



News



PCA's Club Racing Newsletter Volume 02.3
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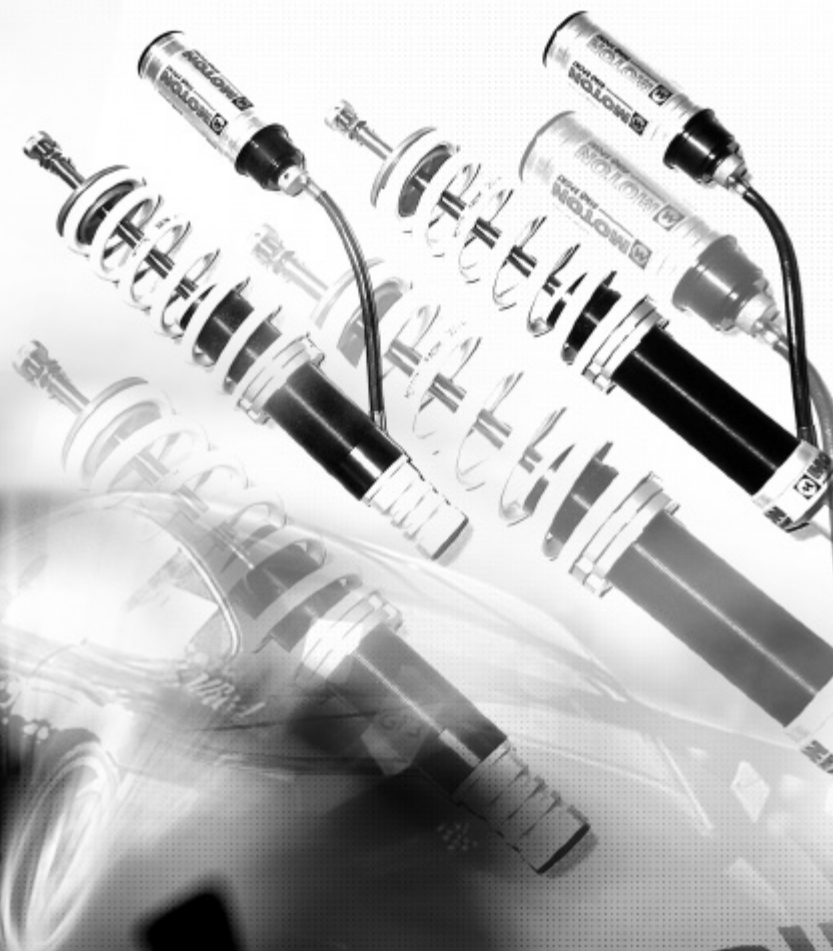
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Come Visit Our Web Site:
<http://www.pca.org/pca/clubrace/>

On the Cover:

Class contenders, Byron Burkhardt (Rothmans 944) and Ken Lindgren are captured battling for position at the No Problem Raceway. For more information, turn to Page 8. *Photo by John Crosby.*

Deadline

The deadline for the next issue is:
June 15th

Club Racing Wants to Hear From You!

by: John Crosby, Chairman PCA Club Racing

Congratulations to Vonnie Grether, Stan Wenger, Steve Olsen and the rest of the Lone Star Texans on a terrific event at the 2.9 mile Texas World Speedway this past March. Nearly 100 Porsches and 40 BMWs participated over the three day weekend. Ian Scott lead the Peach State contingent in hosting their annual race at the world class Road Atlanta facility. This was another huge event, with over 200 Porsches in four run groups traversing the 2.5 mile circuit. The first running of Mardi Gras Region's club race just outside of New Orleans went off without a hitch. Event Chair, Brad Bradford, along with registrar, John Kennedy had things well organized. Gayle Dellenger arranged the Saturday night feast of Louisiana delicacies at the track's sports bar (Where else except New Orleans would you find a sports bar at a race track?). Although the turn out was small, big fun was had by all.

One of the many dilemmas facing a region hosting a club race is exactly when is the best time of year to schedule their race. Not all regions have the luxury of picking and choosing any date. However, many do have at least some options on the time of year. Seasonal weather is of course an issue in choosing a race date, but there is another factor which we have a little more control over. For someone traveling a great distance, having races on back to back weekends at tracks in close proximity may be advantageous. Getting two race weekends out of one road trip can be quite appealing. Someone local however, may prefer to have the races spread out a little more. To assist Club Racing National as well as the regions, we are interested in getting your opinion. A forum has been set up on the PCA website posing these questions. Log on the pca.org/forums, then click "Forums", then the Club Racing topic. There is also a link on the Club Racing Home page to the forum. Tell us what works best for you. This information will be used to assist national and the regions in planning race dates for next year.

I would like to clarify the black flag all/red flag restarting procedure during a race. The steward's first preference during a race is to go to full course yellow, however some circumstances require more significant action. During a sprint race, if a black all (or red flag) occurs, the lap in progress is thrown out and the cars are regrided starting with the car that was leading during the prior lap. The order is reset to the sequence of cars as they passed start/finish. This may be different than the actual order of overall positions, since a lapped car would be mixed in just behind the cars that lapped it. If a pass was made on the lap that was thrown out, the order will be reversed. During enduros, the mandatory pit stops add

a few complications. Work is allowed on cars that are already in the pits (between the timing points) until their 5 minute time is up. They (cars in the pits) are to restart from the pit lane after the entire field has taken its pace lap (which will count as a lap). Cars that have completed their pit stop and have cleared the timing exit point and are still in the pit lane at the time of the black flag, shall be allowed to follow the field as it exits the pit lane on the pace lap. Depending on exactly how long a car has been in the pits when the black flag comes out, the situation may or may not work to the driver's advantage. That is a matter of luck, and as they say "That's racing."

May 1st begins the time period for submittal of racer suggestions for next year's rule changes. This information is distributed to over 20 people on the Club Racing Committee for review and having it in an email format makes this much easier. A link has been set up on the Club Racing website to make this process very convenient. Log on to pca.org/pca/clubraces and follow the link to Proposed 2003 Rule Changes. Look on the web for a list of the Rule Changes which will be up for consideration on September 1, at which time racer comments will be accepted.

And finally, here is a request from Susan Shire, our licensing coordinator. When reviewing your medical, please be sure that the form is signed and dated by the doctor and one of the three boxes at the end of the form is checked. Don't let an incomplete medical form be the cause for a delay in getting your license reviewed.

Race friendly,



Steve Pattee, co-Rookie of the Year, is pictured in his GT4 prepared 911. See facing page for details.

Michael Melton Memorial Rookie(s) of the Year Award

by: The Rookie of the Year Selection Committee

The Rookie of the Year Award annual award is sponsored by the friends of Mike Melton at European Performance Engineering in Massachusetts. Mike was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the "Rookie". Of the 186 Rookies who joined the Club Racing Program in 2001, twenty-four were eligible for the award by completing five or more incident free races during their first year. This was, by far, the largest number of rookies to date to be eligible for the award thus making the decision extremely difficult. So difficult in fact that a tie was declared and for the first time, two awards will be given. We congratulate the following racers who were eligible for the 2001 award:

David Beauregard	Albert Loreda
Jack Benedict	Scott Lyman
Drew Brown	T James Marshall
Mike Courtney	Tim Martin
Joseph Crowell	Steven Pattee
Virgil Dibiase	Eric Rupert
Jame Irvine	Brian Scudder
Casey Jones	Gregory Skalla
Dan Jones	Karl Thomson
Brian Kelley	Wayne Vitale
Alonza Kent	Christopher Wilken
George Kirchner	Jesse Wurmbbrand

After careful consideration, it was determined that the 2001 award was to be awarded to Steve Pattee of the St. Louis Region and Tim Martin of the Intermountain Region.

Steve Pattee, from Adel, Iowa, joined PCA soon after purchasing a Boxster in 1998, and only four months after that, discovered the joys PCA Driver's Ed events. And the rest, as they say, is history. Steve credits his DE instructors with guiding him on the right path to performance driving. Steve purchased a GT4 911 "project car" and prepared it for racing over an eight month period. As Steve prepared for his rookie season, he set four main goals for himself the coming year. "First: Don't be a menace on the track (to myself and everyone else). Second: Be a clean, safe competitor. Third: be smooth. And fourth: be patient. I probably should have added a fifth: Make sure my car was ready!" In his first year of racing, Steve participated in eleven races at seven different tracks, namely Sebring, Road Atlanta, Watkins Glen, IRP, Brainerd, Road America, and Heartland Park. Quite an impressive list of venues for any racer! Steve credits lots of people who had a part in making his rookie season better than he had hoped for. Not the least of

which is his family and friends. "I am indeed fortunate that my girlfriend Nancy and her son Marc really enjoy race weekends. I also bring my Dad to any race he can make it to. We all have had a great time this last season, making many new friends and enjoying the great competition. Also, my fellow racers were always helpful and tolerant of my constant questioning. To say I have learned a lot is the understatement of the year. Not the least of which is that I have so much more to learn!"

Tim Martin, from Sandy, Utah, joined PCA in 1996 after purchasing his first Porsche, a Horizon Blue '91 C4. Tim started autocrossing in the spring of 1997, the '91 having been replaced by a '96 Speed Yellow Carrera. "One of the things that struck me, having never been to an autocross of any kind, was the helpful and friendly nature of the people there that day." Tim soon after became involved in organizing and chairing region's autocross events and continues to be actively involved in region management. Tim's regional positions have included board member elected 1998, vice president, and president in 2001 (his rookie race year). Tim, who races an F Class 1985 911 Carrera, credits his fellow racers in Intermountain Region and his mentor, Bob Jones, for a successful first year of PCA Club Racing. At Willow Springs, his rookie race, Tim was awarded the Forgeline Best Rookie Racer Award. Tim also competed in both the sprint and enduro races at Portland and Pueblo. Tim writes "One of the things I would like to emphasize is the camaraderie amount the Club Race participants. This spirit is what makes Club Racing successful. Without this camaraderie, the Club Race program would not be the success it is."



*Tim Martin poses with his 1985 911 Carrera.
Photo by Michael Van Tyne.*

Rules Review Procedure

by: Lance Weeks, Technical and Rules Chair

May 1st brings the start of the Rules Review Procedure. The timetable is on Page 21 of the Club Racing Rules. This is the time for racers to provide valuable insight for possible rule changes for next year. With your proposed changes, if you will provide technical documentation, if necessary, to help the committee in the review process it would be appreciated. We value and review every response we receive during this time. Your proposed changes keep this program growing and in pace with the latest safety requirements. The Club Racing website will provide an e-mail efficient way to provide your submissions.

Safety equipment has evolved to the next generation, with FIA certified seats which do not require a seat back brace, 2" lap belts being incorporated into Cup Cars and the SNELL Foundation suggesting that SA95 helmets be allowed in automotive racing until 2005 or 2006. All of these changes affect our sport from both a dollar and cents standpoint but also improved safety, but those changes must be considered carefully by the racer and the committee before they are implemented. I suggest that you get involved and provide some feedback during the Rules Review Procedure regarding these issues. Your safety is important.

The previous *CRN* article discussing the morphing of GT cars to GTP cars and contained further definition and clarification was more restricting as it pertained to the "longitudinals wording" than was intended. This was not intended to exclude any cars from competing in PCA Club Racing. Continue to use the wording as stated in the rules. We will continue to refine the wording that will define the GT class "virtually intact" rule. This is essential so that the scrutineers and the car builders know what is to be expected.

Factory Lexan side windows in the 996 GT3 Cup Cars GTC2 are allowed. To help the corner workers recognize that they have a means to enter the car, to get you out, put a sticker on the window near the removal hole saying "Pull Here". This should also reduce the chances of you being "called in" for having your windows up. Seats and seat back braces continue to raise questions. The rule is, whether it is FIA approved or not, "All cars will be equipped with a seat back brace." A sound arrangement for the FIA approved seat, and for all seats, would be to add a piece of 1" thick high density foam between the seat and back brace. This will allow the seat to flex as designed. Hope to see you soon at a Club Race. Be safe and have fun.

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Race Car Maintenance: A Continuing Challenge

by: Donna Amico, Chief National Scrutineer

Few things are more frustrating in a race weekend than a car that breaks. I know from personal experience – my 968 was a lawn ornament parked behind a corner station about 3 laps into last year’s Putnam Park enduro, after loss of the clutch linkage. Even worse are those catastrophic failures that send your car in an unplanned direction, or leave puddles in your wake that may cause others to lose control. While we will never be able to prevent all mechanical failures, careful car preparation, diligent inspection, and frequent maintenance can prevent many little problems from becoming big ones.

Professional race preparation involves putting a wrench on every bolt on the car, between every event. In addition, fluids may be changed, all lines inspected, every key part checked for incipient cracks, etc., etc., etc. Does every PCA Club Racer need to do this for every event? Probably not, but, consider the stresses that you are putting on your car, and accelerate your inspection and maintenance accordingly.

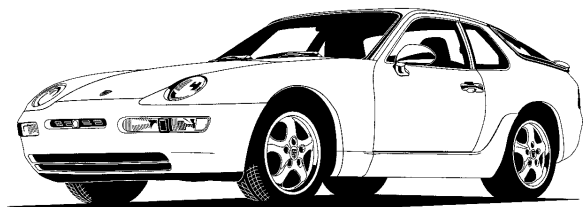
Although far from a complete list, here are a few points to consider in devising your maintenance schedule. This list is focused on safety; you’ll want to add to it to preserve top performance from your car as well. Once you start thinking about it, I’m sure many other items will come to mind.

1. To varying degrees, depending on our race class, all of us put more stress, and different stress, on suspension and chassis components than in normal driving. Lowering the ride height, stiffening the suspension, and running wide sticky tires at high speed and high g-forces can lead to simple metal fatigue in perhaps unexpected places. Well-known examples are ball joint pins, early 944 spindles, and Carrera rear sway bar brackets, but shearing of other suspension components has also occurred, and chassis cracks needing prompt attention are not unknown. Stress can crop up in odd places; my personal experience with a sheared oil pick-up tube was expensive.
2. Hoses and belts can migrate just a little from their normal position under braking and cornering, which can lead to rubbing on pulleys or fan blades. Installation of braided lines, or changes in ride height and alignment, can lead to rubbing and abrasion of lines. Also, for those of you using brake lines that are stainless steel braid over Teflon, remember that the Teflon can crack and fail with age.
3. At least one serious incident and a number of lengthy clean-ups have resulted from failed 911 motor mounts. It is all too possible to take out an oil line when the engine drops.

4. Don’t forget to check welds, as well. Even something as simple as losing part of your exhaust system can be a major problem for the car behind you.
5. Bushings and boots can take quite a beating. When a boot tears, dirt can get inside and cause failure of that component. Bushings are also subject to various stresses; the 968 used to eat lower control arm bushings, until the car was lowered. Since then, those bushings have been fine. Considering Murphy’s Law, I figure the stress has moved to either the ball joint or the spindle. Anyway, the lesson is that the changes we make to our cars should make us extra vigilant for new problems.
6. Even the interior is worth a close look. For example, is your seat still securely attached, with no loose or missing bolts and securely locking seat rails?
7. Rust is the ultimate four-letter word.

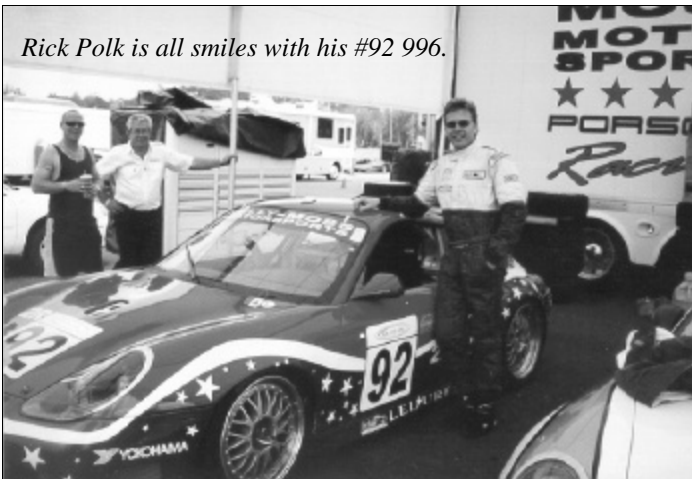
That should get you started. Remember, metal and plastic can wear and fatigue, rubber will dry out, lubricants get less effective, and bolts will loosen, so time and stress takes its toll on our cars.

One final note: Even the most careful preparation after a major overhaul or acquisition of a new race car calls for modest expectations when you first bring that car to the track. Expect and look for problems after each session. You will find them. Expect to spend some of that first track weekend repairing instead of driving and you won’t be disappointed or frustrated. Expect, in fact, to talk to a scrutineer at the black flag station at some point because of a problem with your car, and remember that the scrutineer is just trying to keep you and everyone else safe. It isn’t you, and it isn’t your shop, it seems to be the natural order of the universe. With attention, patience and diligence, you’ll get the car sorted out safely.



Great Food, Great Racing...

by: Henry "Brad" Bradford III



Rick Polk is all smiles with his #92 996.

Great food, great racing, great camaraderie, great weather, no 13/13s..... NO PROBLEM! On Saturday morning at the drivers meeting, Jay Culbertson, National PCA Steward, began with "The unusual name of the track will be the theme for the weekend, No Problem!" And so it was. The weekend got off to a great start for those who wished to stay around after the Friday driver's ed day and registration had concluded. They were treated to a good old fashioned crawfish boil, complete with all the spices anyone could handle. Not to mention one fine cold keg and a couple of pots of gumbo. 2 hours later, there was not a crawfish, or speck of gumbo left in sight. The great part was, no one left. Bench racing was in full swing well into the night, in anticipation of a fine day of practice and fun racing.

There were voiced concerns about racing on a track that no one had been on before. But those concerns soon became compliments. Things like, "I like this track better than TWS," and "This track is a blast to drive," were heard in the pits Saturday. The fun races started with a couple Kelly Moss GT-2 cars with drivers Bob Mahoney and Rick Polk battling it out for the entire race. Back in the field, there was plenty of passing back and forth between some fairly evenly matched cars. On one lap, one car would be in front, the next lap, the opposite one would be. At the end of the first day, there were still the *exact* same number of cars running that started the day.

The race party, which was held in the bar that is at the foot of the drag strip, was sponsored by Greff Motors and put together by Gayle Dellinger. It was most certainly one to be talked about for many months to come. Crab fingers, smoked oysters, red beans and rice, shrimp Creole, muffalettas, fried catfish, and bread pudding, were all served buffet style with a little bit of Cajun music thrown in for good measure. No one left hungry, and

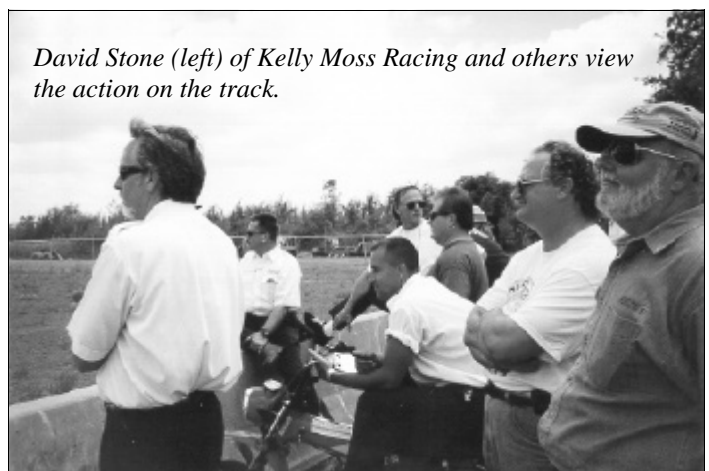
again, no one left. The party started at 5 and they had to start throwing everyone out at 7:45.

Qualifying the next day proved once again to be quite the spectacle. The GT 2 car driver, Bob Mahoney, set a production based race car track record at 1:13.8 sec in his 2001 GT3 996. This eclipsed the previous record set by Ferrari driver Eric Van Der Pol in a Ferrari 360 Challenge car at 1:16 sec.

The Sprint Race 1 had a tendency to spread out. It did get fairly exciting as Chris Congemi made a late race pass on Bryan Henderson to finish just one second in front of him.

The highlight of the day came right before the Sprint Race 2. A special color guard presentation and singing of the National Anthem kicked off the festivities. Of course, there has to be at least one miscue that weekend and singing of the National Anthem was it. The event chairman didn't realize that someone was already designated to sing the National Anthem so he began with probably the worst rendition of it, ever to pierce the ears of anyone. To make matters worse, half way through, in a effort to eliminate the feedback coming over the loud speaker, he began darting about on the grid, trying to get some sound relief. Only after forgetting the words did he realize that there was someone who was really singing, and doing it quite well. Christy Kennedy saved the remainder as she belted out a truly inspirational finish of the National Anthem. With the GT boys still sitting on the grid, Dillon Scheurich, the 5 year old son of Jon Scheurich of Crescent Motors, gave the "Gentlemen Start Your Engines!" Everyone felt the goose bumps as those open exhaust cars came to life.

Although the previous days battle in the GT2 class was not to be repeated because Rick Polk had to catch an early flight, there was no shortage of competition. Actual in class competition was fairly limited since this was a first event but that didn't make



David Stone (left) of Kelly Moss Racing and others view the action on the track.

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TRIBUTE TO LE MANS

May 31-June 2—Willow Springs International Raceway

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MAKE-A-WISH CHARITY EVENT

August 23-25, 2002—Laguna Seca Raceway

This will be our second year in a row partnering with Make-A-Wish Foundation, racing to grant wishes of children and families across the country. Join us for this wonderful event and race for the right reasons at one of the legendary tracks on this coast!

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September 14-15, 2002—Buttonwillow Raceway

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PORSCHE OWNERS CLUB — 2002 SCHEDULE



WESTERN REGION

TTS - CUP RACES - ENDUROS

May 31-Jun 2	Willow Springs Raceway
Jul 13-15	Thunderhill Raceway
Aug 23-25	Laguna Seca Raceway
Sep 14-15	Buttonwillow Parkway
Oct 12-13	Willow Springs Raceway
Nov 30-Dec 1	Willow Springs Raceway

SHORT TRACK SERIES

May 11-12	Streets of Willow
Jun 8-9	Streets of Willow
Aug 17-18	Streets of Willow
Sep 21-22	Streets of Willow
Nov 16-17	Streets of Willow

SOUTHEASTERN REGION

DRIVER ED - FUN RUN

May 18-19	Carolina MotorSports Park
Jun 29-30	Roebling Road
Sep 21-22	Carolina Motorsports Park



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Brad Bradford, event chairman (on the stool), was spotted making announcements at the Saturday night party.



a difference and Wayne finished the battle from there. A spectacular battle was also happening between John Crosby and Roger Johnson with the 2 of them finishing less than .2 sec apart. The 911 of Lee Wilkens and the 944T of Ken Laborde thrilled everyone with their swapping of positions during the race. At the end of the race, the fans were also treated to a real podium, which held Bob Mahoney, Bruce Busby, and Wayne Brown, and the Champagne Supernova that goes along with it. It was truly fun for all.

For our first ever club racing event, it came off almost flawlessly. As with any effort of this size, there were more people than imaginable that helped put it together. They all should be congratulated. For all you racers who missed this fantastic party with great racing, buckle in for next year, we have already started planning how to improve it and you won't want to miss it!



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at 10:00pm (EST) / 8:00pm (MST)

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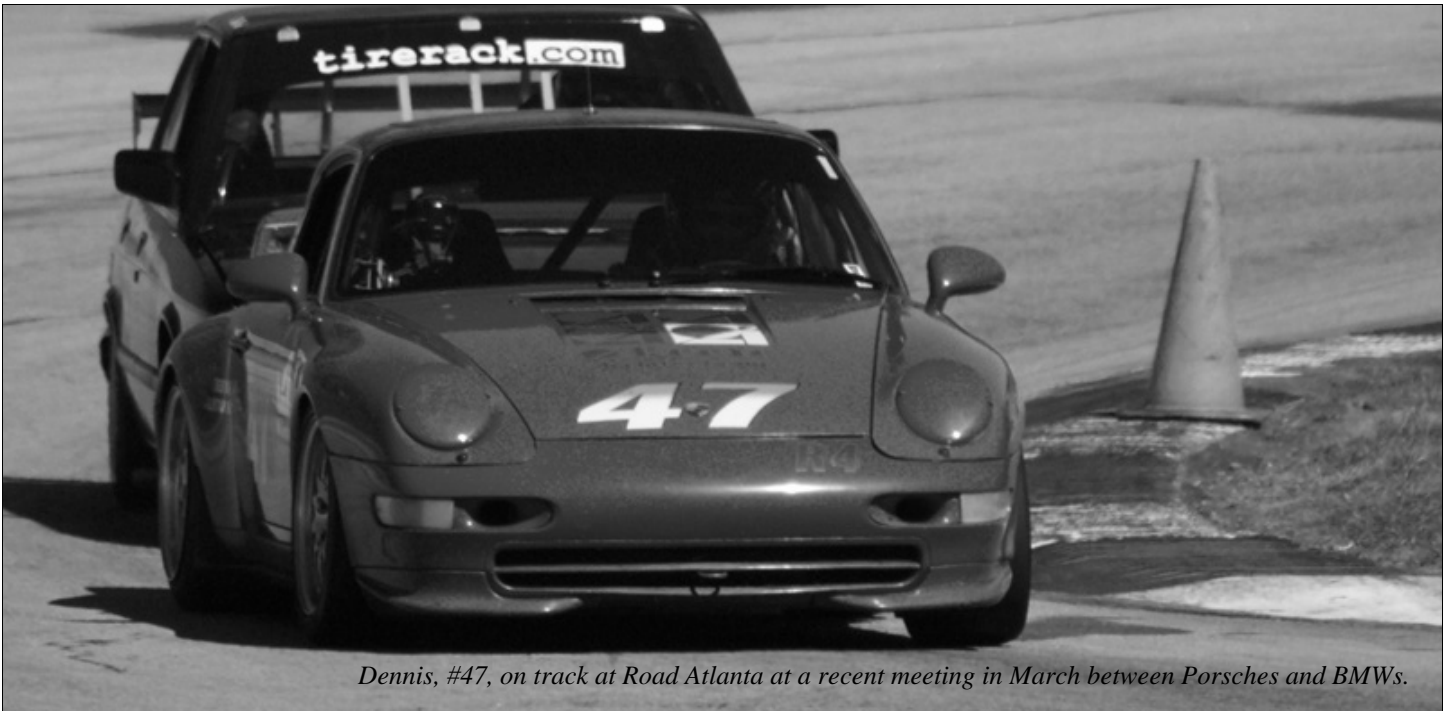
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From Nebraska to Sebring

by: Dennis O'Keefe, Suncoast Region, Florida Class D, 1995 993



Dennis, #47, on track at Road Atlanta at a recent meeting in March between Porsches and BMWs.

I grew up in Nebraska where we had a great deal of freedom—with all the open spaces—so at an early age, I was off riding anything that had an engine. I tried go carts, first homemade, which we drove all over the countryside, but then competition carts. These were nothing like today's carts; we ran McCollough engines on dirt tracks mostly, but it was fast and exciting. Upon reaching the ripe old age of 16, motorcycles became the vehicle of choice and again the need for speed and competition drew my attention.

The real turning point in my life was a result of my darling wife Sue. I had always wanted to get into some kind of car racing, but never felt I had the money, so for my 40th birthday my wife bought me a week-long race school with Skip Barber—well that was opening Pandora's Box; I was hooked, seriously. I did several races in the Barber series back when they were still using the Ford engines. Then I tried a SCCA spec racer, which was a lot of fun but I still felt like something was missing, mostly fenders off my car in every event.

Then a good friend of mine, Mike Mackenzie, introduced me to the Porsche Club of America. PCA has been great competition, but everyone is still friends and respects their machines. I have been racing the same 993 for six years now and I have loved every minute of it (well almost every minute). I bought (actually leased) a 1995 993 and took it from the dealer's showroom right to Dave Whites race shop in Tampa to get it set up for club racing.

We did a lot of experimenting, because not many people were into converting 993s for racing, but I came to know several around the country doing the same thing. Most notably was Dave Montrois of Tallahassee who had a twin to my car. Wherever we went together was a blast, as

evidenced by the frequent black flags thrown in our direction. I guess we played a little too hard for some people.

The last six years of PCA racing have given me wins at Sebring, Roebing, Kershaw and Atlanta and good finishes at Mid-Ohio and Road America. I have also had wins at Morosso and Homestead.

I have only myself as sponsor so I did finally put my company name on the car recently, O'Keefe Architects Inc. and everyone seemed to like the new graphics. I have been pondering the probability if I could attract enough sponsorship to enter the Speed Challenge Series. It was also a great feeling to see many club racer friends competing in the 12 Hour race.

We do not really have a down season living in Florida, with the last race of the year usually being Roebing in December, then other events at Sebring in January.

I continue to instruct at Sebring regularly and sometimes at Morosso, Homestead and Road Atlanta, because I love to get new people addicted to the sport. My wife Sue, not only did she get me started in this racing, but she has been very supportive. We travel together to almost all the events and she does a great deal of the tow vehicle driving, primarily due to my inability to stay awake in a car unless it is going over 100mph. She is always there helping out, getting the car ready, and even being pit crew during the endures. Not bad for a couple that celebrated a 33rd wedding anniversary at the PCA Club Race at Road Atlanta.



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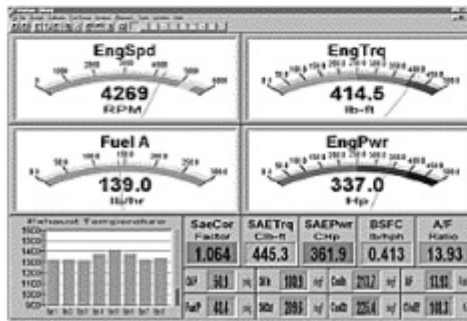
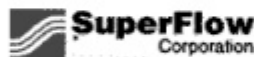
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Sponsorship Update: Trackside Hoosier Support

The following is a list of events that will have **Hoosier** support at the track. Make sure to call in advance to make sure your tires are available and ready for race day.

<u>Date</u>	<u>Track</u>	<u>Location</u>	<u>Supplier</u>
May 24-26	Texas Motor Speedway	Fort Worth, TX	German Motorworks P - 817-877-1772 F - 817-877-5493
June 7-9	Portland Int'l Raceway	Portland, OR	Trackside, Ent. P - 503-236-2106 F - 503-233-3079
June 14-16	Watkins Glen	Watkins Glen, NY	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
June 21-23	Putman Park	Mount Meridian, IN	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
June 29-30	Gingerman	South Haven, MI	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
July 20-21	Indianapolis R'way Park	Indianapolis, IN	R & S Racing P - 888-261-1243 F - 515-462-4473
July 26-27	Portland Int'l Raceway	Portland, OR	Trackside, Ent. P - 503-236-2106 F - 503-233-3079
Aug. 24-25	Pocono	Long Pond, PA	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576

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for race info

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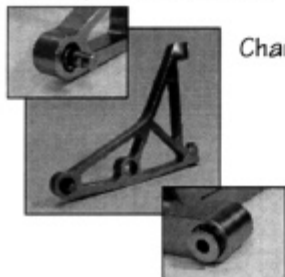
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T.R.A.C. 2002 event information and
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7th on the Chicago Region's web page at
www.pca-chicago.org or from the registrar
at ChiScene@aol.com or 847.604.4795.
(No requests accepted before June 7th.)

Registrations with USPS postmarks prior
to July 17th will NOT be accepted.
Do NOT send UPS, FedEx, etc or USPS Priority
Mail as it will not be accepted.

See you at T.R.A.C. 2002!!

PCA Club Racing National Committee

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GTC Update

by: Donna Amico, Chief National Scrutineer

Several GTC owners noted a few missing words from my last article, but don't worry, you didn't miss much! I just wanted to remind all of you that in GTC1 and GTC2, you cannot make modifications allowed for "stock" cars, but must keep your car "as delivered from the Porsche factory without modification." The only allowed modifications are tires, compliance with PCA Club Racing safety requirements, updating and backdating within model type (e.g., within GTC1 or within GTC2), and replacement of unavailable Cup car parts with the equivalent stock factory parts from non-Cup cars.

For now anyway, let me call off the frantic search through your garage for the foglights that probably didn't come with your 993-Cup car after all, unless you have a GTC1 manufactured in 1994 or 1995. It appears that the factory omitted the foglights in later years and made kits available to duct more air to the brakes – if you obtained your car from the Supercup Series, it undoubtedly has one of these installed. Turn signals, however, are still required (not European sidemarker lights).

Based on my Cup car observations to date, the two most controversial areas are going to be spring rates and the 993 "airscreen." Under our current rules, you may only use a spring rate that was delivered on your model. Preliminary indications are that these spring rates were

identical across all 993-body styles, but there are some differences across years in GT3-Cup cars. Yes, these are very, very stiff, but suspension changes are not allowed in the Porsche Supercup Series, just changes in ride height and alignment. I also have heard from 993-Cup owners are concerned that the airscreen that was supplied by the factory in lieu of a conventional air filter will not provide sufficient protection for your engine. However, I know of at least one 993-Cup that had 140 hours on the motor before a rebuild with only that airscreen installed, and there were no problems. This car ran on a wide variety of East Coast tracks from Sebring to Pocono, getting as far west as GingerMan and IRP.

Without documentation of problems caused by either the spring rates or the airscreens, "as delivered from the Porsche factory without modification" will continue to apply to these items as well. However, if you have this documentation, please submit it to either me or Lance Weeks, Technical and Rules Chairman, for consideration. Perhaps more than any other classes in PCA Club Racing, GTC1 and GTC2 have been defined by what you, the owners and drivers of these cars, feel is necessary to maintain the authenticity of your factory race cars.



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Note: Contact CRN Editor, Andy Jones, for ad sizes and technical specifications.
Email: clubracing@jps.net / Phone: (530) 241-3808.

2002 PCA Club Racing Calendar



<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
May 17-19	California Speedway*	San Diego	Jerry Beauchane 858/481-4384 jbeaucha@san.rr.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@tmc Corp.com
Jun 8-9	Mid America	Great Plains	Ross Scholz 402/331-3827 ross@hkscholz.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 3-4	Mosport*	Upper Canada	Glynn Green 905/643-9811 gpgreen@interlynx.net
Aug 10-11	Brainerd*	Nord Stern	Roger Johnson 763/557-9578 rsamerica@attbi.com
Aug 31-Sep 2	Road America*	Chicago	Chris Ingot 847/604-4795 pcatrac2002@aol.com
Aug 31-Sep 2	Virginia International Raceway	Zone 2	Gary Church 703/644-4465 gchurch@avmgt.com
Sep 14-15	Nelson Ledges	Northern Ohio	Jim Newell 440/247-5751 newchagrins@hotmail.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 marilyn@iadb.org
Oct 11-13	Hallett	Cimarron	Gary Bernard 918/254-1104 gary@bernarddesign.com
Oct 26-27	Sears Point	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

- “*” - Indicates an enduro.
- **Note:** To submit a race date for 2002, please email: john@crosbydevelopment.com
- For the latest updates on the Club Racing Calendar visit www.pca.org

Classifieds

1999 996-White, 4,800 miles, Factory Aero Kit, no sun roof, Oil Kit, TCS Switch, Cup Suspension adjustable bars, 4 BBS 18 " welded cage, window net, Lexan windshield, 2 Recaro SPG sliders, back brace, matching Sparco 5 points, Halon system, Cockpit and external switches for fire and battery, Light battery floor mounted, adj strut tower brace , third water cooler , Transmission cooler, Brake ducting \$ 92,500 901.409-7561 jvincen3@midsouth.rr.com.

1999 996 Race Car. 1 season racing. Many SCCAT1, PCA class B wins. Best prepared @ BIR. Euro M030 susp., H&R springs. Limited slip. BBS 3-piece wheels. MA Shaw splitter, rr. wing. AeroKit sides, rears. Bolt-in cage. Much more. Beautiful, fast, reliable, fun, 100% ready to race! All stock pieces, streetable. Over \$85,000 invested, sacrif. \$60,000. Pete Looby (605) 339-6170. pectenkat@sio.midco.net.

1987 FeatherLite 48' three-car open aluminum gooseneck trailer, two 10,000# oil bath axles with dual wheels, independent suspension, electric brakes, black, 8' overall width, 8' storage compartment with dome lights and two (24" x 36") entry doors, two 7' loading ramps with slide-in storage, 2-5/16" coupler (S/N 1FPL48204GA000774), \$11,300, contact Steve Beddor, Minneapolis (952) 474-1370 or email at yellobrd@pro-ns.net

1988 FeatherLite, 48-foot three-car enclosed aluminum trailer, white, 6' 6" inside height, King Pin, Air over Hydraulic Brakes, three axles, beavertail, two 6,800# winches, three side door with an outside door for each, two additional doors for storage access, 25' exterior blue awning, (S/N 1FPL40305JA001231) \$14,800, contact Steve Beddor, Minneapolis (952) 474-1370 or email: yellobrd@pro-ns.net

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1989 951/968 Turbo Racer, w/o engine. Complete rebuild, acid dipped chassis, GT Racing wide body, Fabcar custom wing/A arms, full cage; Recaro SPGs. 2300lbs (w/motor). No expense spared: Motec, Stack, Accusump, Kelly Moss susp, Penske adjustable, Fuel Safe cell, 330mm big reds frr, 965 reds rear, 2 sets BBS race wheels (10&13), 275s&315s. Over \$100k invested. Asking \$45,000. Andy Kosovych, 11 Kroner Farm Ct. Upper Saddle River, NJ 07458. (201)934-9132 or e-mail RacerKosy@aol.com.

1973 914 2.0 New AutoEdge euro 2.0 with carbs, 911 cowlings, 3 oil coolers, electronic dist, Minilites w/G-force, Konis, oversize front & rear brakes, Autopower roll cage, silver and excellent condition with many upgrades. Garfield Clark 612 868 8314 gclark@garfieldclark.com

1990 Porsche Cup Car. GT-2R w/PCA logbook, formally of Enzo Caldereri w/great history including LeMan and Daytona. Fresh Motorsport 370 HP 3.8. Two wins and workers choice awards in '01. GT-2 carbon fiber body, Crawford wing, dive planes, big reds, RSR control arms, Penske adjustable shocks. KMR cockpit adjustable bars, carbon fiber dash w/Stack, and camber plates. Cage meets Grand Am specs. All new lighting and wiring. New BBS centerlock wheels, airjacks. Many other

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1995 Factory 993 Cup Car upgraded at Factory to 1998 specs. Great French Cup history. History known (Jean-Pierre Jarier) and every single receipt kept. Fresh gearbox, very strong engine, 3 sets of Speedlines with new rains and slicks. Car has NEVER been wrecked! Car is blue and red in pristine condition. \$83,000. Contact j_rotsaert@hotmail.com or call 404-676-1148

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1992 US Carrera Cup car. Only red one of 45 built. Race ready. Excellent. \$66,000 or will

trade for 996. History & pictures at www.mcgraw.org/cupcar/cupcar.htm. Ben McGraw 650.348.7105 CA or mcgrawhome@pobox.com.

1973 914 2.0 GT5S Club Race/DE, black, dipped body, 1,800lbs [could be lighter], custom roll cage, wilwood brakes, 23mm master cylinder, fuel cell, accusump, PCA transponder, BBS, 84,000 orig miles, owned since 1981, streetable. One class win and worker's choice award. Delivery possible. \$8,000/offer Tom Solstad 651/687-0804 before 2PM any day or email tomsolstad@aol.com

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72-914-6 GT4s full cage, 930 brakes w/front floating rotors. bilstein coil overs f/r. suspension & shock valving by dawe's, 2.7 liter twin plug crank fire ignition by dawe's 46mm carbs by jerry woods sachs clutch, 914 side shifter trans w/locked diff. fully active gear box, 3 piece light speed wheels 16x10 f/r, atl 8 gal. fuel cell, fire system, omp seat w/5 point harness, auto meter gauges carbon rear wing, 935 one piece kavlar front end, carbon deck lid, fiber glass quarters. \$ 39,000.00 Tom Speach 973 7260470 d/n

1976 914 I class Club Racing car. This is a very fast 2 liter with everything that is legal to make it go. Giant brakes, fresh engine, minimum weight, and fast suspension. Extra wheels and parts. For a list of what has been done call Dave Mitchell at 303-738-8121.

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