donohue only complained of a slight headache in the paddock after his head was struck during practice and then died due to bleeding in the head later. Could that outcome have been avoided? Possibly. But what we learned for all the subsequent years is that even "trivial" injuries can be harbinger for more serious and life-threatening injuries. This is why we have implemented a new post-incident medical observation procedure.

Some of you have already seen or heard this protocol first-hand at Sebring and other venues. Some are at least casually aware of this change through John Crosby's letter in the *Club Racing Newsletter* earlier this year. For the

uninformed or the partially informed let me review the protocol. Drivers are required to be examined by the track emergency personnel after any high speed incident that damages his or her car. Examples of this would include any incident where there is obvious injury, any high speed impacts that damages the car sufficiently that it can't be driven, rollovers, impacts to the driver side of the car, etc. More specific examples have been provided to the national stewards. After some debate it was felt that, in the interest of safety, all incidents will require an evaluation.

The exam or evaluation can occur trackside, at the scene, or elsewhere, as deemed necessary or advisable by the safety persons. We are required to be seen. It might take a minute, or it could take longer depending on the severity of the incident or the medical opinion of the safety staff. The decision is a medical one based on the available information. If we don't follow up with a post-incident check-up then we will not be able to participate further without another form of medical clearance. This medical clearance would be necessary before our next event. In other words: no clearance- no race. It would be a lot simpler to just get the exam at the track where the incident occurred, and be cleared right away or be treated appropriately.

Before you start screaming about civil liberties, etc., let us remember that this procedure is aimed at keeping the driver and all the other participants healthy and safe. When we drive we all must insure not only our own safety but also the safety of all other participants. So please make our job easy, if you happen to be involved in any incident, check with the chief steward and get cleared by the safety crew. Then try to enjoy what's left of your event or weekend. Thanks and be safe.

## *Continued from Page 9...*

rigs and quarter million dollar cars surrounded me. I ran "Sprint" races, which were 45 minutes each. At first it was so amazing when cars are passing you on both sides anywhere they want. I am so used to pulling right and pointing someone by if they were faster than me. I've never had occasion to point that many people by, however. Finally, I stopped being little Miss Manners and just kept my line and let everybody get by me however they could, which is what you are supposed to do. You really have to use all of your mirrors; I was passed on some very tight curves that I never expected anyone to try a pass in. It was freaky at first, but really fun.

Saturday we ran the timed races. I was tired and went to the hotel and took a shower and a tiny nap and came back to drive in the Night Enduro. I took some practice runs in the dark. Holy Sh.....! I couldn't see a thing, except for big Halogen lights hitting me in my bi-focals. I tried to focus on the road and I kept telling myself that even if I couldn't see the road I knew where it was because I'd been on the track for 2 days by then. I had to do a mandatory pit stop and I had no radio crews telling me when to come in. Mel, my son in law/pit crew, velcro'd his cell phone to my dash to call me to tell me when to come in. People were saying, "Is she going to answer the phone while she's driving?" I didn't hear it the first two times he called. I

came in and I had to pee but there was nowhere to go. I got back in the car and told Mel to loosen my bladder belts. Luckily I only had 10 laps to go. The hour flew by. I got in a nice groove and kept thinking to myself. "Wow, I'm at turn one again." The checked flag came too fast and when I pulled in there were about 60 people cheering and clapping and giving me the thumbs up. I felt like a rock star. Susan Henke and I were the only girls to finish the race. It was the most amazing feeling. I took my award and went back to the hotel and laid back and lit a cigarette. It was that good.

Sunday morning I got up at 6 and was covered in Ben Gay and went and did the local time trial. I could barely move but I placed in the top 10. People came up to me and said things like, "I saw you last night...I don't know how you did it, I wouldn't have the nerve." I said, I just do it and tell myself I can do it and when I have a doubt I erase it from my mind and just "DRIVE".

I love the sign on the way home that says, "Don't pick up hitchhikers. Prison ahead." What are the odds that I would stop with a fast get-away car on the trailer, let alone stop period!?

It was a fabulous time in Phoenix. I love PCA Club Racing!

# They are Listening

by: Patti Mascone, PR Coordinator

The winning car from the 1998 24 Hours of Le Mans and the 930 of Michael Schrom, running for PCA at about the same time. What do these cars have in common?

No, it's not that they sported the best number in racing—26. No, it's not even that they both were winning Porsches, because that's only part of the story.

What these cars have in common is that they were two of the *quietest* racecars ever heard circling a racecourse and they illustrate an important lesson.

## A Familiar Story with a Different Ending

To begin, everyone who knows me, knows I feel strongly about the loss of Bridgehampton, an undulating and historic racetrack that fell victim to an inane application of a local ordinance written for bars and discos. It is now a golf course.

Like Bridgehampton did one year later, my home track, Summit Point Raceway, welcomed PCA Club Racing in 1992, when it hosted the first-ever PCA race on the East Coast. Meanwhile, the Sports Car Club of America (SCCA) continued to race frequently at Summit, which is located on the West Virginia panhandle, one-and-a-half-hours west of Washington, DC.

The DC Region of SCCA monitors decibel levels, posting measurements for each car, right alongside the lap time sheets, like they do when we race at Roebing Road, a track under SCCA management. Trackside readings taken from the inside of the Summit Point circuit used to show noise reaching up to about 104 decibels (dB). Today, the region has begun a voluntary program to reduce noise and sources tell me the maximum will drop to 100dB. In the future, it may go (slightly) lower. There have been, however, competitors who turned their racecars' tailpipes opposite the sound meter to obtain passing readings, which sent the noise out into the neighborhood. To make matters worse, ever since the heyday of ITS Datsun 240Z, the local population has grown, with transplanted Washingtonians and southern West Virginians moving ever nearer to the track. Accordingly, Summit Point Raceway became known, not as a driving school with sound accident avoidance and security training programs, but as a noise-maker.

This brings us to lesson number two: A "passing" grade may not be enough to keep local governments from imposing external restrictions. (FYI, SCCA now opts to measure sound from *outward side* the circuit.)

## Does co-existence between racetrack aficionados and communities sound impossible?

At a recent town meeting about county sound ordinances, representatives of Summit Point Raceway owner Bill Scott and the local citizens group made an unprecedented move: They decided to work together. Indeed, both sides of what could have been an acrimonious affair, instead, implemented cooperation. There will be noise abatement, but it will fall within limits SCCA has *already* planned for.

## PCA Leaves the Noise Limits up to the Racetracks

A Porsche driver asked me why PCA does not have a national policy on noise. Believe it or not, more than a few people from other groups believe that PCA drivers, after motorcycle racers, make the most noise of all.

I responded by telling him we simply abide by local track rules. Through strong local leadership, PCA regions have cooperated with racetracks for years in conjunction with drivers' education schools. The tracks, in turn, have built relationships with their communities. The track managers, therefore, took a leap of faith with us into racing and trust our members to modify, let's say, cars meeting the 105dB limit of Carolinas Motorsports Park, when they bring them to a track that mandates quieter cars. Moreover, while we enjoy varied racing experiences, the PCA Club Racing rulebook remains thin, and I think most of us would like it to stay that way.

## A Little Bit about Noise Ordinances

The first thing to remember is that while tracks measure sound closer-in, jurisdictions often seek to maintain sound levels only when and where the noise reaches residents, i.e., at the boundaries of racetrack properties. Furthermore, models for racetrack ordinances are sometimes found in existing ordinances, which cover everything from the noise emitted by airplanes and shooting ranges to construction equipment and nightclubs. An acceptable range from 65-70 dB may be mentioned, zoning for particular activities allowed and, in addition, particular times of day may be specified as "quiet hours." (For example, Sebring benefits from its airport link.)

If you consider the difference between a 70 dB reading for highway traffic (ie, a group of showroom cars) at 15 meters, and our noise limits, ranging from about 89-105dB when they exist, there would appear to be ample room, even at the lower end of the spectrum, to develop a Porsche racecar with a full-fledged exhaust note.

## A Final Note about Lime Rock

My family hails from Connecticut, by the long way, through the Villeneuves' homeland and from the land of the Ferraris. And they are proud of Lime Rock Park, which replaced an ugly gravel pit.

I have never heard anyone *who has actually been there* or lives nearby—whether a racer, racer's family member, merchant or resident—utter one negative word about—what?—the *actual racing* taking place there. Mind you, there's still plenty of thunder, but the energized feeling you get from bearable doses has to be experienced firsthand. It all goes back to the track owner's first letter to race entrants in 1957, where he asked drivers for discretion in exhaust noise and mentioned the importance of their conduct in determining future relations with the local people. If, under a 38-year-old decree, a longstanding church and the Lime Rock racetrack can co-exist yards from each other, then the rest of us should find it easy to dispel rumors.

Aside from racing at Lime Rock if you get the chance, I urge you to attend the Memorial Day races (now called the Dodge Dealers Grand Prix), where you just might see some PCA racers competing. (The track did negotiate for some unmuffled days, by keeping the rest under control). Both are some of the best racing you'll ever experience and a lot of it has to do with the quiet, but enthusiastic, nature of the nearby residents, who keep the track *open for business*. So what's the final lesson? Through voluntary actions, we can speak volumes.

# Sponsorship Update

by: Steve Rashbaum, National Sponsor Coordinator

The season is well underway with five races now complete in the warmer portions of the US. For those of us in the cooler portions of the US, races are not quite here but the weather is bringing track maps to mind. It snowed at my home in Chicago yesterday, but the weather the previous weekend was glorious and quite sympathetic to turbochargers. So, several of us went to GingerMan Raceway to exercise our cars and begin to clear the cobwebs from the helmet. I can't say that I am "tuned" for the season but the day certainly helped get the season off to a great start.

By the time this issue of CRN reaches you, you will have received a mailing from Northstar Motorsports announcing their new award, appropriately named the **Northstar Award**. The winner of the award will be drawn from the list of registrants at each race beginning with Mid Ohio in May. To be eligible for the award, you simply have to display Northstar Motorsports decals on your racecar. Each award winner will receive a certificate for a one-time 20% discount on any merchandise available at Northstar. At the end of the year, one of the previous winners will be chosen to receive a Bell Dominator helmet (SA2000) and custom paint job.

Northstar Motorsports was opened in 1990 by John and Jeannie Ruther. John is a member of the Chicago Region and their Chief Driving Instructor. He is an avid Club Racer and has participated in various professional events, including the Rolex 24 Hours of Daytona and the 12 Hours of Sebring, driving, not surprisingly, a Porsche. John's experience gives him not only extensive skill in driving and instruction but also an intimate knowledge of performance and safety equipment. He uses what he sells. Northstar Motorsports is an authorized distributor for names such as Bell, Sparco, MOMO, OMP, Pagid, Diadora, Recaro, and Stand 21. Northstar even manufactures its own line of motorsports accessories and leisurewear. Northstar also has a large selection of automotive and racing books and videos as well as a boutique full of automotive leisurewear and jewelry from some of the finest marques like BMW, Corvette, Ferrari, Viper and Porsche. Visit Northstars' web site at [www.northstarmotorsports.com](http://www.northstarmotorsports.com) or phone them at 800.356.2080. As you see John at the track (#33 in GT2), stop by and say hello. Be sure to thank him for being a sponsor.

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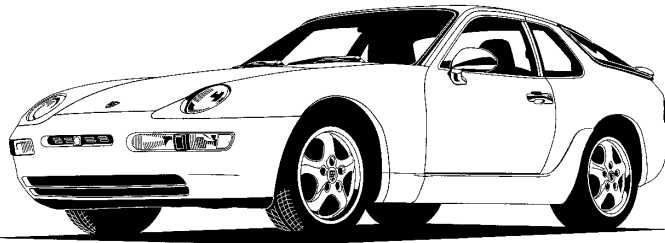
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# Editor's Corner

Once again, it is time for another *Club Racing News* to find its way to a mailbox near you. The current issue was made possible by a lot of people volunteering their time to send in articles and photos with little or no prodding from myself. Keep the mail flowing!

In the last issue, I mentioned that we would be putting the Club Racing News online for download. Well, the road to hell is paved with good intentions. My intentions are good and I hope to have it online by the time you get this. If for some reason it is not online, drop me a line and light a fire under me. This is a very effective technique among those who want their

Classifieds updated. Trust me, those "Classified Connoisseurs" are many as are the fires they light.

Last, but not least, you will notice that we have taken on a few more advertisers. Take a good look at what they have to offer such that when you pick up the phone looking for some P-car parts and accessories, you'll have some potential sources.

Thanks for your help and support!

Andy Jones  
CRN Editor

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### Continued from Page 18...

**1988 944 Turbo S**, fully sorted Club Racer/Drivers Ed car, Fresh Powerhaus Engine & Turbo, Turbo Cup/968 M030/Koni Suspension, 17" Fikse's, Safety Devices Cage, etc. See <http://www.geocities.com/steve6th/pages/BB944TS.htm> web page for details. \$19,500. Call Byron @ 504-845-2886 or email [vmmm@aol.com](mailto:vmmm@aol.com).

**1986 Porsche 944 Turbo** Lightweight Widebody - White - Fresh motor with Raceware hardware. Modified pan, larger pump and relief valve. Cross-drilled crank with 21" Accusump and Air/Oil separator. Garrett turbo, Tial wastegate and adjustable boost. Short shift kit, factory limited slip. Turbo Cup suspension with Porsche M30 Motorsport sway-bars, adjustable strut tops and solid bushing caster blocks. Late model spindles and hubs. Large rear wing and splitter. Lexan all around. Full Cage. Fully stripped. Car professionally widened, fiberglass and carbon fiber all around with a dry weight of 2550 pounds. OMP racing seats w/Simpson five point harnesses. Two sets of BBS Magnesium Race Wheels: 10x17 front and 12.25x17 rear. Big Red Calipers w/aluminum hat 12.75" floating rotors and adjustable brake bias control. Very fast and PCA Race ready. Must sell - \$29,900.00 - Photos available upon request. Keith Stockton at 908/689-9660 days and 908/689-9661 eves. Email: [keithstockton@home.com](mailto:keithstockton@home.com)

**911 Race Car** built for professional racing, street licensed. 1973 VIN ONLY; body is 1994 black turbo. Premium brakes, fuel system, cage, suspension, cooler. Motorsport Design ZYTEK racing engine over 620hp, 605ft-lbs. Twin injector/plugs, six butterfly manifold, electronic boost, etc, etc, etc. This car was built and never used, everything is like new. Licensed vehicle professionally done, ready to race. Brian Smyth (602) 312-4650, [briansmyth9@yahoo.com](mailto:briansmyth9@yahoo.com) for information and photos 57,000 o.b.o.

**1999 Cup Car** VIN WPOZZ99ZXS698110. Ex Larbre Competition team car with wins at Nogaro, Nurburgring and second place at Magny Cours. Finished second overall in French GT3 series. See photo on page 104 of Porsche Supersport '99 by Ulrich Upietz. Completely redone with new rotors calipers, engine, transmission. Ready to race in PCA GTC class. Current pictures available to serious buyers. \$120K. Tico Capote. Email [tracingporsch@aol.com](mailto:tracingporsch@aol.com). 901-767-1111.

**1992 Carrera Cup #001**, raced professionally in Grand Am last season, 4th place Mid Ohio, 3.8L w/TMW throttle w/MOTEC, G 50-50 gear box, spare gears, new diff, Penske adjustables, air jacks, carbon fibre dash, 2 sets of wheels, new rains, spare 3.8L long block, complete set of spare body panels \$85,000/offer additional equipment available. Keith Fisher 716-696-5501

**1998 993 Factory Cup Car** - Raced in Carrera Cup in 1998 by Schmicbler, finished 5th. Factory Wagonpab, lots of photos in 1998 Porsche Sport. This

was one of only 30 993 Cup cars built in 1998 for Carrera Cup, one of the final air cooled race cars produced by Porsche. 8,000 kilos on car, 4 events in 2001 on motor and transmission. Factory cage, air jack system, 315 hp 3.8 litre motor, carillo rods etc... This car has never been crashed and is stock, as from the factory. \$95,000 Some spares available as well. Call or email for additional information - John - 949-650-4625 or [supercup@gateway.net](mailto:supercup@gateway.net)

**1970 911s GT4** 2.7RS, 2150 LBS, Built by Carls Place, Winner 99 La Carrera Classic, Fastest overall, 2nd place in 2000. New motor, trans, clutch, plug wires, distributor, injectors, CD unit, rebuilt pump, Boxster front brakes, headers, 6 BBS 17" wheels, PCA transponder, \$50,000 invested. Asking \$20,000. Tom Mildren 702-645-1601.

**1980 911 SC #91A0140947**. Charcoal Grey, new paint, G-class Club Racer. Full cage, Fire System. 22 and 29 MM sway bars. Jacobs Ign. Front strut tower brace. Fiberglass front and rear bumpers, Corbeau seats, IROC wing, fresh gearbox, never wrecked. 2500 lbs empty. Corner balanced. Winner at Heartland Park. \$15,000. Rudy Strnot 402-430-6447.

**1974 914 Race Car**. Fast and Reliable. Semi Tube Frame. Sheridan Body, 3.2 Euro engine, 260 hp, 1800 lbs, coilovers, fuel cell, Quaffle, \$25,000 w/ open trailer. Call or email fro specs and pictures. Bill Seymour, 1123 Baron Rd, Weddington, NC 28173, 704-843-9259. [Wseymour@msn.com](mailto:Wseymour@msn.com).

**1986 944 Turbo**. Black on black, leather, sunroof, 39414 miles, AutoThority chip, test pipe, all options, no dings or scratches. Mint condition. \$13,500. Stephen Keneally 781-383-3707. [admin@davyscott.com](mailto:admin@davyscott.com)

**1975 914/6 GT4R**. FABCAR semi tube frame chassis, all fiberglass body (AIR), custom A-arms, adj. Koni gas overs, 2.8 liter, Carrillo Rods, J&E pistons, Lectron carbs. 3 races since total rebuilt. Pole and race winner. \$45,000. Stephen Keneally 781-383-3707. [admin@davyscott.com](mailto:admin@davyscott.com)

**1959 PORSCHE 356A COUPE** VSCCA & PCA LOG BOOKS. COMPETITIVE, FRESH ENGINE AND TRANSMISSION. FUEL CELL, ROLL BAR, FIRE SYSTEM, 12V, OVERSIZE FRONT DRUM BRAKES, BODY & PAINT JUST REDONE (PERFECT). ALUMINUM TRAILER TRAILER INCLUDED. \$27,500 <mailto:RONIDUFF@HOME.COM> OR CALL 302-529-0417.

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# 2001 PCA Club Racing Calendar

Dates	Event	Region	Region Event Chairs
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 Glen*	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 3/4/5	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 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.net
Sep 29/30	Summit Point	Potomac	Marilyn Hickson 703.758.6697 potomacde@juno.com
Oct 5/6/7	Heartland Park*	Great Plains	John Krecek 913.897.3357 jkrecek@kc.rr.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	John Taylor 803.796.0983 cltjft@sc.rr.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

*Photo courtesy of Donn Rodenroth Photography.*





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