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**Come Visit Our Web Site:**  
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**On the Cover:**

Carl Van Austen shares his ride with Jeff Gamroth during the Romp's mini endurance race. See Page 14 for the full story.  
*Photo by Chris Greenwood.*

**Deadline**

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

# Disaster and Dedication

by: John Crosby, Chariman PCA Club Racing

On the weekend immediately following the World Trade Center disaster on Tuesday, September 11<sup>th</sup> two of our races, Nelson Ledges and Pueblo were scheduled. On Wednesday, the immediate question was, should we carry on with these races? The overwhelming opinion of both the Rocky Mountain and Northern Ohio Region as well as that of the National Officials was to go ahead as planned. The majority of the racers, registered for both races were coming from nearby areas, so travel should not pose a problem, except for the National Staff. It's now Thursday and the airlines are still grounded and contingency plans are in the works. As things turned out, both of the races went as planned, but not without the extra effort of many of our national staff members. Bruce Boeder, the Nelson Ledges steward, spent about 16 hours (by plane) getting from Minneapolis to Cleveland and Dave Maynard jumped in and conducted the orientation meeting. Nanci Maloney, the Time Tech for Nelson, never made it at all, yet spent most of her weekend on the phone talking the local timing people through the use of the AMB system and results were printed right on time. Deni Knight and Dick Ward, assigned to do Timing at Pueblo, took the time to drive from Salt Lake City to Pueblo. Ray Pruitt, the Pueblo scrutineer, never made it out of Canada, however Bob Jones, who was there racing, helped out with scrutineering. Jim Coshow, the Pueblo steward, never made it either, however Bryan Henderson, also there racing, did the orientation meeting and Vicki Ernschaw, who had planned to race (and also the region registrar) gave up her opportunity to race and performed steward duties for the weekend. All of this shuffling also put a strain on the region personnel, who were all quick to make the necessary adjustments. There are many people in New York City and Washington DC that have gone above and beyond the call of duty as a result of the disaster. While putting on a race is very insignificant compared to the efforts of these people, nevertheless the same American spirit and dedication exists in our Club Racing community. While we may not have the opportunity to directly assist in the disaster areas, carrying on with our day-to-day activities is a very significant means of contributing. My thoughts and prayers go out to those whose lives have been affected by these tragedies.

Also in September and October, Potomac, Great Plains, and Maverick Regions hosted their annual Club Races. I had the pleasure of enjoying some Maverick Region hospitality and racing at the world class Texas Motor Speedway in Fort Worth and I'm not sure which I liked the most, the hospitality or the racing. TMS is really an awesome track, using all four of the high-banked oval turns plus a very challenging infield section.

The 2002 Schedule is filling out nicely and it

looks like there will be 26 or 27 races on the calendar. Next year will see the addition of two regions hosting Club Races for the first time at two new venues for PCA. San Diego Region will host a race in May at the California Speedway; and Mardi Gras Region, my home region, is planning a race at NPR Raceway (a new track between New Orleans and Baton Rouge) in April. Oregon Region is planning a Parade Race at Portland International Raceway in conjunction with Parade 2002 in Boise. There will also be a special display area at the Parade Concours for Club Race cars. It would be great to have a big showing of Club Race cars at the Porsche Parade.

I'm happy to report that since mid year, the incident rate has dropped to 4.7 per event. This is still on the high side but improving. The continued enforcement of the 13/13 Rule in its most strict interpretation, including ending the session or race immediately for all cars involved, is the most effective means of dealing with the situation. The reaction that I have received from racers has been that of appreciation for the rigid enforcement of the 13/13 Rule. This is particularly true from our drivers who participate in other, so called "gentleman racing" venues which do not enforce their own rules.

The Club Racing Advisory Committee members for 2002 are Jim Coshow, Kathy Fricke, Donna Amico, Steve Rashbaum, Alan Friedman, and Dick Lane. This committee serves as a sounding board throughout the year for the Chairman on policy issues, suggestions, and program changes. These individuals also act as a conduit between the racers and the Chairman when necessary. Their email addresses are posted on the Club Racing website. Outgoing Ad Comm members are Manny Alban and Paul Margaritas, to whom I would like to express my sincere thanks for the time that they have dedicated to the program.

The 2002 Advisory Committee met this past October and there are several policy and procedural items that were addressed and some changes were made. National Sponsor Awards for Enduros was thought to be a good idea and will be pursued by Steve Rashbaum. The current awards policy, (i.e., the same trophy for everyone) was discussed and all agreed that we have the right formula. The indication of placement positions on the award is perfectly acceptable. Yes this is racing and winners are to be recognized, but at the same time we are a group of fellow club members and the participation and camaraderie should weigh in above all. Regions are encouraged to promote attendance at the awards ceremony at the end of the weekend. The second driver in a two-driver car shall always be in a higher run group and placed in a class. The only time that a car should be

designated as "Exhibition" is when the only option is to move the second driver to a lower run group. In this situation, if the "EX" car is the overall race leader, he/she shall not take the checkered flag and shall have a sufficient number of laps taken away so as not to appear as the overall leader on the timing sheets. At the request of regions that are looking for more variety in their events and do not have sufficient time in their schedule to conduct enduros, the committee approved sprint race lengths of up to 40 minutes. Sprint race lengths planned to exceed 30 minutes shall require special approval in advance by the Club Racing Chairman and shall also be advertised as such in the event registration information. The National Steward shall be allowed to establish a sprint race length based on either a set number of laps or a specific time interval.

The following changes in the Enduro Protocols were approved:

1. In the event that a driver change is planned, either driver may start the race, regardless of which driver qualifies the car.
2. The penalty for a 5 minute pit stop violation shall be changed to a "stop and go", with the stop time being

equivalent to the amount of time that the pit stop was short.

3. The penalty for a pit lane speed limit violation shall be treated the same as a passing under yellow, which is a black flag and a talk with the scrutineer. The length of the talk may vary with the severity of the infraction.

4. Pits will normally be open under yellow flag conditions, however at venues where pit space is very limited, the National Steward may declare the pits to be closed (for mandatory stops) during yellow flag conditions. This shall be announced at the Enduro Driver's Meeting.

I have truly enjoyed my first year as the Club Racing Chairman. It has been more time consuming than I anticipated, but it has been very rewarding to be part of such a great program.

Looking forward to some great racing for 2002!

John Crosby





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# Club Race at Mosport

...Thoughts and Observations from The Great White North

by: Brion Charters



*The 944 of Karl Thompson was reunited with other Rothmans sponsored 944s of years past.*

The registration and car count may have been down this year, but the track time and race energy was really up. With a track sponsored test and tune day added to the three-day enduro weekend, everyone had four full days to get themselves and their cars dialed in. Four full days available to get comfortable with one of the more intimidating racetracks in North America. Because of a conflicting event at Gingerman, and the Brainerd race only a week away, the 85-car turnout at this wooded, high-speed course in the rolling hills just northeast of Toronto was less than expected. The end result was, in addition to the ton (metric) of track time, Sunday's enduro became a single 90-minute everybody-on-the-track-at-one-time-race. This year, I have done Club Races at Sebring, Road Atlanta, Mid-Ohio, Watkins Glen and Mosport. Sunday's enduro at Mosport was the best, the most competitive and the most fun of the year. One big 90-minute race. Everything from GT1 to J Stock. Forty some cars on the 2.5 mile course. Yes, there were big speed differentials, but only one very minor incident. Big Enduro equaled big fun. Drivers were deeply involved on a difficult track with other cars almost every lap for 90 minutes.

Those of you who opted out of Mosport are missing one of the best tracks in North America. If you like big tracks with fast, challenging turns over big elevation changes; if you like Watkins Glen, Road Atlanta and Turn 1 at Mid Ohio, you'll like Mosport. The track has been home to Formula 1, Can Am, Indy Cars, Trans Am, and stock cars. The names who have had success at Mosport are among the most legendary in racing; Foyt, Petty, Stewart, Allison, Stuck, Fellows, Donohue, Fittapaldi, Ickyx, Goodyear, Lauda, Villeneuve, The McKenzie Brothers, and Bavaro... well, maybe different legends for different minds. To get a rough idea of the track go to the Mosport website and see Hans Stuck's one lap description. Or next year, drag your racing seat up north to try it for yourself. Did I mention the free beer yet?

There was a lot of fun, some drama, a poignant moment or two and excitement all four days. Excitement that went beyond the usual car-to-to car on track stuff. Yes, there

was racing, and to see who placed where, check out the results on the Club Racing website. Every morning was started with free coffee and donuts provided by the host, Upper Canada Region. Donuts, along with beer and bacon are primary Canadian food groups and helped ease the vast cultural differences between the visiting American racers and native Canadians. There were racers from as far away as California. Richard Steranka who was originally from Toronto, was returning to Mosport for a first look at the improved track after five years. He was with a truckload of cars from the San Diego area, all good guys, good cars and fast for their first time at the

track. And there was a certain doctor from Tennessee who was bringing his Rothmans Turbo Cup car back to it's roots. He kept expecting to receive a U.S. discount on his Canadian lap times. A couple of the Californians rode around with Richard in a Yukon for their first look at Mosport. They gave the track a unanimous "oh s&#!".

Thursday's test and tune and Friday's practice brought a lot of heat, sun and a surprise thundershower or two. Because Mosport sits in the rolling hills high above and only a few kilometers from Lake Ontario, the weather isn't always predictable. The only thing that is predictable is that the weather will change.

The practice starts and qualifying on Friday went as scheduled with most of the racers on pace for their class. It seemed that most of the newcomers had gotten over any real jitters about the track. By Saturday morning, the guys from California would be more concerned about their cars and set-ups rather than "the line" through the 4<sup>th</sup> gear, downhill, double apex off-camber Turn 2.

Saturday opened as usual with a crowd at the free donuts and coffee. (Can we get this written into the Club Racing rules?) Practice and qualifying followed and everyone tried turning things up a notch or two. Qualifying was led by the usual suspects and the racers began commenting that the



*Water vs. Air vs. Water.*





*The "coffee and donut" crowd receiving instruction for the day's events.*

track seemed to be getting slippery, especially in Turns 1 and 3. Actually, the new track surface was starting to fall apart.

All three sprint races were pretty exciting, and I would suggest that you check the web for the complete breakdown. Mike Bavaro won his race by 11 seconds over Erik Postnieks who was 23 seconds ahead of a close race for third between Wal Jarvis, Alan Wortzman and Jules Roy, Wal ending up with the spot. The opening race saw Robert Scotto beat Henk Westerdu in easily (or he had it given to him, depending on who you talked to). Chris Musante walked away with the middle race, lapping everyone but the fourth, third and second place cars. John Paton finished second, 40 seconds behind Chris. From my vantage point, it was hard to report on anything other than what I could see just in front of or behind me during the race. That view was primarily of Ronnie Savenor making a huge catch in the first turn at the start. All of us immediately behind him lifted, scrambled, squeezed cheeks and moved everywhere and it seemed anywhere. With a big gap to the front group of four cars, we were left on our own. The rest of the race was pretty uneventful from my seat, and after the start, finishing second in class was as good as it was going to get.

After the sprints, it was pretty obvious there was a problem with the track. Specifically the new asphalt that was put down over the winter was turning to black gravel where the loaded wheels ran and building up as stone marbles off line in turns 1 and 3. After the last sprint race, "Bear" or "Grizzly" (or whatever his name is) and the track safety and maintenance folks, who incidentally live in the woods inside the track, did a fantastic job. They worked through the night, getting the track back into shape. They missed a great party. These people know how to take care of a racetrack and drivers. They are very good at what they do. Also deserving praise for their efforts, the "Grid Nasties" were out in force. The "Grid Nasties" are Upper Canada Region volunteers who kept the confined grid at Mosport under total control. Many of them had worked the Watkins Glen club race and all of them did an outstanding job. They did their jobs, kept the drivers informed, slapped them when appropriate, served drinks in the evening and looked good doing it all.

The Saturday banquet was up to Canadian standards. These folks have the best shirts and truly awesome mementos. And this is one of the few if not only Club Races that has a brewery as an event sponsor. Enough said. There was food too. There was a very nice tribute to Rick Bye for all the help, advice and time he has given to Club Racing and Club Racers in Canada. There was also a very well deserved going away gift and presentation to Tom Charlesworth. This was Tom's last visit to Canada, as he will shortly be leaving as the Head Scrutineer and overall mean, nasty, arrogant and opinionated tech guy we have all learned to avoid. He may have been all of the aforementioned things; but he made better, safer racers of each of us and his charming frown will be sorely missed at Club Races. Thanks Tom.

As noted earlier, Sunday's 90-minute enduro was now going to be a single event for all the racers. Since a number of drivers who signed up for the race had left, Bruce Boeder, the National Steward, made the call. This was a good move for two reasons. First, as I said, the racing was tremendous and involved for the entire race. Second, turns 1 and 3 fell apart so much that a second enduro would have been impossible, unless tow vehicles were eligible.

The race seemed to be in two parts. The race to the first double yellow (full course) and everything after that. The full course yellow came out with around 26 minutes complete of the 90. It was decision time. "If I pit now and fuel, will I have enough to race a full hour?" Those that pitted for their mandatory 5 minutes during the full course yellow made the right move. Those that gambled, hoping for a later double yellow to pit under never got it. Even those who pitted at this time but came in later in the 6-lap caution, ended up with poor track position when the race went green. As it was, the restart order was a jumble of classes, speed spread throughout the field. It made the first 5 laps after the restart pretty exciting as the "natural order" of things tried to come through. The rest of the race became less frantic but, from my perspective still very involving for the driver. Between chasing the car ahead of me in my class, dealing with lapped cars and with being lapped, it was serious fun, serious work. There was also the issue of the missing track surface in turns 1 and 3. Remember the Putnam Park race three years ago when racers went home with most of the pavement from the last turn caked inside their wheels. Not that bad but...

When everything ended, there was still pavement left in the corners and the usual suspects were at the front. After almost 50 laps at Mosport, Mike Bavaro took his second win of the weekend. As for everyone else, some did better than expected, some didn't. I had a great race and a great weekend. And as Bruce Boeder noted in his official race report, "This was an extremely well organized event. Glynn and Patti Green are to be congratulated. The hospitality was superb and the awards ceremonies (yes, two, with one on Saturday and one on Sunday) were well attended...the drivers here are pampered by the region."

*Note: All photos courtesy of Peter Carroll.*

# Does Fun Have Anything to do with Winning?

by: Patti Mascone

There are lots of conversations overheard in the paddock that end with the rhetorical question: “But you are *having fun out there*, aren’t you?”

The respondee then bows his or her head and nods, and from there, it’s not hard to hypothesize that the preceding conversation centered around some lowly event or circumstance that precluded this racer from taking home a trophy.

If you really listen to this question, does it presume that winners can only succeed at the expense of actually enjoying their chosen activity? Unfortunately, many of us tend to think so.

To offer another analogy, think about the softball leagues some of us play in after work. The competitive teams, in the “A” leagues, well, they are the serious and dedicated souls, the true athletes who sacrifice all for the sake of a plastic trophy. These players most certainly don’t lack for skill or advantages (insert something here they have that you lack). Perhaps the difference between one of them and the rest of us mere mortals is something like practice time (as if their schedules were any different) or some baseball scholarship that’s now ancient history.

It is telling that no one describes these weekend warriors as fun-loving, for that is seen as a weakness. Apparently, the Type A’s who tunnel their vision, trample their competitors and frown and fret and throw their bats, they are best suited to win games. For these guys, thinking about what’s fair, well, that doesn’t even register on the radar screen.

## Flip the Coin: Are Losers Happy?

When truth be told, most of us end up in the lower echelon B or C leagues at the other end of the spectrum, whether it be softball or some other competitive activity. Does that mean we are mollified by simply enjoying the activity?

Think about it. In the self-fulfilling land of low expectations, perhaps we do get to have fun. Because all the pressure’s off, we are free to mimic the “Bad News Bears.” We’re off the hook: We don’t have to try very hard, raise a sweat or be afraid of or blame ourselves for poor performance. Gosh, for—*goodness sakes*—we may even let someone else win just because we are just so darn nice and happy not to have to worry about it.

## Losing Stinks!?

First of all, let’s face it, losing, in and of itself, it stinks. To make matters worse, when it’s obvious to all, who drove fast and well and who didn’t—facing the truth can be no fun, no fun at all. When posted “timesheets” are staring you in the face, there’s no way to fudge the truth.

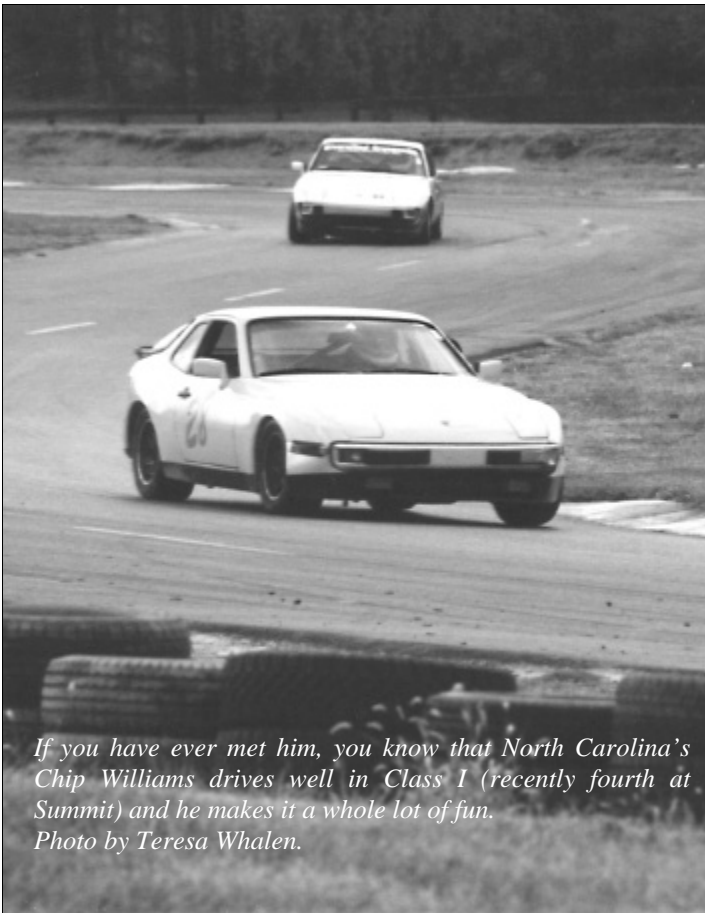
We have all had bad days when things, be them mechanical or mental, are trying us to our very souls. There may even be days when your competitors have come to the track with cars prepared to the epitome of mechanical wizardry, while your “chips” are down...

For some drivers, these prospects agonize them so much, they settle for drivers’ education instead.

## What is a Winning Attitude?

Studies on the psychology of sport have shown that excessive tension creates an environment that not only hampers athletic performance, it will make you more than ready to pack up the trailer and head for the hills when adversity hits. In fact, the studies show that athletes perform best when they are at an even emotional keel. Competing with too much adrenaline (like a Type A) can cause you to be just as ineffective as if you competed with too little.

Furthermore, studies have also shown that athletes have a particularly difficult time learning and



*If you have ever met him, you know that North Carolina’s Chip Williams drives well in Class 1 (recently fourth at Summit) and he makes it a whole lot of fun.  
Photo by Teresa Whalen.*



# Porsches and Racing: Past Versus Present

by: Alan Friedman

You may have recently seen Speedvision's coverage of the Rennsport Reunion. For those of you who were not at the event, you will be interested to know that it was in fact a fine event with a huge gathering of significant Porsche race cars from the past. You should also note that it was an equally huge gathering of PCA Club Race cars and drivers - not reported on Speedvision. Of course the media focus was on the historic drivers and cars, and that was certainly cool - it was the equivalent of going to the Louvre to see the old masters touch up their paintings! (By the way - I was a participant and did ask one of the PCNA folks at our hotel what time I should be at the table to sign autographs. I was politely rebuffed - but she did pour my wife and I another glass of wine!)

But if you are both a fan of Porsches and racing and an active participant (why else would you be reading this?), you should understand that - to some extent- we are all now setting new records for Porsche on the racetrack. How? Because never in the history of Porsche have so many of the marque's models and cars been competing regularly in road racing (at least in the USA

anyway). Consider some of the "golden" periods here in the U.S.: 1973 (Can-Am 917-30, IMSA - RSR), 1985 (IMSA 962, 935). How many people were actively campaigning Porsches in those days? I bet if you added up IMSA and SCCA, you would have come up with maybe a few hundred drivers nationwide in those years.

Today, with vintage groups and PCA Club Racing added to the SCCA and ALMS, the number is easily between 2000 and 3000 (or more?) - we've got close to 2000 in Club Racing alone - and this is probably ten times or more the number in the "golden years". If I were involved in the business of Porsche, this would be a very significant fact, as I gather that numbers do count in the automobile business. I've often wondered why PCNA does not zero in on this number and really do something with it.

Anyway - enjoying the past sure is fun, particularly when you can be setting new records for Porsche racing at the same time, and that's what we do in Club Racing at every event!

practicing new skills when a crowd (perhaps a rowdy bunch of veteran racers) is watching. This means the toughest thing for anyone to do is to learn (and fail while learning, perhaps). The studies demonstrate that once an athlete becomes accomplished, his or her skills are enhanced by the existence of this very same crowd.

So that leaves us with some simple rules. Leave the competition out on the playing field so that you can enjoy the company of your fellow competitors off it. If the tire pressure was off one pound, try to forget about it. Better yet, cut yourself some slack on occasion—don't quit, just come back better.

## You Don't Have to Settle

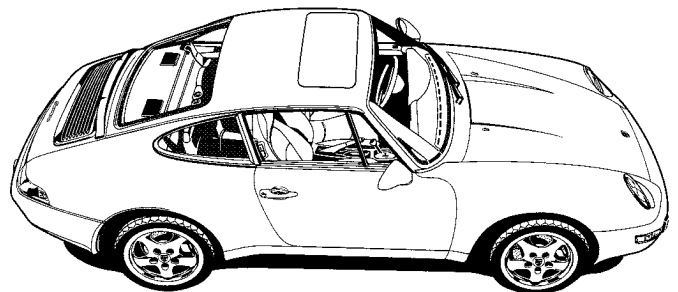
Obviously, there is joy in the basic activity of driving fast. But this doesn't mean you have to be jolly person who says, "After you, sir," at every bend in the roadway.

Joy, instead, should give you a sense of perspective that allows you to lose with grace and to win with equal honor. To compete as hard as you can, but to compete fairly, whether you were born Mario Andretti, or not. And to focus on the things over which you have control. This makes for "winners" we can all emulate.

You can win and you can have fun; these are not competing interests.

If you ever find yourself on the podium, never forget what it feels like to win; there is no match for that

feeling. The feeling when victory was sweet after a difficult journey. When the competition was tough, but the win was honorable. When your friends were nearby and celebrated with you. After all, if the champagne weren't hard to get, and drinking it were no fun at all, then why should we bother?



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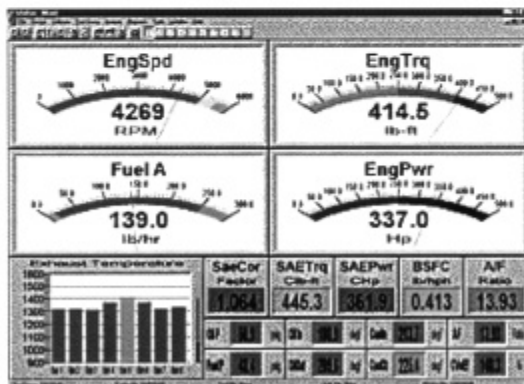
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# 2002 Rule Changes

The comments are in, the review has been made by the Club Racing Committee, and the changes to be adopted for 2002 are listed below. The overwhelming message received from the racers was to maintain the status quo. This message is also evident by the fact that of the 2,000 license holders, comments were received by less than 100 racers. This is surely a sign of contentment. One of our racers submitted the following, which echoes the sentiment of what this program is all about:

"Keep up the good work gentlemen - keep the rules simple, short, easy to understand. Keep club racing with emphasis more on "fun" and less on "how much can I spend to win". Mute, muffle, mitigate the folks who would make it more technical, more expensive, more the-more-you-spend-the more-you-win. Agree wholeheartedly that stewards should be volunteers in our format, not professionals and "rule-book lawyers" and keepers of endless technical drivel and shades of gray. I want to have some good safe fun. Don't care if I win. I'm probably one of the guys who are never going to propose to change any rule, but I hope I am your main or best type of 'customer'!!! SO if I am silent, it doesn't mean I don't appreciate what you all are trying to do!!! Keep it up!"

## Rule Changes to be adopted:

### 1. GTC Class Changes:

a) Split the GTC Class into two classes. One class based on 996 models, the other based on 993 models.

b) Allow updating and backdating within the individual Cup classes provided the converted item meets all specifications of the vehicle. It is the responsibility of the driver to provide all technical documentation.

c) Allow the replacement of unavailable parts with equivalent factory Stock parts.

4. 93 911 C2 Turbo (3.6 liter) to move to "C". 90-92 911 C2 Turbo (3.3 liter) remains in "D".

5. Classify 959 to "B"

9. Allow non-stock valve spring retainers in Stock and Prepared Classes. Springs must remain stock. The documentation received from Porsche indicates that retainers in certain models could be prone to failure.

11. Safety Rule 15. Open cars, cabriolets (even with the top up), and cars with non-stock, non-metal roofs must be equipped with approved arm restraints.

• *This does not apply to stock roofs on targas, 914's, or factory sunroofs.*

## 12. Enduro Protocols:

a) Change the term "balaclava with eye protection" (for refueling) to "balaclava with goggles". Full face helmets are still allowed.

b) State that the pin must be removed from the fire extinguisher during refueling.

c) For night enduros, all cars are required to be equipped with operational head lights and tail lights providing illumination at least equal to factory lighting. Additional lights may be added, but must remain below the roofline.

## Rule Clarifications to be adopted:

1. Prepared Rule 6.C - Fender flaring is allowed with the use of factory material based on the year and model.

2. 1978-1980 911SC Euros (with US specs) are classed in "G". - These earlier SC's run lower compression and have the same engine specs as the US models.

3. Stock Classes A through K - add phrase "must have been built by Porsche for street use"

4. Delete Stock Rule 6.D and Super Class Rule 7.G and add the following under general Safety Rules "Fuel cells are not required, but are strongly recommended for Super Class cars and allowed in Stock and Prepared cars. When mounted in Stock, prepared, or GTC cars, the fuel cell must be in the location of the Stock gas tank and carpet may be removed in that area."

These proposed changes **will not** be adopted for 2002:

2. 911 C2's and C4's to move to "E".

3. 1981 to 1983 911 SC Euros to move to "E".

6. 1972-73 911 E's to move to "H".

7. Allow Hoosier radial rain tires in the Stock classes.

8. Allow KLR chips to be changed on turbo cars as a "Prepared" modification.

10. Allow non-Stock cam timing as a "Prepared" modification.



The Rocky Mountain Region made the decision to carry on with its 10th Annual Club Race at Pueblo, Colorado, on September 15 & 16. This was not an easy choice to make with all of the horrific events that took place on September 11th. It was very trying for all of us, but I must say everyone present at the race showed their true colors in the best way. This is what the Porsche Club and the Club Racing program is all about. We did pause and have a memorial service. This gave the drivers and workers the opportunity to have a moment of silence in memory of all who lost their lives on September 11.

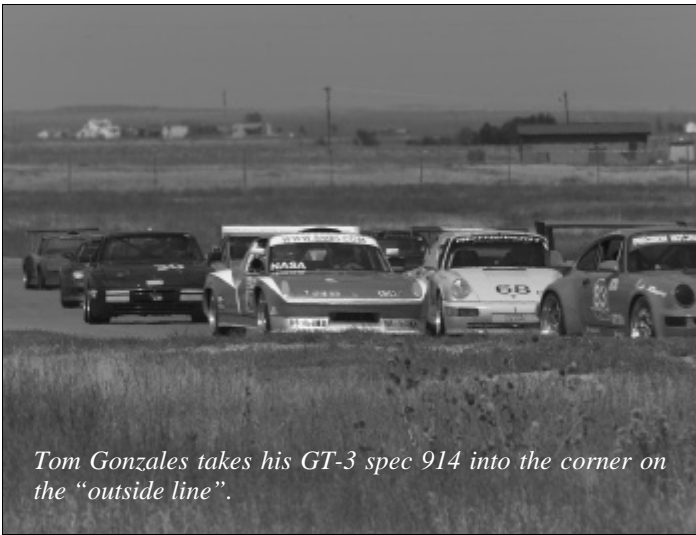
We did have some adjusting to do. Deni Knight and Dick Ward, our timers, drove over from Utah instead of flying, and racer Phil Blackstone transported the timing equipment as planned, but things weren't so simple for the other national personnel. We did not know until Friday that our Steward, Jim Coshow from Portland, Oregon, and Scrutineer Ray Pruitt, from Calgary in Canada, were not able to get their flights into Colorado. As it turned out we had two National Stewards signed up to race: Vicki Earnshaw and Brian Henderson. Vicki gave up her racing to do the steward's job. Brian did the orientation meeting for rookies and others required to attend. Scrutineer Bob Jones of Salt Lake City was also racing. Bob

superintended scrutineering, and former steward Pat Moyle volunteered to be the black flag station man (wearing a black T shirt with the top ten excuses drivers who are black flagged give). Bob told his competitors they should expect their cars to be impounded and closely scrutinized, though of course no such thing happened. We had the scrutineering test equipment, but no tech stickers. We were indeed fortunate to have Hank Godfredson, one of our National Sponsors, racing. He lives in Colorado Springs, and was kind enough to bring some of last year's GT Racing Tech stickers. He said they were not the right color, but Bob Jones said they were our color for this weekend.

Because of the special circumstances of the week, refunds were given to all who could not make the event. This would have hurt our region financially, but the generosity of our local sponsors, Prestige Imports, Inc. of Denver, and Eurosport Ltd. of Englewood, covered the operating loss.

The weekend and the two races for each run group were a resounding success for the 66 PCA racers who made it to Pueblo. The event was almost incident free (one minor, as well as the usual car problems). The weather cooperated - the last race got threatening skies





*Tom Gonzales takes his GT-3 spec 914 into the corner on the "outside line".*

and sprinkles of rain, but it never really affected traction. GT5-S racer Jerry Schouten had rounded up some magic patching material to deal with washboarding in the line in one corner. Apply it on Thursday night, race on it on Saturday? But it worked flawlessly! There were five Rookie Candidates and nine Novice racers in attendance. All the rookies performed well and are looking forward to their next races. There were no log books to give to the rookies, but they will get them at their next race.

This was the first PCA Club Race to be primarily staffed by local PCA corner workers. Tamela Cash, our RMR corner worker chairperson, and Race Control Dave Gurka of SCCA had done a good job training our local RMR members over several years in the procedures expected of professional corner workers, as was evident from their efficient performance at the race. Dave, by the way, has been helping us out ever since he worked corners in the first ever club race back in 1992 at Second Creek. We held a DE on Friday as we usually do, with the drivers working corners. But on the race days we can't run DE groups because most of our corner workers are enthusiastic DE drivers. Region president Randy Hoch was out there working corners as he always has, along with a lot of other members. We are the PCA – we can do it.

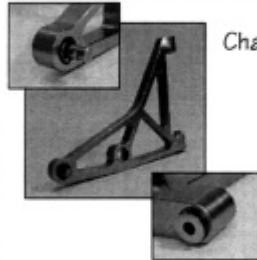


*Bruce McGrath (#426) in his 911 leads a group of 911s into the corner.*

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# The Oregon Romp

by: Sue Hodge, ORPCA



It was another hot weekend at the Portland International Raceway (PIR) and the last PCA club race of the summer. This is an annual event that brings out the best of local talent to race against people from all over the western region. I was there for two reasons: to watch some of the folks that were really successful earlier in the race season here, and to learn more about Drivers' Ed which is always offered at this event.

As far as the Driver's Ed experience was concerned, I was able to follow a couple of enthusiastic first-timers, Carl and Jana Swan from the PNWR, as they went through their paces that weekend. She brought a Boxster, and he brought a 911 and both said they came out of it understanding their cars a little better from having gone through the whole experience. Being husband and wife there was some competition going on, but they talked about the value of learning how to find "the line" and gaining confidence from the "Ducks in a Row" exercise. At one point, after his third run, Carl said he would have been ready to call it a day because of the heat if he hadn't been having so much fun!

The Group 1 and 2 practices and qualifying were held alternately between the DE runs on Saturday. The real star in Group 1 was Dave Parker in his '93 911 RSA, but local veteran Phil Blackstone also made a great showing. Other familiar locals in this group were Julie



Komarow and ORPCA club member Garrett Erickson, who was a Rookie last race season. But Group 2, with the GT cars, was what I really came to see. And it provided all the excitement I was looking for.

Robert Stefanowitz was very fast at the Rose Cup Races last June in Portland and qualified to start in 1st position in the first practice session on Saturday, only to lose that spot to Kevin Buckler the next session – and so it would go. In the Fun Race at the end of the day Stefanowitz dropped out after only a couple of laps leaving a brief surprise battle developing between Buckler and Chris Souliotis. Some of our ORPCA members made for good action in the middle of the pack. Randi and Gordon Ledbetter usually don't race together in the same event, but they did this weekend. And it was a constant trade off between the two throughout, with Randi prevailing in their newly restored '70 GT3R 911. Another member, Jeff Gamroth (mechanic extraordinaire to the racers), always makes for good entertainment as he mixes



it up, aggressively pushing to overtake anybody in his path. In the Sprint Race on Sunday, Stefanowitz was in the lead for most of the race, being chased relentlessly by Buckler, with a huge gap developing between those two and the second and third positions held by Dan Jones and Chris Souliotis. About two thirds of the way through the race, Kevin Buckler took a grass trip off turn 4 and that's when the sparks began to fly. On that same lap another car left the track, and just as it looked like Stefanowitz would sail through to the finish easily, he lost it all. Right after negotiating the chicane he lost a wheel, apparently breaking a stub axle. The wheel broke completely off and arched over the next turn to land on the outside of the track. Miraculously, no one else was hit but that was it for Stefanowitz. Buckler, back on the track after his excursion trip, took 1<sup>st</sup> and Stefanowitz, attesting to the huge lead the two cars had overall, still took second place in the race. What a day, and what a weekend, for a race junkie like me!



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*Gordon and Randi Ledbetter, usually in opposite livery, traded identities just to see if Oregon Romp watchers were paying attention.*

*Note: All photos courtesy of Chris Greenwood.*

## PCA Club Racing National Committee

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## Editor's Corner

By the time you get this issue, the next issue should be nearing its completion. I apologize to the readers and advertisers for the delay, but I found myself in the battle of work versus things I enjoy to do. (Truth be known, I enjoy my job most of the time.) The battle was further exacerbated by the fact that I was out of town for the six weeks prior to the day we give thanks. How a one week road trip became a six week road warrior enduro, I will never know. (Actually I do know, but rumors of a bigger than normal end of the year bonus may help me forget what I know.) How nice it is to be back in my own bed. Hotels, job trailers and the cab of a Ford F150 can get really old, really fast.

That said, Club Racers have found the

advantages of the Club Racing website, which frequently posts up-to-date information relating to events, policies, and the rules. In particular, the rule changes for 2002 have been online for over a month at the time of this writing. In years past, the phone would be ringing at 12:01 AM on November 1 if the *Club Racing News* was not in the mailbox. So, contrary to what my mother says, the internet is not always a waste of time.

At this time, I would like to extend my greetings during this Holiday Season. May your Holiday Season be a time to remember and we will see you in 2002.

Thanks, Andy Jones

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\*h - horizontal, v\* - vertical

**Note:** Contact CRN Editor, Andy Jones, for ad sizes and technical specifications.  
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# 2002 PCA Club Racing Calendar

Date	Event	Region	Contact
Feb 8-10	Sebring	Gold Coast/Suncoast	Nick Hrycaj 941/473-8599 ritz@ewol.com
Mar 22-24	Texas World Speedway	Lone Star	Tim Westby 713/228-2666 twestby@crtlaw.com
Apr 6-7	Road Atlanta	Peachstate	Ian Scott 770/623-0213 idsga@bellsouth.net
Apr 13-14	NPR Raceway	Mardi Gras	Brad Bradford 504/835-7874 sandrahh@pipeline.com
Apr 27-28	Phoenix	Arizona/So Arizona	Daniel Webb 480/984-3443 dwebb944t@earthlink.net
May 3-4	Lime Rock	Connecticut Valley	Lynn Whelchel 860/379-7120 lwwjr@snet.net
May 4-5	Las Vegas Motor Speedway	Intermountain	Ed Mineau 801/278-9681 emineau@earthlink.net
May 11-12	Mid Ohio	Mid Ohio	Abby Reynolds 304/965-2520 cat914@aol.com
May 17-19	California Speedway	San Diego	Ron Mistak 760/451-9888 mistakcal@aol.com
May 24-26	Texas Motor Speedway	Maverick	Wendy Shoffit 972/506-7449 wendy@shoffit.com
Jun 7-9	Portland Rose Cup	Oregon	Jay Culbertson 50285-9851 jay.culbertson@tcmcorp.com
Jun 14-16	Watkins Glen	Zone 1	Henry Hoeh 516/575-7772 hoehhe@mail.northgrum.com
Jun 21-23	Putnam Park	Ohio Valley	Chuck Mueggenberg 513/738-1407 roee_mm@swoca.net
Jun 29-30	Gingerman	SE Michigan	Jerry Door 248/661-4362 sempca@gatecom.com
Jul 20-21	Indianapolis Raceway Park	Central Michigan	Henry Riley 812/579.5673 hriley@core.com
Jul 26-27	Portland	Oregon	Steve Tarket 360/687-0016 sltarket@teleport.com
Aug 2-4	Mosport	Upper Canada	Glynn Green 905/643-9811 gpgreen@interlynx.net
Aug 24-25	Pocono	Northern New Jersey	Arlene Novack 973/984-9064 tntporsche@aol.com
Aug 31- Sep 2	Road America	Chicago	Chris Ingot 847/604-4795 pctrac2002@aol.com
Sep 14-15	Pueblo	Rocky Mountain	Vicki Earnshaw 720/981-5281 vicklm@aol.com
Sep 28-29	Summit Point	Potomac	Marilyn Hickson 703/758-6697 potomacde@juno.com

**Note:** Submit corrections or updates to Susan Shire via email: [pcaclubrace@aol.com](mailto:pcaclubrace@aol.com)

# Classifieds

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**1973 911 RSR Replica,** # 9113100720, Guards Red w/ Blk Intr., Fla. car, strong 2.4S -210hp eng.(7R Case), hyd. tensioners, rebilt. mech. Fl. w/ K&N's, dual frt. oil coolers, 9&11x15 Fuchs, rebilt. 915 (7:31), LSD., new clutch/PP/Fly, Bilstein RSR shocks, 23/29 t-bars, 22mm adj. sway bars, adj. sprg. pls., MSD ign. syst., pics & info list. avail., \$28,500 OBO. Chad A. Lea, 3701 Timberline Ct., Lincoln, NE 68506, 402/483-5335, [greshad@cornhusker.net](mailto:greshad@cornhusker.net)

**1978 Factory turbo body 911,** turbo brakes, 915 trans, 2.8L twin plug engine with Weber Carbs, 8x15 & 9x15 Fuchs wheels. RSR front Valance, oil cooler, car built at Sewickley, Mochabraun color, roll cage, Recaro seats, light weight hood and tail. Engine disassembled. Jay Brown evening 304-599-6444 or [jbrown6444@aol.com](mailto:jbrown6444@aol.com)

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**1989 944 Turbo S,** 40K miles, champagne with blue interior, newly rebuilt engine with zero hours, set up for "E" class. Safety devices cage, momo seats, simpson harnesses, 14" Brembo brakes, front and rear spoilers, full cup suspension with coil overs, bilsteins, F/r sway bars, light weight flywheel, many spares, etc. Enough rubber for years of drivers ed/club races. Capable of 1:00 at LRP. Extensive documentation. Asking \$25-\$30K depending on spares. John Fatse days (203) 268-5669, eves (203) 254-0204.

**1999 Cup Car VIN WPOZZZ99ZXS698110.** 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. \$110K. Tico Capote. Email [tracingporsches@aol.com](mailto:tracingporsches@aol.com). 901-767-1111.

**944 Turbo.** Broadfoot/Press Racing 944 Turbo Race Car. Finished 2nd in Grand-AM GTO Championship. 3.0 Liter turbo, est 500 HP, 6-Speed Trans with GT torque biasing diff. Acid Dipped and Powder painted chassis. Twin turbo brakes. Crawford Carbon Fiber bodywork. Custom roll cage. Air jacks. Fire system. \$80K. Contact Gordon Friedman at (843) 763-7356.

**1974 914 Race Car.** Fast and Reliable. Semi Tube Frame. Sheridan Body, 3.2 Euro engine, 260 hp, 1800 lbs, coilovers, fuel cell, Quaife, \$25,000 w/open trailer. Call or email fro specs and pictures. [wseymour@email.msn.com](mailto:wseymour@email.msn.com) Bill Seymour 511 Comstock Dr. Shepherdstown, W. Va. 25443

**1976 914 I class.** This Club Racing car is for sale. This is a very fast 2.0-liter car with everything that is legal to make it go. Giant brakes, fresh engine, minimum weight, fast suspension, and lots of extras. A bargain at \$9,000. Call Dave at 303 738 8121.

**1997 993 Cup 3.8 GTC.** WPOZZZ99ZVS98097. New Engine. Rebuilt Transmission. New Paint and Glass. Excellent Condition. Maintained by G&W Motorsports. Full Logs and Records. Spares Package include Extra Cup Speedline Wheels and Dunlop Tires. 11 PCA Podium Finishes. \$89,600. Contact Betty Church at [bchurch@avmgt.com](mailto:bchurch@avmgt.com) or 703-569-6905.

**1970 GT4 911 racecar** - lighter 1970 tub with 993 carbonfiber rebody. Multiple modifications including IMSA roll cage, big red brakes, camber/coilover suspension, Pi system 2 data, fuel cell, 18" BBS wheels, Jerry Woods motor, GTS2 carbon fibre wing and more. 2 hours on ground up rebuild. Easy upgrade to other GT classes. Excellent condition. \$105,000 invested. \$60,000/offer/trade? 559-298-3010 or [twatson-sprint@earthlink.net](mailto:twatson-sprint@earthlink.net).

**1989 944 Turbo S :** Black/black. Exceptional car in every way. No accidents, no damage, original paint. This class E racer comes as a complete race package with spares etc. Ready to race and in pristine condition. All work is referenced and completely documented. If you want the best call or email Jeff Wade, GA [wadejl@aol.com](mailto:wadejl@aol.com) and 917-912-1903.

**1999 Haulmark "Elite II" 32' Enclosed Trailer** Black, 102" wide, Tag hitch, Insulated ceiling, Interior lights, In-floor spare tire, Tire rack, Tie down hooks for 2 cars. Tows 2 cars and lots of gear - perfect for club races with a friend - or haul another car for cash. Doubles as garage. VG condition - CT \$6800.00 Call Keith (203) 387 7225, [kkrolak@cesar-pelli.com](mailto:kkrolak@cesar-pelli.com)

**1957 Porsche Carrera Speedster** - Chassis #82879, original 4 cam motor and transmission, 31,000 original miles, excellent condition unrestored. \$175,000, [www.crazyredhead.com](http://www.crazyredhead.com) or Greg Fordahl @ 425-644-6020.

**1974 Porsche Carrera RSR** - Factory race car, body in bare metal, correct 3.0 liter engine, transmission and suspension, late style tail, NOS front and rear fenders. 1976 4th Daytona 24 and Sebring 12. \$110,000, [www.crazyredhead.com](http://www.crazyredhead.com) or Greg Fordahl @ 425-644-6020.

**1994 Porsche RSR** - Factory race car, 3.8 liter engine, JRZ shocks, airjacks, 3 sets center lock wheels, spares available. 1994 2nd Sebring 12, 2nd Watkins Glen 3hr, many other top 10 finishes. \$100,000, [www.crazyredhead.com](http://www.crazyredhead.com) or Greg Fordahl @ 425-644-6020.

**1997 Porsche 3.8 Cup RSR** - Factory Race car, 3.8 liter Motorsports sprint engine, Motec data acquisition and engine management, triple adj. JRZ shocks, 7 sets Fikse center lock wheels, spares available. Ex Alex Job Racing, 1998 2nd Daytona 24, 1999 2nd Sebring 12, 2000 3rd Grand Am Phoenix and Mid Ohio. \$150,000, [www.crazyredhead.com](http://www.crazyredhead.com) or Greg Fordahl @ 425-644-6020.

**Race trailer.** 14' w/beavertail, tire rack holds 8 tires, large storage box, new: paint, tires, brakes, bearings, suspension hardware. Can haul 911's and 944's, good condition, delivery possible. \$1200 or best. Kyle Stevens, 41 W 004 Mulhern Drive, Elburn, IL 60119, 630-845-8453

**1984 911 Carrera** - "F" stock club racer, DE, or street - log book, front oil cooler, 22/29 torsion bars, Kolken sway bars, adjustable spring plates, corner weighted, turbo tie rods, Bilsteins, Sparco race seat, SSI's, new 17" Fikse + factory Fuchs, A/C, CD, plus lots more. \$22,500 Bob Buckmaster (901) 753-1137 or e-mail bob@mwgsales.com

**1959 PORSCHE 356A COUPE.** VSCCA & PCA LOG BOOKS. COMPETITIVE, FRESH ENGINE & TRANSMISSION BUILT & MAINTAINED BY HARRY HALL. FUEL CELL, ROLLBAR, FIRE SYSTEM, 12V, OVERSIZE FRONT DRUM BRAKES. BODY & PAINT JUST REDONE (PERFECT.) ALUMINUM TRILEX TRAILER INCLUDED. \$27,500. E-MAIL: roniduff@home.com OR CALL ALLEN DUFF @ 302-529-0417.

**1993 RS America.** White over black, 19,000 miles, no sunroof or air. Fully track prepared with the best of everything. Stock motor with all the improvements going to suspension and safety equipment. Never raced, only driver ed. A window net and kill switch away from being a very competitive Class C racer. Over \$90K invested, offered at \$66 OBRO. \$10K more gets a new enclosed Trailex. Street Porsche taken as partial trade. Photos in Showroom at [www.europeanlocators.com](http://www.europeanlocators.com) Contact Dave Maynard at 508-826-8614.

**2000 911 GT3R.** 16 ALMS races only - approx. 125 total hours. 15 hrs on PMNA engine rebuild. Never bent. All original except dampers: JRZ. 2 transmissions: Daytona & 7:35. 6 sets BBS wheels. 6 sets Eibach springs. Adj. front & rear sway bars. High intensity lights. Pressurized oil system. Stack data acquisition software. Complete Sobek tooling. 175,000 USD. Kye@Kyser-Racing.com or 416-366-6556.

**1986 944 Turbo,** very competitive PCA class F club racer. Holds PCA lap record at Laguna Seca for its class. Full cage, full race suspension including M030 front & rear sway bars, 400 lb front springs, 30 mm rear torsion bars, spherical bushings, strut-tower brace, adjustable front camber plates, billet A-arms. Go to [www.rennwerks.com](http://www.rennwerks.com) for more info. \$16,500 650-906-7924

**993 Twin Turbo,** twin plug, 2wd, 550hp, 2150 lbs, full 930 ERP suspension, Bilstein shocks, F-50 brakes, adjustable brake bias, adjustable boost, 100 litre fuel cell, fire suppression system. Fiberglass body and carbon fiber roof. Built on 1970 tub which makes it approx. 400 lbs lighter than a factory GT2. Go to [www.rennwerks.com](http://www.rennwerks.com) for more info. \$95,000. 650-906-7924

**1974 Porsche 911,** 1974 IROC Body work, HSR & PCA Class winner, 85 Porsche tub, dipped and caged, fuel cell, fire system, Penske Coil over shocks, C-2 front end, 930 rear brakes, 10 and 12 in. BBS, front cooler, much more. You have seen it run—Jim Scott #14. Your motor/transmission \$35,000. Call 954-971-5130.

**1989 944 Turbo S,** 41K miles, champagne/linen grey interior, new valves, head gasket, lifters, "E" class, safety devices cage, momo seats, simpson harnesses, 14" Brembos, f/r spoiler, cup suspension, coil overs, bilsteins, f/r sway bars, LW flywheel, 17" Technology wheels with new rain/street tires, chip, ss test pipe. Runs 1:00 at LRP, fully sorted, over \$30K in upgrades, \$24K. John Fatse (203) 268-5669, eves (203) 254-0204 or [jf308@aol.com](mailto:jf308@aol.com)

**911 GT1s Racecar.** Competitive and sorted. 993 body by Racers group. C2 tub. 3.6L supercharged engine, (500hp/500ft-lbs torque) by SOK with EF1/air mass. Penske suspension by KMRE. G50/Quaife. Fuel Safe cell. Custom Borla exhaust. Two sets of BBS wheels. Open trailer. Gerald Isbell (972) 566-6667.

**1986 Carrera,** 95 993 motor, kevlar clutch and heavy duty pressure plate, turbo LSD, 915 gearbox, lightweight gearbox, hood and IROC tail. 993 tear drop mirrors, 89 turbo brakes, Kinesis K-20 8.5 x 17, 9.5 x 17, adjustable sway bars, front and rear. \$35,000 obo. Call for complete list of options. Doug (800) 236-7363.

**1970 911S GT4** race car, 2.7 RS, 2150 lbs, built by Carl's place in Las Vegas. Winner 1999 La Carrera Classic, 2nd in 2000. 500 miles on new motor, trans, clutch, plugs, wires, distributor, injectors, CD unit. Front Boxster brakes. 6 BBS wheels 17", 10" rear, PCA transponder. \$55,000 invested. Asking \$20,000. Call Tom Mildren 702-645-1601.

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