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PCA's Club Racing Newsletter Volume 02.1
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Come Visit Our Web Site:
<http://www.pca.org/pca/clubrace/index.htm>

On the Cover:

*Henk Wisker's GTC speeds by the tall grass of Summit Point.
For more information, turn to Page 8.
Photo by Terry Whalen, Potomac Region*

Deadline

The deadline for the next issue is:
February 15th

A New Decade

by: John Crosby, Chariman PCA Club Racing

As we start a new decade of PCA Club Racing, the first thing that I would like to do is thank all of the region volunteers and national club racing officials who have expended so much time and energy in making 2001 a great year for PCA Club Racing. All of the twenty-four race weekends last year were nearly flawless. An average of 112 racers participated on any given race weekend with several events well exceeding 200. In addition, more than half of the twenty-four race weekends included either enduro races or multiple sprint races. The last two races of the year, the Carolinas Region event at the Carolina Motorsports Park and Florida Crown's Roebing Road event were both terrific.

I had the pleasure of co-stewarding the Carolina race with Jim Coshow. History was made that weekend with Club Racing's first ever 3½-hour enduro. Well, there is a little more to the story than that. The planned 1.5 -hour enduro for the stock class cars started on time at 9:30 am, but only after a bit of chaos on the grid. Due to some computer problems the enduro grid sheets were not ready. Scrambling to get the race started on time so that it would not overlap into the 11 a.m. quiet hour, the grid positions from the previous day's sprint races were used. This particular race however included cars from two different sprint race run groups and resulted in some of the slower class cars being placed ahead of the faster cars. This made for an interesting first fifteen minutes of racing, but soon the positions were sorted out. Thirty minutes into the race a driver, who shall remain nameless, blew his engine and oiled down a significant part of the track. The race was black flagged due to the ensuing major clean up. Not long into the clean up operation it had become apparent that this was going to take a considerable amount of time. With an 11 am quiet hour looming, there wasn't going to be enough time to finish the race. An impromptu driver's meeting was called and the announcement was made that the last hour of the race would commence at noon after the quiet hour. The drivers were called to their cars shortly before noon, and it was reported that several had to be awoken from their naps. Finally the race, which started at 9:30 am, ended at 1:00 pm. The point of this story is to commend the stock group enduro drivers for first dealing with the mixed up grid situation and then the delay, for not a single complaint was made. The bottom line is that there was some great racing and everyone had fun. This is what the program is all about, right?

Our Program Licensing Coordinator, Susan Shire, had a busy year approving 252 new licensees in 2001 as either provisional or rookie candidates. As we start our second decade, there are now 2,018 current PCA members who are licensed Club Racers. The typical racer participates in about three races per year. Nearly 200

drivers completed five races or more during the year without an incident and earned the Safe Racer Award for 2001. Congratulations to all!

Thanks to the Club Racing web master, Mike Selner, the website has been further enhanced to include all of the forms that you may need for updating your medical, renewing your license, ordering Club Racing decals, completing the 2002 tech forms or just printing an extra copy of the rules. This is also the place to find the latest race schedule as well as all of the race results. We are also in the process of building an archive of past *Club Racing News* issues.

I trust that all of you had a safe holiday season and that you are ready for what is in store for 2002. This year looks like it will be quite busy. Twenty-seven races are already on the calendar and there are several more in the planning stage. The 2002 season starts out in February with the ninth running of the Gold Coast and Sun Coast Regions 48 Hours at Sebring, one of our truly premier events. It will be my 8th time racing at the Sebring 48 Hours and I can hardly wait. This year at Sebring, 15 lap sprint races are planned on the 3.7-mile circuit. If you haven't registered already, get those cobwebs dusted off and get down to sunny Florida. In March, Lonestar Region will be hosting their annual race on Texas World Speedway's 2.9-mile layout. The BMW CCA racers will be guests of PCA once again this year, racing in their own groups. It is a three-day event with two sprint races and a 1.5-hour enduro planned. I'll be there as well for about my 6th or 7th time. In April the pace quickens with three more events. Peachstate Region's weekend on the world famous 2.5-mile Road Atlanta track will see its usual compliment of 200 plus PCA racers. April will also bring a new event down in my neck of the woods at a new track in Louisiana between New Orleans and Baton Rouge. NPR is a very technical and very demanding 1.8-mile layout. Two sprint races are planned for the Saturday and Sunday event plus a Friday practice day. Also in April, Arizona Region will be hosting their second Club Race and have changed venues to Phoenix International Raceway. A sprint and enduro is planned for the Phoenix race weekend. That's a total of nine races just by the end of April. Like I said, it is going to be a busy year. Wishing you a safe and prosperous new year!

Race friendly.

John



So Why Are *They* Still in F?

by: Donna Amico, Chief National Scrutineer

Perhaps the liveliest debate over the proposed 2002 PCA Club Racing Rules changes was over the proposal to move 1990-1994 911 C2s from F class to E class. Of course, no one wants to have to compete against cars that have a clear competitive advantage over the rest of the class, and yes, some of us on the National staff that comment on the proposed rules race in F. We have yet to be convinced by the available data on actual C2 performance that the C2s belong in E. None of us should rule out the possibility of that assessment changing in the future as more C2s enter Club Racing.

Several racers feel that the technological advantages and design potential of the C2 should clearly place the car in E; these things are certainly a consideration for PCA Club Racing car classification. Once a car has been classified initially, from that point the Technical and Rules Committee bases its decisions on the available performance data on the car within its class.

Initial placement of a car in a class is based primarily on weight-to-horsepower ratio, with some consideration (at the time) given to possible performance implications of the other characteristics of the car. Presently, F-class runs from 11.64 lb/hp to 14.33 lb/hp, with the C2 at 12.27, near the top. E-class runs from 10.41 to 12.41 lb/hp, so there is overlap between the classes. When the C2 was assigned to F, it seems that the Technical and Rules Committee noted that the E class cars with similar lb/hp to the C2 were lighter in weight or had better brakes, thus leading to the C2's initial placement in F.

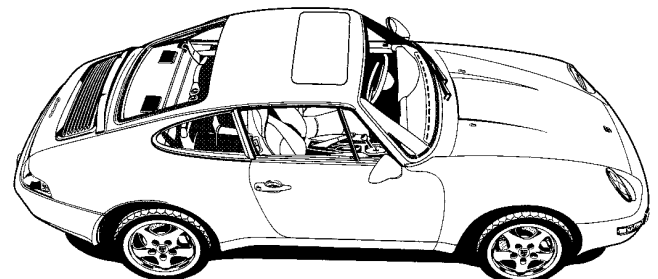
After initial placement, actual performance of the car in its class is the primary determinant of whether it needs to change class. The Technical and Rules Committee does not try to guess or anticipate what the performance will be or should be, but bases subsequent decisions on race results and qualifying lap times. It is true that people with great expertise preparing 911s for PCA stock classes have long expected the C2 to dominate F. C2s are not a "new" car, as the newest of them is 7 years old. However, 2001 was probably the first year in which a couple of C2s scored multiple podium finishes (1st, 2nd, or 3rd place) in F, and C2s are still relatively uncommon in PCA Club Racing. Driver skill is probably the single greatest determinant of success in PCA, so basing conclusions about cars on the results achieved by a couple of drivers is risky.

Podium finishes in 2001 F-class PCA sprint races were analyzed to determine if the C2s showed clear and consistent superiority over the other cars in the class. The C2s had some success in the first 6 races of the year, but 5 of the 7 podium finishes were by a single driver, David Connors. Watkins Glen and Summit Point 1st place finishes were both by Oliver Zitzmann. Charles Price

contributed 4 more C2 podium finishes. Overall, four C2 drivers accounted for 12 podium finishes in F. However, as noted before, C2s are not common, and it appears that only 8 drivers campaigned stock C2s in F this year. Three more drove prepared C2s in E, with no podium finishes.

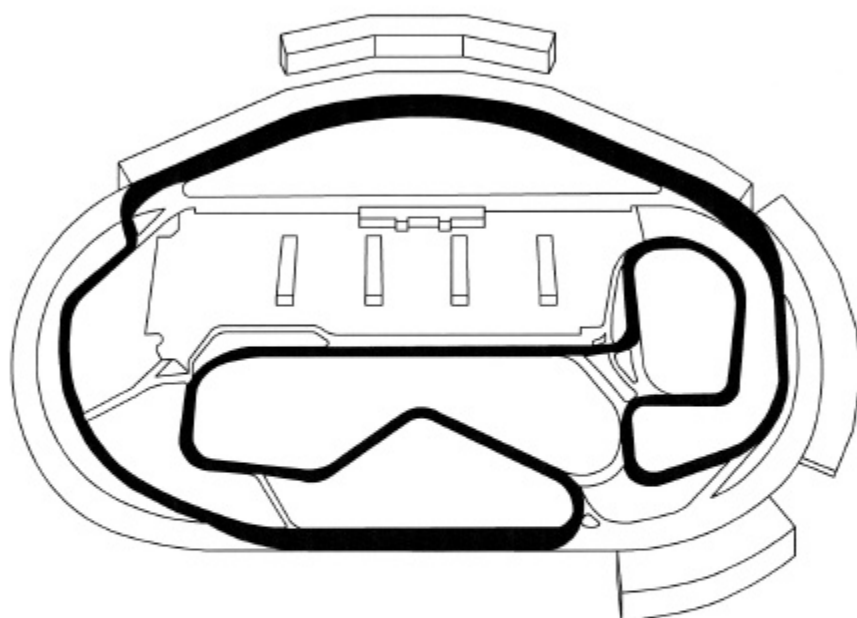
Those that argue that the technology embodied in the C2 gives it an advantage tend to also argue that the 911SC Euro has really only a minor compression ratio advantage over the U.S. spec 911SC, which yields less than 20 horsepower, assuming the catalytic converter is removed from the U.S. car. However, the successful 911SCs running in F are mostly Euro-spec cars rather than prepared (our database just isn't good enough (yet) to separate this precisely so they are lumped together here). 911SCs accounted for 20 podium finishes, spread among 10 different drivers, with a total of 24 drivers campaigning this type of car in F. This is also an excellent ratio of podium drivers/total drivers, and, amazingly 12/20 911SC podiums were first place finishes (more than any other F-class car type). From these data, the C2 performance to date is definitely not better than that of a Euro or prepared 911SC. For those of you now saying to yourselves that we should have moved both the C2 and the Euro SC to E, please note that 2 drivers accounted for 9 of 20 911SC F-class podiums, including 7 of the first place finishes.

The C2s and the SCs accounted for 32/83 1st, 2nd, or 3rd place finishes available in F class this year. '84-'89 911s achieved 23, and the front-engine water-cooled contingent contributed another 23. All in all, sounds like a heck of a class for racing. This year, the Technical and Rules Committee opted not to fix that!





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West Coast Tour

Phoenix, 4/27-28 * Las Vegas 5/3-5 * California Speedway 5/17-19 * Portland 6/7-9

They never said it was easy to come off the bench. Just ask Jerry Lucas, who came in for Willis Reed during the 1970 New York Knicks playoff drive (I am showing my age). Or perhaps ask any hitter who comes in to face New York Yankee closer, Mariano Rivera, in the top of the ninth. Not an easy thing to do. This mirrors the feelings I had as co-pilot for the 26 team in Enduro 1 at Carolina Motorsports Park, 2001.

After all, I'd never seen the track before, not even a track map. At least not until Saturday's charity parade laps for a new CMP fire truck. The lead driver decided to show me the way, in a touring car, the Mazda 626 sedan, around the twisting turns of CMP's road course. The only thing I didn't expect was the race-like accuracy with which this lesson would be taught (toned down to 45 mph—sometimes). After three laps (and me feeling like a tossed salad), I felt somewhat prepared for Sunday's 1.5-hour Enduro. But wait—I'd never driven this car in competition before. So much for the nerves...

Race day dawned bright and sunny (which was good because the lead driver had vowed to give me the car for the whole Enduro if it rained) and the AM warm-up provided me my only experience at speed, on the track. I was greeted by two deer crossing the high-speed section along the backstretch. My only comment was "it's a little early for Christmas, fellas!" As a matter of fact, the driver in front of me got the "Diversified Cryogenics Best

Braking" honor, later at the awards ceremony!

The Enduro Begins

As co-pilot, I manned the pit box, complete with refueling apparatus, stop watch, fire extinguisher, cooler and the best tool of all—the Motorola receiver. My main duty as co-pilot was to utter the famous racing words: "green, green, green!" I think I did a pretty good job because we moved into position to get that podium spot. The race settled down and I anxiously watched the clock, now having to guess when our pitstop would happen as the transmitter stopped working!

The Real Enduro

Thirty minutes into the race, a 911 lost oil through much of the slow sections of the track after the back straight. A red flag stopped the action, and decisions had to be made on the length of our race. It was soon decided to still let us have the full 90 minutes with a mere a two hour delay in between to clean up the track and accommodate the Sunday "quiet time." There goes the nerves again; more waiting time before I get my chance. Especially after having been told we are in podium position and this was our original team goal.

Continued on Page 12

LONE STAR



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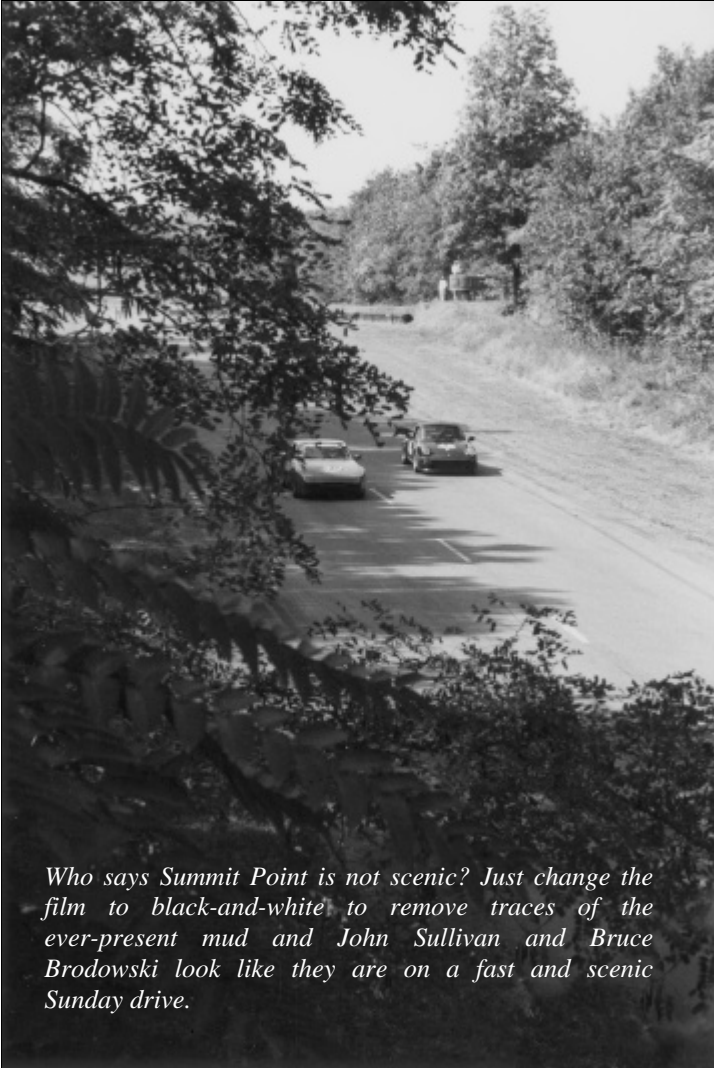
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Reaching The Summit

by: Terry Whalen



Who says Summit Point is not scenic? Just change the film to black-and-white to remove traces of the ever-present mud and John Sullivan and Bruce Brodowski look like they are on a fast and scenic Sunday drive.

Summit Point Raceway is a 10-turn, two mile asphalt road racing circuit set in the pastoral Shenandoah Valley. The course combines slow and fast bends, with a 3,000 ft straightaway and considerable vertical relief. It's one of the most challenging circuits in the nation. Summit Point is a mere 70 miles from the Washington D. C. metropolitan area. At the end of this September, a month filled with almost unbearable shocks, anguish, anger, fear, and loss, Summit Point was a good place to be. The approach to Summit Point weaves through beautiful, bucolic, rolling pastures. With each passing mile, I left current events further and further behind, until I reached a point where time no longer existed. It could be any September day, in any year. The mind can play tricks on you like that. And I welcomed it.

September at Summit Point was my first experience with Porsche Club of America (PCA) Potomac Racing. And what a great, fun-filled, exciting weekend it turned out to be! The weather was crystal clear, made-to-order Autumn bliss. Blue skies and feathery, ice-white clouds formed the backdrop for exciting Porsche racing.

The picture perfect setting showcased Porsche people: their meticulous planning, their persistence against obstacles, and their exciting performance on the track.

For the Porsche racing novice, the amount of 'behind the scenes' equipment and activity is staggering. When first coming around the bend into the paddock area, one is confronted with a great paradox. The scene is a cross between high tech lab meets Saturday swap meet. Intermingled with the cars and drivers, you'll find "shrimp on the barbie"; small fries chasing down their moms; and aspiring teen racers on quads practicing their future racing techniques.

However, the light-hearted atmosphere in the paddock does little to mask that this is serious stuff. And we know that, with every sport, there's a risk. However, much has been done to improve the overall safety on the track. The "13-13" Rule has gone a long way to keeping the racing clean. This weekend there was the occasional nudge and slight "exchange of colors", and one spectacular flip. But, should there be a worst case scenario, the Medical Committee has worked to ensure that the medical response, if needed, is the best available. Stringent rules and requirements have made it a better experience for both the racers and the spectators. I came to see exciting racing - not wrecks - and I was not disappointed.

At the PCA races, skill and competition is on the professional level. In the paddock, where "many hands make light labor", this professionalism is very evident. State-of-the-art laptops are everywhere, running critical analysis for races where every fraction of a second will count. Trial laps on Saturday generate a lot of discussion and many fine adjustments.

In life, the saying goes, "it takes all kinds". In September, at Summit Point, we joyfully shouted back: "And we're all here"! Cars range from twenty and thirty year-old classics to state-of-the-art, cutting edge cars. Regardless of the vintage, these cars are built to race and rarin' to go! And the drivers, as wonderfully diverse as the cars they drive, are up to the challenge.

There's the 'one man wonder team", Greg Wilson and his 911, whose motto could be, "Have tools, will travel!" Serving as both driver and mechanic, Wilson (#10) gave a very competitive run against Hendrik Westerduin (#16) and Eric Rupert (#66) within Group 3. Although Wilson finished behind Rupert and Westerduin, all three ran laptimes of 1:26 and change. Very tight!

At the other end of the spectrum is "big business" - and I do mean BIG! These are the highly capitalized drivers complete with tractor trailers, two or three cars in tow, talented mechanics and support staff, and the latest in diagnostics and tools. A standout in the paddock, Mike Bavaro's fluorescent orange and white



Pictured left:

Class E competitors discuss strategy, perhaps, while lined up on the grid.

Pictured below:

Future drivers for White Shoes Racing fire up their current ride.

*All photos provided by
Terry Whalen*

dream couldn't help but catch your eye. Bavaro's engine compartment - looking so clean you could probably eat off of it - foretold of things to come. Bavaro (#21) would clean up on the track Sunday, nudging out Keith Peare (#11) by .771 seconds in the Group 2 race.

There was great racing in Group 4. The best lap times among the top four finishers (all G cars), were within tenths of each other. Dwayne Moses (#65) held the lead for the entire race, but maintained a pace just fast enough to stay in front without unnecessarily pushing his luck. Excellent strategy by the winner, Dwayne Moses. Patti Mascone (#26), one of the few women racing, clocked her best lap ever, qualifying fifth out of twelve drivers in her class. Not too shabby, Patti!! We need more women like her out there.

Within E Class, Group 3, there were four cars running 1:25+ with a variety of backgrounds, driving experience, and vehicles. Exciting competition among John Sullivan (#80), Paul Weston (#7), Bruce Zavos (#717), and Harry Kintzi (#161). The best race was the 'race within the race' between Paul Weston (#7) and Bruce Zavos (#717). They ran literally nose to tail for the entire race and finished 2/10ths of a second apart. Paul maintained the lead, but even when he managed to put traffic between him and Bruce, Bruce was always able to catch up again and close the gap. A good example of perseverance is Harry Kintzi. Kintzi had been plagued with mechanical problems all day Saturday, and ended up 12th in qualifying. But persistence against obstacles paid off for Kintzi. With essentially no practice, Harry was able to work his way up and finish 4th in E class.

In Group 2, as in the Group 4 race, the top four cars were the ones to watch - all turning laps in 1:17 range. Mike Bavaro (#21), Keith Peare (#11), Chris Musante (#50), and Dave Coleman (#75) are all top notch drivers. It was exciting watching them run together. I don't think Dave is used to finishing "way back" in 4th

place though! You can be sure some minor adjustments will be made to the OG Racing #75 car before the next race!

In Group 1, only four cars finished on the lead lap. Cars turning 1:17 times were lapped! Guess that's what happens when you have a 962 turning 1:11 leading the pack. But the very young fans of John Ellis (#33) remained nonplussed. Their enthusiasm was boundless as they cheered him on with "That's my daddy ... in the purple car". O.K., John. Now we all know the answer to the burning question of the year: "Who's your daddy?"

Then, it was over. People and Porsches were on the move. The crowded paddock was quickly dissolving into a ghost town. The magic was over. The spell broken. Everyone was heading back to the bigger issues in their bigger lives. But, for two spectacular days this September, Summit Point was a good place to be.



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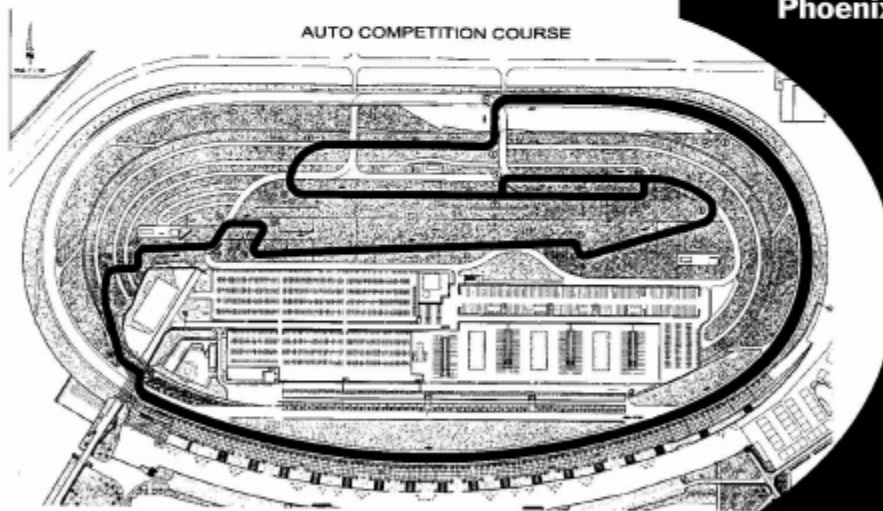
April 27-28
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Southern Arizona Region
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May 4-5
PCA Club Race
Intermountain Region
Las Vegas Speedway

May 17-19
PCA Club Race/DE
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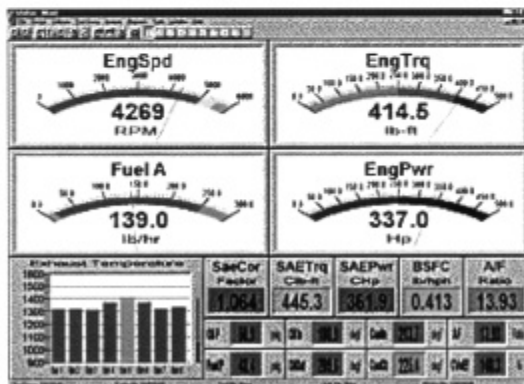
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Northstar's 2001 Award Winner

On December 28, 2001 Steve Rashbaum, PCA Club Racing National Sponsorship Coordinator and Susan Shire, PCA Club Racing Program Coordinator came to Northstar Motorsports to conduct the drawing for the Year End Winner of the Northstar Award.

To recap for those of you unfamiliar with this award. Northstar Motorsports has sponsored an award which is conducted by a drawing at each PCA Club Race. To be eligible to win, each racer must have Northstar Motorsports decals on both sides of their racecar. The winner at each of the year's Club Races won a certificate good for a 20% discount on any one time purchase of merchandise sold by Northstar Motorsports. In addition to winning a 20% discount certificate each race winner of the Northstar Award had their name placed in a year end drawing good for a Snell 2000 Bell Dominator Helmet with a custom paint job provided courtesy of Mike Madden at Razor Image – War Paint for Real Racers. The retail value of this year's award is \$1,200 which was won by Christopher Wilken of the Mardi Gras Region. If you didn't win but want one of the best helmet paint jobs around give Mike a call at 630-257-8006.

And for next year make sure you carry the

Northstar Motorsports decals on your racecar to be eligible to win the 20% discount certificate and another Bell Dominator helmet with custom paint job again provided by Razor Image. If you need these decals just call us at (800) 356-2080 and we'll be happy to send them right out.

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Continued from Page 7

The Restart

During the break, we decided to forego refueling as it is awkward to do it under pressure and the pilot's math (soon to be found faulty) indicated we could make it so only the timed pitstop and driver change would be necessary.

We wanted to stay on the same lap as the two class cars in front of us. After several laps, as I was just about getting comfortable with my new ride, the fuel light began to flicker going through the right-hander before the back straight. Lap after lap and the light came on more often and then stayed on. Where's that Shell Station when I need it or, for that matter, where's that Marlboro Team Penske for a splash and go?

The Finish (I hope)

All of the sudden, I noticed the second-place 944 gas gone off past Turn 1, ensuring us that spot as well. But I and the car needed to finish this thing. I decided that perhaps I could short-shift to help conserve fuel, but I sure wished I had a piece of racer's tape to put over the fuel light. It seems that was all I could look at. I've never been good as a swimmer, but the way I was holding my breath, Houdini would have been proud.

The Checker

About time! As I pulled into the pits—knowing that second-place was ours—news hit that the leading car had a problem as well. First place! Looks like staying on the same lap worked. What a feeling to complete the Enduro and to actually pull off a victory.

As we quickly got set to help a fellow region team run the day's second race, it all began to sink in. Nerves—naw—I've been calm the whole time... (Walt Frazier hits Lucas at the top of the key—SWISH! And Lucas hits that patented jump shot!) Nothing to it, just get in and drive.

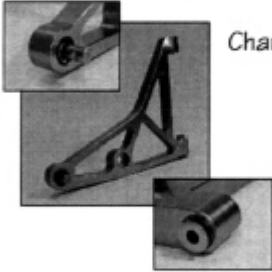
Bring on the Mazza Vineyards Champagne!

Background photos were taken by Dave Zipkin of Fast Forward Photography.

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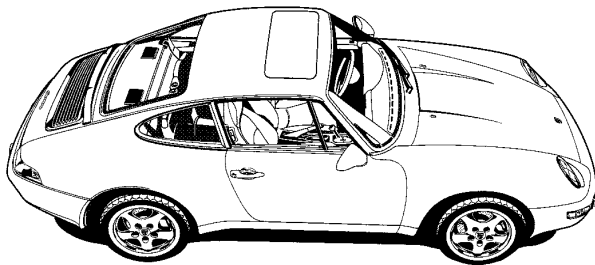


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OG Racing's 2001 Safe Racer Award

The guiding principles of the PCA Club Racing program are clean, safe racing and having fun at a high level of wheel-to-wheel competition. In its first year as a National Sponsor, OG Racing is proud to present the **2001 Safe Racer Award** to nearly 200 PCA Club Racers who adhered to those principles by finishing at least five races during the season with no incidents or disqualifications on their records.

To recognize this achievement of the true spirit of PCA Club Racing, OG Racing has teamed up with Sparco to present each **Safe Racer Award** recipient with a Certificate of Excellence, a driving suit patch, a gift certificate for a 20% discount on a one-time purchase of Sparco safety equipment or apparel from OG Racing, and a special opportunity to participate in a drawing for a top-of-the-line Sparco Tech 2 driving suit. The winner of this drawing will be announced at the first race of 2002 at Sebring.

OG Racing has been in the business of making racing safer since 1990 by offering the best brands of safety equipment and apparel at competitive prices. Owner Bill Love and the staff of OG Racing provide a level of customer service to the racer that is unsurpassed. Combine that with their large inventory and you have a company that can satisfy all your racing equipment needs. As Sparco's largest North American distributor, OG is committed to providing these top-quality products where and when Club Racers need them. OG Racing also stocks a broad range of other name-brand gear and equipment for one-stop shopping for everything you need to prepare your car and yourself to race safely.

OG gladly accepted the opportunity to sponsor this important racer recognition as part of its role as a PCA Club Racing National Sponsor. OG has been a part of the Club Racing program as a competitor and a local region sponsor since the program's inception in 1992. OG's opportunity to enhance its commitment to PCA Club Racing as a National Sponsor and sponsor of the Safe Racer Award is a natural extension of its business philosophy of "Making Racing Safer!"

Please congratulate the following recipients of the 2001 Safe Racer Award which recognizes their commitment to the principles of PCA Club Racing.



OG Racing's 2001 Safe Racer Award Winners

| | |
|--------------------|-------------------|
| JOHN P. ABRUZZO | DALE A. GATES |
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| THOMAS P. BARRASSO | JAMES GILLESPIE |
| LARRY BAUM | HOWARD GOODMAN |
| DAVID BEAUREGARD | GENNIE HEMINGWAY |
| JACK BENEDICT | MICHAEL HEMINGWAY |
| ALAN BENJAMIN | BRYAN HENDERSON |
| JIM BENSON | GARY HESS |
| LOUIS BETSTADT | MATTHEW HILL |
| PHILIP BLACKSTONE | KURT HIPKE |
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Editor's Corner

Once again, we find ourselves at the beginning of a new Club Racing season and it is my hope that most of you are referring to the facing page and planning your schedules accordingly.

At this time, I would like to thank those of you who contributed materials over the past year for publication in the *Club Racing News*. The volume and content was great and I hope to see this trend continue into 2002 and beyond. Everything was and is very

much appreciated and makes my job go much smoother.

I would also like to thank those of you who included my wife and I on your holiday mailing lists. It helps to receive such material mixed in with the bills and bulk advertising as I am not always fond of the weekly visit to my P.O. Box.

I wish you the best of luck in 2002 and hopefully we will see you on the track.

Thanks, -Andy Jones

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2002 PCA Club Racing Calendar

| <u>Date</u> | <u>Event</u> | <u>Region</u> | <u>Contact</u> |
|---------------|-----------------------------|---------------------|---|
| Feb 8-10 | Sebring | Gold Coast/Suncoast | Nick Hrycaj 941/473-8599 ritz@ewol.com |
| Mar 22-24 | Texas World Speedway* | Lone Star | Vonnie Grether 713/963-0202 vgrther@airmail.net |
| 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 sandrah@pipeline.com |
| Apr 26-28 | Phoenix* | Arizona | Daniel Webb 480/984-3443 race@saleswebb.com |
| 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 25-27 | Texas Motor Speedway* | Maverick | Wendy Shoffit 972/506-7449 wendy@shoffit.com |
| Jun 7-9 | Portland Rose Cup | Oregon | Jay Culbertson 503/285-9851 jay.culbertson@temcorp.com |
| Jun 7-9 | Mid America | Great Plains | Rick Shaffer 402/438-3821 rshaf1825@aol.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 Indiana | 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 10-11 | Brainerd | Nord Stern | Roger Johnson 763/557-9578 rsamerica@mediaone.net |
| Cancelled | Pocono | Northern New Jersey | Arlene Novack 973/984-9064 tntporsche@aol.com |
| Aug 31 -Sep 2 | Road America | Chicago | Chris Ingot 847/604-4795 pcatrac2002@aol.com |
| Aug 31-Sep 2 | Virginia Internat'l Raceway | Zone 2 | Manny Alban 410/515-4470 carrerados@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 |
| Oct 12-13 | Hallett | Cimarron | Gary Bernard 918/254-1104 gary@bernarddesign.com |
| Oct 26-27 | Sears Points | Golden Gate | Masuo Robinson 408/399-5228 masuo@ix.netcom.com |
| Nov 8-10 | Carolinas Motorsport Park* | Carolinas | John Taylor 803/796-0983 cltjft@sc.rr.com |
| Dec 7-8 | Roebing Road | Florida Crown | Dave Rodenroth 904/992-0380 Racer914@earthlink.net |

* - Notes an enduro.

Classifieds

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 or 703-569-6905.

1970 GT4 911 racecar - lighter 1970 tub with 993 carbon-fiber rebody. Multiple modifications including IMSA roll cage, big red brakes, camberbox/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 twatsonspint6@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 & 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, krolak@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 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 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 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 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, Elmhurst, 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 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.rennwks.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 full 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.rennwks.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

911 GTis Racecar. Competitive and sorted. 993 body by Racers group. C2 tub. 3.6L supercharged engine, (500hp/500ft-lbs torque) by SOK with EFL/air mass. Penske suspension by KMR. 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.

1989 930 S Turbo Cabriolet, factory slant nose, guards red, black leather seats with red piping, CD player, supple leather, only 74 of these made. All original. Factory painted color-coded alloys, alarm, all power. Very rare. Certificate of authenticity. Car was burned (insurance total) in 1992. Completely restored and refurbished at a cost close to \$75,000. Only 1500 miles on restoration and odometer. A true garage queen. I am open to all trade offers. Paul C. Fairchild (480) 345-4570 office (602) 363-8449 mobile

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Tow Vehicle. 1995 Jeep Grand Cherokee Laredo. 4WD. 4-speed automatic. 4.0 Litre V6 Eng. Green with tan leather interior. Good Condition. 113k miles. \$7200. Call Jeanne at 312-732-4606

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