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News

PCA's Club Racing Newsletter Volume 03.1
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*Pictured: A flock of 944 pilots are on the grid at
BeaveRun. More on Page 16.*

Come Visit Our Web Site:
<http://www.pca.org/pca/clubrace/>

On the Cover:

Since the inaugural enduro in 1999, CMP's pit lane has always been a
busy (and watched) place--Marshals and crew look on, while drivers switch seats.
Photo by Mark del Tufo. See Page 8 for the full story.

Deadline
The deadline for the next issue is:
February 15th

2002 Racing Recap

by: John Crosby, Chairman PCA Club Racing

The 11th year of the PCA Club Racing Program has come to an end with the completion of 28 very successful race weekends. Many thanks to all of the regional and national Club Racing volunteers as well as the 2,250 licensed racers which make this program the tremendous success that it has been. Race weekends ranged in size from 26 to 270 cars with an average attendance of 108, which is just about the same as 2001. The incident rate averaged 4 per weekend, so one could say there is a 96% chance of bringing the car home from the track in the same condition that it arrived in. That percentage will go up even higher for a driver who leaves that little extra cushion or doesn't take that unnecessary chance. The incidents were pretty evenly divided between the single car and two car variety and also evenly divided between the stock and GT classes. The highest numbers of incidents occur during the sprint races and lowest during the enduros. It must be that different mind set. Weather always has its effects as the races with the two highest total number of incidents, Watkins Glen and VIR, were both on very rainy weekends. There were also three 13/13's issued last year for cheating.

Now for those racers who completed five or more

races last year without any incidents, and there were 208 of you, OG Racing is again proud to sponsor the PCA Club Racing Annual Safe Racers Award. This is quite an impressive number, up from 192 in 2001. Congratulations to all of our 2002 "Safe Racers". This number continues to grow each year. Previous totals were 182 in 2000, 156 in 1999, and 76 in 1998.

The 2003 season looks to be even bigger and better with several new venues and even more races than last year. The New Year starts out with club races at Sebring and Phoenix International in February. In March, the Carolinas Region will host a spring race at Carolina Motorsports Park, in addition to their fall classic. The Maverick Region will host the BMW CCA racers at their annual event at Texas World Speedway. The remaining 2003 calendar as of this printing is contained in this issue of the *CRN*, however for the most up to date listing visit the Club Racing website at www.pca.org.

By the way, if you haven't browsed the Club Racing website lately, you have really been missing out. There is a multitude of photos from last year's races as well as all of the qualifying and race results for the year.

Continued on Next Page



Presents

Intermountain Region's Las Vegas Super Speedway PCA Club Race May 2 - 4, 2003

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Friday, May 2 Test/Tune and DE May 2 - Saturday, May 3 Practice/DE/Race
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Safety, Driver Restraint Systems and the 2003 Rules

by: Donna Amico, Chief National Scrutineer

What are the components of an appropriate restraint system to have in a PCA Club Race car? We have rules for seats, harnesses, and seat back braces, and have considered one for seat rails. Are our standards appropriate for how the items are expected to perform? Are there different combinations and specifications of components that would achieve the same ends (any engineer would say, "of course")? How many different combinations do we want to approve, and how do we provide clear guidance to the scrutineers for inspecting them? If we approve something for current factory racecars, should that be the standard for that car indefinitely, or will it change when it is time to replace any of the safety items? If we adopt another sanctioning body's testing standards, then does that mean adopting all their required equipment replacement intervals as well?

These are the kinds of questions that the Technical and Rules Committee asked this year when considering rules changes. One thing was abundantly clear: We do not want to propose "piecemeal" changes in safety components, considering each component by itself. These restraint items need to work together as a system.

We ultimately made relatively few changes in the

2002 Racing Recap Continued...

Race registration forms for the upcoming events are linked from the 2003 Schedule page and every Club Racing form that you will ever need, from renewing your license to ordering decals, is also available. There is even a download to print an extra copy of the Club Racing Rule Book. A complete listing of the 44 members of the 2003 Club Racing National Committee and their email addresses may also be found.

The members of the Club Racing 2003 Advisory Committee are appointed annually by the Club Racing Chairman. They represent a cross-section of members involved in the program and include Steve Rashbaum, Hank Godfredson, Ron Mistak, Chris Inglot, Kathy Fricke, and Bob Sandau. The committee acts as the Chairman's sounding board throughout the year and at its annual meeting reviews and recommends procedural and rules changes. These individuals also act as a conduit for ideas and issues from the racers to the National Committee.

And last but not least, congratulations to our own Kevin Buckler, team owner and driver for The Racer's Group, who won the prestigious 2002 Porsche Cup, an annual award given to the top independent Porsche driver in the world. Kevin is the first driver in sports car racing history to win the Rolex 24 at Daytona, 24 Hours of Le Mans and the Porsche Cup in the same season.

Have a safe 2003 racing year.

restraint rules for 2003, but agreed that this needs considerable study with the help of racing and automotive safety professionals and actual crash performance test information. Lots of people have lots of opinions about what is and isn't safe. Some seem to have gotten this information from very good sources, but nearly all of it is oral information. It has been quite difficult to get written documentation to support decision making on safety issues.

I'd like to make this a priority for the next year. If you know of professionals who work in racing or automotive safety that might be willing to consult on our rules, please e-mail me with contact information (donnaamico@comcast.net). If you know someone who has access to written documentation on safety equipment, please let me know. We want to be sure that the system of components that we specify in our rules is reasonable for our application. No one in PCA Club Racing wants to see someone replace a factory system of components with our required components if the factory system is safer, but there has to be a basis for that determination. Also, some of you still drive your racecars to the track, and we want to have effective restraint components that are compatible with a streetable car. Finally, we need a clear set of standards that can reasonably be enforced for all cars. If there are too many options, enforcement will be difficult and important items may be missed.

SAFETY ALERT: One explicit statement about safety equipment has been added to the 2003 Rules: "All required safety equipment must be installed and used in accordance with the manufacturer's instructions." Well duh, you say. Of course I followed the directions when it was installed. **ARE YOU SURE?** How many of you have a 2" x 6" metal seat back brace against the back of your composite-shell seat? These braces are often "custom," but a common manufacturer of a brace of this type has designed the brace to be bolted to the seat. The FAQs on the manufacturer's web site note that it should be used with aluminum seats, and not with composite shells. A metal brace of minimal size with a rigid edge may break a composite seat in a crash. Furthermore, manufacturers of composite seats do not recommend bolting anything through the seat shell. So, if this scenario sounds like your car, you need to replace your seat back brace with a different type more appropriate for your composite seat; this type would be considerably larger than the PCA minimum size, with a high-density padding between the brace and the seat. The scrutineers will be out in the paddock looking to check this on all cars this coming year.

Sears Point Magic

by: Susan Angebrannt



The "Blue Group" begins its 30 minute feature.

For Porsche owners in Northern California, Sears Point Raceway is a magical name. Many drivers would tell you it's the most technical track in the area, if not the entire US, but, because of its popularity, it's difficult to get track dates there, especially in non-rain months. My local PCA region, Golden Gate (GGR), hasn't had a time trial or DE event at the track since February, 1997. So, when Masuo Robinson, the event chairman, and GGR announced a club race and driver's education weekend for October, there was a lot of excitement in Zone 7 and beyond. The driver's ed slots were quickly over-subscribed.

Northern California often gets the first rain of the season in late October, but the weather proved to be mild and sunny. 80 driver's education participants and 126 club racers arrived at Sears on Thursday and Friday. Many racers took advantage of a test day on Friday to learn the track. Only about half the racers were from the local area; drivers arrived from as far away as Tennessee, with 28 from the mid-west, 24 from Southern California and 20 outside the Northern California area. Some had run at the Laguna Seca club race in early October and left their cars at Sears in the interim. The paddock was full of big semis with Cup cars and pit crews as well as do-it-yourselfers in more modestly prepared 914s and 911s.

Half the proceeds from the weekend went to a local charity, Child Advocates of San Mateo and Santa Clara Counties. The title sponsor for the weekend was RENNWERKS. Also providing sponsorship were S.Car.Go Racing, The Racer's Group, SmartRacing Products and EBS Racing.

Friday evening, after a hospitality hour of Octoberfest beer provided by RENNWERKS, Kevin Buckler, who won his class in Le Mans this year, gave a chalk talk about the track. 80 drivers (DE and racers) attended; a record for a PCA event. Kevin went over the ins and outs of each corner and talked about the recent changes to the track. The run-off and track width in some corners had been widened, making the track safer to drive (fewer walls to come out and bite a car!). But every corner is tricky, and unlike other California tracks, Thunderhill or Buttonwillow,

or even Laguna Seca, there is no time to relax on this track.

Saturday dawned foggy and cloudy, but essentially dry. There were 5 run groups, 2 for DE and 3 race groups. The race groups were orange (classes J through A), blue (GT3 and GT4) and red (very fast GT1 and GT2 classes). The racers ranged from a J class stock 914 in orange to Kevin Buckler's GT2 Le Mans car in red. The racers had several warm up sessions, then a qualifying session and finally, at the end of the day, a fun race where they could practice their starts.

I was driving in the second DE group. This was my first time at Sears, and I was taking all the warnings about the walls and track complexity seriously. What I didn't count on was all the distracting colorful signs along those walls; on my first few laps I felt like a beginning autocrosser again, when the course looked like just a sea of orange pylons. But soon I was concentrating on more important things, trusting myself that my car would end up on the track after going over the blind hills at turns 2, 3 and 5. All day in the paddock and on grid, people huddled in little groups, discussing what line to take through this or that turn.

Saturday afternoon was chilly, and some of the club racers skipped the fun races because the temperatures for their tires were too cold. In the red run group, the competition was between Kevin Buckler's GT2 car and Bob Stefanowicz's GT1 car. Bob had been a favorite at the earlier club race at Laguna, but had car problems. Bob's car has more horsepower and is lighter than Kevin's, but would he be able to keep it running? Bob took an early lead, and kept it throughout the fun race.

Saturday ended with lots of bench racing at a hospitality hour hosted by The Racer's Group and featuring wines provided by Herreria's Winery.

Sunday brought an end to daylight savings time, so it was warmer when the morning run sessions started. The schedule for the racers included warm up sessions, a qualifying session to determine pole positions and then a 30 minute race for each group. For the DE participants, there were three sessions offering another chance to figure out the fastest line and improve from Saturday.



The finish line.

The orange group was the first to race, after lunch. Galen Bieker, in '93 964, who was 4th in the qualifying race, made a dramatic jump when the green flag was thrown to take the lead for the first lap. But he quickly faded and then dropped out, and Allen Johnsen, in a '73 914, took over the lead for the rest of the race. Toward the end of the race, four drivers went off and had to be towed in once the race was over. Unfortunately, one of them spilled oil on the track, and the mop-up took nearly an hour, delaying the other races well into the late afternoon.

The blue group had an exciting start as well. On the pace-car, yellow flag lap, Chris Murray's highly modified Boxster died, so there was an additional yellow flag lap to allow him to get his car off the track. Turn 1 is a left hander that goes up a steep hill and makes a blind right over the crest at turn 2. As the track went green, 2 cars toward the middle of the pack slid off the track at the apex of turn 1, bring up a lot of dust and groans from the crowd. Steve Meacham in his GT3 '73 911 got back on the track and completed the race, to come in 10th, but the other car, a 914-6, had to abandon. For the remainder of the race, everyone stayed on the track.

The club races are definitely a family affair. I met one racer from Southern California whose pit crew was his wife and two teenage children. In the blue group, racing against each other, were Gary Walton, in a GT3 class '67 911 and father of son Rich, in a GT4 '72 911. During the blue feature race, I cheered for GGR member Karen Beckley, one of only two women racing this weekend, as she moved from 21st in the qualifiers to finish 12th in her group. Her husband, Bob, was racing in the red group.

As on Saturday, the main competition in the red feature race was between Kevin Buckler and Bob Stefanowicz. And as on Saturday, Bob took an early lead and



Scott Yeaman navigated the turns of Sears Point in his 1970 914-6.

kept it the entire race. The red run group had the loudest and most distinctive car sounds. As the race progressed, I was able to tell which cars were coming by just by the sound, especially the four GT2-class 928s.

There was a lot to do both Saturday and Sunday and it seemed to be over too fast. Between my driving sessions I watched the qualifying and feature races, plus I talked to fellow GGR members who were racing, to check on how they and their cars were faring and to get a few tips on how to take some of the turns. Walking through the pits, I was constantly distracted by the many street and race cars to admire. Everything from a street legal RUF Porsche racing in the GT1 class ("A hoot to drive", according to the owner) to a 996 with a combination carbon fiber/woody paint job. I'm sure all the participants will agree that they'd like to do this again next year.

Note: All pictures were taken by Doug DeVetter. For more great pictures from Sears Point go to: derporsche.net/pictures/2002sears/

Fall Colors Fly at CMP

by: Patti Mascone

Carolinas Motorsports Park (CMP) and the Carolinas Region hosted PCA racers for a colorful fall sprint and enduro weekend, one that has become a welcome November tradition since its first appearance on the calendar in 1999.

The weather was cooperative, yet there was little respite to be found on track. Even though the course covers 2.2 miles of relatively flat farmland, the layout offers a good upper body workout for the driver—and an endurance test for both driver and car. Because chassis balance is of utmost concern here, drivers and teams often search for fast laps each and every session—while worries about tires, clutches and brakes nag at the back of their minds. And fuel consumption comes into play during the 90-minute enduros.

If that is not enough, the track's grip appears to have deteriorated somewhat since the inaugural year, even as the track amenities expand. This year the event was open to spectators, with proceeds going to the Make-A-Wish Foundation. About 400-500 fans were seen milling about, a good draw considering the facility's pastoral location. Led by Axel Shield and Harry Hall, the stewards, scrutineers and volunteers kept things good-natured, but also orderly and by the books.

The contest was close at the top of the Blue Group, but Gregg Wilson (F) prevailed over Porsches drivers in Classes F-J. This result came after a few other contenders fell out of contention—after being penalized

for passing under a late-race yellow. One other driver was disqualified. Canadian Stephane Veilleux (GT4S) then ran away with the subsequent Yellow race, by 34 seconds, to earn the PCNA Corner Workers' Choice Award.

In the Red Group sprint, Bob Mahoney (GT2R) came east to battle North Carolinian Andy McNeil (GTP1), who had earned the pole, but McNeil's 914 retired early, leaving Mahoney to a commanding victory.

Separate enduro qualifying sessions were added to this year's schedule, much to the delight of enduro co-drivers and car owners alike. But it rained directly on the Blue qualifying session, which slowed their lap times a bit.

During the Red enduro, for the GT classes, many drivers had nervous pit stops (which should provide incentive for future teams to practice buckling the belts!). The race finished with a spectacular spin—and save—in the kink that brought claps from the pit lane crews. By this time, however, an all-GT2R podium took the checkered flag: Mahoney, first, Phil deAngelis, second, and Peter Overing/Veilleux, third.

During the Blue enduro, a pit board and black flag called in two drivers for contact, while one other driver was called in for rough driving. In the end, Matts Herstromer (E) pulled away from the team of Doug Roach (voted Forgeline Wheels Best Novice), and McNeil.



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Gentlemen and Integrity

by: Lance Weeks, Technical and Rules Chair

I hope that each of you had a great holiday season. The 2003 season is underway and of course you have reviewed, studied and memorized the old rules and the newly adopted rules. The same meaning of the rules applies, if the rules don't say you can do it, don't. By the way, those words are in the rulebook.

Judging by the number of rule changes and clarifications that were adopted, the rules clearly aren't broke. But fine-tuning is constructive and gives each of us the opportunity to help shape the rules by which "we should have fun."

Now it is time to ensure that your car meets the minimum safety requirements and that the car meets all the technical specifications for the class in which the car is running as. Simply put, be sure that all the forms you complete for Club Racing show the car type that it is "running as" and whether it is "prepared" or "stock".

The proposed rules regarding 2" lap belts and elimination of seat back braces on FIA approved seats were discussed at length with the Rules Committee. These have far reaching effects and were therefore not approved until further research and data is gathered. The area of driver safety combines all the safety components

that Club Racing requires, i.e. racing seat, latching seat rails, harness and seat back brace. We will continue to develop the best all around "safety package" which meets the Club Racing minimum requirements and adjust those requirements as technology allows.

Stock 6.D. *Any ballast to meet weight must be placed entirely in the driving compartment and be securely bolted to the chassis.* There was an incident in 2002 that saw the ballast detach in the cab and even some of the ballast found its way onto the racing surface. "Securely attached" means you don't want that block of lead flying around inside the cab with you. If you think it is mounted securely you might want to have one more look just to be sure.

The Hoosier "Dirt Tracker" tires are not legal for Stock or Prepare classes. These tires are DOT approved but **do not** have a speed rating as required in Stock 3.A. Lastly, just the other day, I had two important words posed to me about Club Racers, "Gentlemen" and "Integrity". Each of our crews, our engine and car builders, and ourselves should strive to meet these values, if we want to be considered PCA Club Racers.

Have a great year of safe, clean racing.

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2002 Safe Racer Award

Sponsored by: OG Racing

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 second year as a National Sponsor, OG Racing is proud to present the **2002 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 in 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 2003 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 at OG Racing provide a

level of customer service to the racer that is unsurpassed. Combine that with their huge 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 2002 Safe Racer Award which recognizes their commitment to the principles of PCA Club Racing: (*Recipients displayed on facing page.*)

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Pueblo Racers Were Mile High, Thanks to Donation

by: Patti Mascone



"Thanks for the neck collars," from the Pueblo racers.

Ninety-nine drivers in three categories—including one group driving the cars of a fellow German marque—met at the Rocky Mountain Region Pueblo Motorsports Park race. The September event, held under the capable direction of national representatives Jim Coshow, Ray Pruitt and Kathy Black,

marked a 20% increase in participation over last year, reports local coordinator, Vicki Earnshaw. The weekend featured a pair of sprints for each race group, so racers enjoyed two official outings on the 2.2-mile course, located in southeastern Colorado.

Bruce Phillips (GT1R) outran Randy Roach (2S) during the first GT group race, with Roach coming back on day two to win over Michael Doolin (2R). Both of the largely stock and prepared class sprints resulted with Jesse Wurmbrand (F) winning and Bob Polich (E) second, with the second contest very close indeed. (Frontrunner James Doolin was an Exhibition driver.) In addition, Earnshaw took time out of her busy schedule to earn two seconds in Class H.

The most worthwhile highlight of the weekend, however, was the donation of 75 Simpson neck collars from Technifabfoam, whose owner is a longtime PCA member and racer. "A GT2R car lost control in Turn 10," explains Earnshaw. The driver "was transported to the local hospital and perhaps because he was wearing his new neck collar, he returned to the track during the awards ceremony." Safety, that's the best award any racer can receive.

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Sponsorship Update

by: Steve Rashbaum, Sponsor Coordinator

As the new year and racing season begin, I would like to once again thank our National Sponsors. The financial management of the program would be much more difficult without them. National Sponsors provide goods, services and advice for all of us who spend time on the track. For each of them, their participation in the program is one of support for our program (many of them are fellow racers) and a business proposition. For them to continue to provide this assistance, they need to recognize our appreciation. Please do business with our sponsors. When you do so, please let them know that their sponsorship is important to you and your business is a result of their sponsorship. This will help solidify the relationship we have with them.

I would like to welcome Windward Performance Products as a new National Sponsor. For the past 15 years, Winward has provided the Porsche community with the finest performance enhancements for all Porsche models. Their staff is comprised of knowledgeable enthusiasts who's collective experience includes race venues ranging from Club Racing to Daytona, Sebring and LeMans. Their enormous buying power has netted Windward the ability to become one of the nation's largest Warehouse Distributors for many of the industry's finest products. From mild street enhancements to full-blown track cars, their experience, expertise and a guaranteed industry best price makes Winward Performance Products, Inc. your one-stop resource for all of your performance needs as well as any Factory/OE parts and NOS that you may require. They even carry power upgrades for your tow vehicle. Their Racer Support Program enables them to provide trackside support and

delivery for almost all events. Call for complete details and the finest Porsche products available - at the lowest prices in the industry. 1-800-642-1348 [order line]; 1-802-387-1100 [fax, Race Division]; 1-802-387-5579 [fax, general products]. trackmen@together.net

Two developments from sponsors:

Trailex Aluminum Trailers has announced the opening of a new location in Northwestern Florida to help service the Southeastern United States. This will mean availability of trailers to those residing within this geography and for those at more distant locations, reduced freight. Trailex has also taken the opportunity to listen to the comments by racers and has made several enhancements to their enclosed trailer line, the CTE841. Trailex will also make available to PCA members the following offer:

Orders placed on or before January 15th will receive a 20% discount on all options (open or enclosed trailers) and will hold 2002 prices. To receive this offer, delivery must be taken before March 31, 2003.

Finally, I have become aware of a rumor that Diversified Cryogenics (Frozen Rotors) is going out of business. This is totally untrue. Diversified Cryogenics has been a loyal sponsor of PCA Club Racing for a number of years and will remain in business. Please continue to purchase your rotors from Diversified Cryogenics and when you place your order, thank them for being a sponsor of our program.

Northstar Motorsports Award Winner

by: John Ruther, Northstar Motorsports

On December 21, 2002 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.

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. This year's winner is Pete Yousko of the San Diego 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.

Northstar Motorsports is the country's premier distributor for the finest names in Auto Racing Safety Equipment and Accessories: Arai, Bell, Brey-Krause, Corbeau, Diadora, Momo, OMP, Pagid, Recaro, Sabelt, Schroth, Sparco, Stand 21 and many more. For more information call John Ruther at Northstar Motorsports at (800) 356-2080 or order online at www.northstarmotorsports.com

The logo for Northstar Motorsports features the word "Northstar" in a large, stylized, cursive font. Below it, the word "Motorsports" is written in a smaller, simpler font. The entire logo is set against a dark background with a white border.

2002 Award Winners

by: The Sponsors

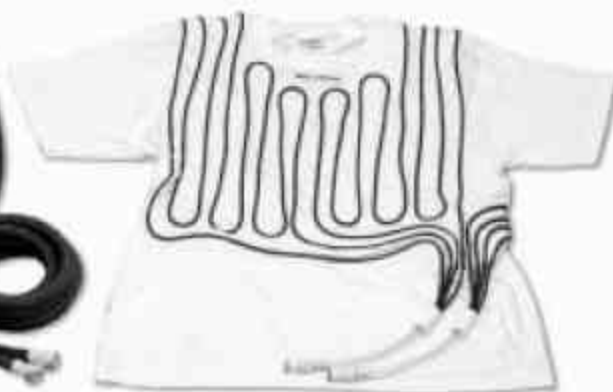
<u>Sponsor</u>	<u>Award</u>	<u>Description</u>				
PCNA	Worker's Choice	Best Race via Corner Workers				
Trailex	Novice Racer	Best Novice Racer				
OG Racing	Safe Driver	5 Races w/o incident - patch and certificate				
Northstar	Northstar	Drawing per Race - gift certificate				
GT Racing	Best Prepared	\$100 gift certificate				
Diversified Cryogenics	Best Braking	\$100 gift certificate				

<u>Race</u>	<u>Workers Choice</u>	<u>Rookie Racer</u>	<u>Best Prepared</u>	<u>Novice Racer</u>	<u>Northstar Award</u>	<u>Best Braking</u>
Pueblo	Jerry Schouten Rick Goncalves Phil Fairchild Bill Petty	Mike Quigley	Jim Everson	Jim Everson		Rick Winnick
IRP	Tim McKenzie John Hora Marc James	Mark Lichtfeld	Jim Demunson	Rob King	Rick Koehler	Tom Bosworth
Summit Point	Jay Kurelich Dave Coleman Kyle Dolbow John Phillips	Mark Weining	Jim Lewis	Richard Neff	Dennis Dolsen	Kyle Dolbrow
Hallett	Robert Birney John Clark	Richard Harris	Richard Winnick	Frank Hinds	Tony Clinton	Walt Fricke
Laguna Seca	Steve Meacham Robert Stefanowicz	Ken Strahoran	Albert Loredo	Pete Yorisko	John Cotter	Bruce Korstad
Sears Point	Ken Shahoian Lars Giersing Bob Mahoney	Richard Antione	Paul Flori	Chet Bottone		
Carolinas MS Park	Mark Weining Stephane Veilleux Bob Mahoney Mats Herrstromer	Leh Keen	Bob Mahoney	Doug Roach	Tim Holder	Peter Duering
Roebling Road	Barry Robertson Bruce Zavos Jim Newman Andy McNeil	Allen Shirley	Mac McGhee	Polly Mitchell	Chris Dvorak	David Ross

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Prepare to Attack BeaveRun!

by: Steve Scholze, Allegheny Region

A fresh ribbon of asphalt snaking through the rolling hills of western Pennsylvania will present Club Racers with a truly new challenge in 2003. Designed by Alan Wilson, the North Track at BeaveRun Motorsports Complex is open for business, and **Allegheny Region PCA** is extending an invitation to all Club Racers to experience this state of the art facility. The recently constructed complex also includes a six acre Vehicle Dynamics Area and 0.8 mile world class Karting Track with multiple configurations. This beautiful hilltop facility is located just 40 miles northwest of Pittsburgh, three miles north of Pennsylvania Turnpike exit #2 on State Route 18 in Koppel, Pa.

The fast 1.53 mile North Track is thirty-six feet wide with no crown or center seam. It features twelve challenging corners, several of which are completely blind, and an uphill hairpin much like the renowned "toe of the boot" at Watkins Glen. All turns feature four-foot wide "Carolina style" apex curbing with demarcation posts, and two-foot wide sine wave exit curbing. The track was designed with safe, competitive racing in mind. According to PCA Club Racers Gary Schultz and Bryan Putt who participated in a 944 Cup Series race at BeaveRun late last fall, "This is one fabulous track for racing! There are so many opportunities to pass!"

When the green flag drops along the downhill pit straight, you will charge into an uphill braking zone that hides the entrance to a downhill turn number one; seventy-four degrees to the left. Here, you and your PCA friends will dice through the wide turn two/three corner combination before jumping on the brakes heading into turn four, a tight right hander.

A short straight leads to the busiest section of the track. Five is a tight right turn into a sharp uphill – and faster than it appears! The left hand turn six hides the apex and exit beyond the crest. Traversing the hilltop, turn seven is nowhere to be found. Here, "faith" is required: think "late apex to the right – squeeze it on". As you fall off the backside of the hill, courage and precision will reward you with more exit speed onto the fastest portion of the track.

Rushing through turn eight; a sweeping left kink at the bottom of the hill, you are wide open. Speed continues to build toward turn nine, a flat out, "high pucker" right-hand kink. The exit of turn nine places the car onto a very short straight for HEAVY braking (or, courageous passing) in preparation for a forty-foot hairpin hillclimb.

Turn ten is an uphill 125 degree right hand turn with an exit that leads directly into right hand turn eleven. Momentum is the key as the exits of both corners open gradually and will support a lot of speed. The pit entrance appears on the left as you pass eleven towards the top of the hill, where the final corner appears, a off-camber high-speed kink to the left. Before the crest of the hill, the apex to turn twelve appears and the driver is presented with the front straight and a panoramic view of the entire race course.

Plan now to join your fellow Club Racers at the inaugural BeaveRun Club Race to be held on **July 26 & 27, 2003**. Allegheny Region, known for its impeccable driver education programs is geared up to be your host for this event. As of this writing (mid-December), our CR Staff is still planning the details for your event. Updates and event registration information will be posted on the Allegheny Region website (www.pca.org/all) in January.

Event registration will commence March 1, 2003. "Early registration discounts" will be available for racers who submit forms and payment before March 15, 2003. Only 130 entrants will be accepted for this event.

For more information, contact the ARPCA Club Race Chairman, via email at stvzs@attbi.com. For additional track information, visit the BeaveRun website at: www.beaverun.com. We look forward to seeing you in July.

Race on!

2003 PCA Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Feb 7/8/9	Sebring International Raceway	Gold/Sun Coast	Dave Tabony 561.626.6812 dtabony@bellsouth.net
Feb 22/23	Phoenix International Raceway	Arizona	Ken Steele 602.993.7941 Ksteele911@aol.com
Mar 8/9	Carolina Motorsports Park	Carolinas	John Taylor 803.796.0983 jtaylor@lrcarch.com
Mar 21/22/23	Texas World Speedway	Lone Star	Vonnie Grether 713.963.0202 vgrether@airmail.net
Apr 5/6	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsga@bellsouth
May 2/3	Lime Rock	Conn Valley	Lynn Welchel 860.379.7120 lwhelch@earthlink.net
May 3/4	Las Vegas Motor Speedway	InterMountain	Ed Mineau 801.278.9681 emineau@earthlink.net
May 10/11	Mid Ohio	Mid Ohio	Abby Reynolds 304.965.2520 cat914@charter.net
May 16/17/18	Barber Motorsports Park	Alabama	Dean Matthews 205.868.4873 deanmatthews@firstcommercialbank.com
May 24/25/26	Texas Motor Speedway	Maverick	Lanean Hughes 972.484.3040 lhughes@fmstech.com
June 6/7/8	California Speedway	San Diego	Ron Mistak 909.314.3600 mistakcal@aol.com
Jun 13/14/15	Watkins Glen	Zone One	Henry Hoeh 516.575.7772 Hoehhe@mail.northgrum.com
Jun 13/14/15	Portland Rose Cup	Oregon	Jim Coshow 503.525.0088 Jim.Coshow@ATT.net
Jul 5/6	Gingerman	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 26/27	BeaveRun MS Complex	Allegheny	Steve Scholze stvsz@attbi.com
Aug 1/2/3	Mosport	Upper Canada	Glynn Green 905.643.9811 gpgreen@interlynx.net
Aug 9/10	Brainerd	Nord Strem	Roger Johnson 763.557.9578 rsamerica@attbi.com
Aug 30/Sep 1	Road America	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 13/14	Pueblo	Rocky Mtn	Vicki Earnshaw 720.981.5281 Vicklm@aol.com
Sep 20/21	Putnam Park	Central Indiana	Henry Riley 812.579.5673 hriley@core.com
Oct 4/5	Summit Point	Potomac	Dave Derecola 301.743.5948 clubrace@pcapotomac.org
Oct 11/12	Hallett	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 25/26	Infineon Raceway	Golden Gate	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
Nov 7/8/9	Carolina Motorsports Park	Carolinas	Dick Lane 803.932.7988 dicklane@sc.rr.com
Nov 22/23	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrahh@pipeline.com

Note: For the latest updates on the Club Racing Calendar, visit pca.org/pca/clubrace

Race Tech Website

A new page is available on the PCA web site. Our National Sponsors offer a wealth of information to help you get optimal performance from yourself and your race car. Many of our sponsors are ready to answer questions you might have regarding race prep and have provided us with a web site, email links and contact information. When contacting these sponsors, please mention that you appreciate the support they provide to Club Racing. This site can be found in the Club Racing section of the PCA web site. Click on the link called "Race Tech"

*Pictured Above: On the grid at BeaveRun.
More info on facing page.*

Classifieds

1979 911SC Euro race car, green. Engine fresh May 2000 w/3 races & 1 drivers ed. Monster oil light, fire system, lap timer, two sets Jongbloed 17" wheels w/Hoosier street race tires, one set Phone Dial wheels. Strut brace, removable steering wheel, rev limiter, custom Bilstein struts & shocks, weighted & balanced w/bolt in weight trays, 993 style replica role cage. Spare parts: original bumpers, original whale tail, misc. spares. Fully developed race car w/proven record: Race history 1998 - 2000: 13 races entered w/4 wins 2 seconds & 4 thirds. 10 podium finishes. Call Roger Johnson, 901-385-8271, or email: rogerj@kele.com

1980 911SC Euro race car, yellow, #88. Engine fresh January 2002 w/7 races. New paint, 3 sets BBS wheels w/Hoosier street race tires, 1 set Fuchs w/rain tires. Strut brace, removable steering wheel, custom Bilstein struts & JRZ triple adjustable shocks, weighted & balanced w/bolt in weight trays. Spare parts: misc. spares. Fully developed winning race car w/documented results: Race history 1999-2002: 22 races entered, 8 wins, 6 seconds, 2 thirds, 16 podium finishes. Call or email: Roger Johnson 901-385-8271, rogerj@kele.com.

GT2S, PORSCHER GT3 CUP, SPEED GT, High HP Porsche Motorsport Engine, Clutch/gear upgrades, Latest suspension and wing options, Moton shocks, 2 GT2S races, 2 wins, New condition, \$125K, Dave Schardt, 937-603-7662

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2001 Porsche 996 Cabriolet. Arctic Silver Metallic with Black Leather interior and Black top. 6speed. 4.457 miles. Options include: Technic and Design package, Hi-fi Sound with CD player, 3-Spoke Steering wheel, 18" Turbo wheels, Wind deflector, and Car cover. Car is meticulously maintained by Porsche fanatic and is in new condition. \$71,900. Contact Bob Varela at (954) 746-0488 or Email: bobv4n@aol.com.

1995 993 coupe, white/black, track car/D class Club Racer. Eibach springs, 2 sets Fikse with Hoosiers, bypass pipes, 3.8 RS wing, front air dam, welded full cage, Momo Nascar seats, Simpson harnesses, halon fire system, tow hooks and kill switch. First/second in class in Enduro/Sprint at TWS 2001. Never wrecked. Also, Texas Rollback 21' trailer with dual axles/electric brakes. All for \$43,000 OBO. A great deal on a solid track car. David Wimmerly, 405 David St., Friendswood, TX 77546, 281-996-1170.

1957 Reutter Cabriolet 356A Racecar 3 Sets of wheels, spare transmission, zero time new engine not installed. \$26,000. Ford Shaw 973-316-8025 days, 908-221-1398 eves till 10:00 EST or Shawtech@erols.com

74 IROC Replica. 280hp 3.0L. Webcams, PMO carbs, Cox headers. Full Cage. Fire system. 24 gal fuelsafe. Braced Sparco seat. Quick release steering. Upgraded, 915 gearbox. Turbo brakes. Spare 74 RSR bodywork, brake pads and set 16" BBS. New windshield, fuel cell foam, brake pads and Sparco harness. 2100#. PCA, HSR, PBOC, SCCA. \$58,000 Photo on PCA.org. John Taylor email johnbo@rose.net

1978 911SC G stock Fresh engine, over \$10K in receipts, built to the maximum legal specs, very strong; B&B headers/supertrapps/jet hot coated; The usual SC updates: turbo tie rods; carrera tensioners, pop off. Still needs rear tail, torsion bars/sway bars and paint to be raceworthy. Just four Watkins Glen DE days on engine, turned low 2:30's on street tires. Call for a list of everything. \$18,500.00 Brandon 609-306-2782

93 RS America. White with Black interior. 18,200 miles with a total motor rebuild at 17,000 miles. No Air/Roof only Limited Slip. PCA C Class and SCCA PCA/ITE/SPM Class 2002 Logbooks. Car is in excellent condition and is very, very clean inside and out. Lots, and lots of upgrades and spares. This car is fully sorted and prepared for a truly "turn-key" race or track car. Professionally maintained by Fordhal Motorsports and Chris's German Auto both of Bellevue WA. Email for a complete spec. sheet and photos. My loss is your gain! This is a great opportunity at \$50,000.00. Tracy Ross 206 285 3559 or trossrep@att.net

1972 GT2R. 1875 lbs. Fresh 3.6 slide valve, Haltech, 370 hp. New 17g fuel cell. Open cockpit, full cage, nascar bars, fiberglass 935 body/wing. Extra wheels and parts. Fire system. PCA class winner Thunderhill, Portland, Willow. POC pole/overall win Thunderhill July 2001 and 2nd at R2R 2001 season. Asking \$45,000 or \$50,000 w/20ft. enc. trailer. So. Cal. Ray Dicus 949.584.8401.

72 Porsche EBS Spyder. 2.8L factory RSR engine. Historical Porsche factory and Max Moritz team sports racer. Fresh engine rebuild with new Mahle Ps&Cs. New ignition system and wires, Girling brakes, Tilton clutch, flywheel, harness. Fresh Hewland 5spd gearbox rebuild. 4 sets of wheels including new BBS and Kodiak including rains. New paint, interior work. Current vintage (CanAm) and PCA (GTP-4) logbooks. Old SCCA "ASR" logbook. Spares include original factory Bosch ignition. \$115K or best offer. 281-360-1477, StevenHolsen@cs.com

914/6 Race Car, GT-3R or GT-4R, HSR / SVRA - GTU, SCCA GT-2, 3.0 SC based engine (fresh 2002), 46 mm webbers, DFI ignition, fully seam welded (tig on rotiserre) legal for PCA-full tub, roadster with hi/lo roll hoops (no cage in open air), 90/914 short and long boxes, trans cooler, bilstein coil overs, spherical mounts, wing, 9/11X16 Lite Speed billet wheels, chr/moly fit bar, chr/moly A-arms, raised spindles, 1950 lbs., etc. etc. Building new car and going kart racing. Email for pictures csh911e@buckeyeexpress.com. Chip Holst 734.847.6598 after 5 before 10 EST.

Porsche GT5 911 1976 tub with dzus-on 993 body, fully prepared, lightweight. 2.2L high compression, webbers, dual crank fire, 2 sets of wheels, 915 gearbox with 930 limited slip. Coilovers. Much more here. Come see pictures and lots of details at http://ameritech.net/users/edbaus/race_car.html Great GT5 or easy upgrade to other GT classes. \$29,500 Email or call Ed at 440 205-6653 edbaus@ameritech.net

1983 Porsche 911 SC (1974 tub) 3.0 liter with Webber carbs. 217 SAE HP at the wheels. Full custom cage, big brakes, all suspension upgrades, fresh trans and GT diff. Many extras, a very well sorted car that is dependable and very competitive in E class. \$28,000. Jim Coshow (503) 671-2317 OR Jim.Coshow@ATT.net

1993 RS America conformed to Factory Carrera Cup. Class "C", 2450 lbs. 12 Club races, 12 Podium finishes, ready to race. Full cage RSR adjustable suspension Solid engine mounts Sparco seats Momo course steering wheel Cup front & rear cross-drilled discs Original cup rims Light weight fly wheel Exhaust over intake Factory chip B&B headers Strut tower brace New engine and transmission Contact: Grady Willingham (205) 910-2040 (Cell)

1991 45' Silver Eagle Motor Coach Fully loaded. Has more gadgets and amenities than your own home! New everything! Satellite, DVD, TV's, leather, tapestries, 10" roof raise, 8 new tires and chrome wheels, custom power awning, bbq pit, queen bed, security safe, art work, carpeted, plenty of storage, fullsize tub/shower, fullsize frig, stone and slate tile in bathroom, custom armoire/desk, leather recliners, a/c, generator, camera wireless system, cruise, Bose speakers & more! For more information about this beautiful one-of-a-kind bus, visit: http://www.themotorcoach.com/. \$399,500 obo. Any questions concerning the bus, call Donald Bond at 800-709-0963.

01 GT3 Supercup Evo. GT2R. Speed GT World Challenge car #13. PCA GT2R winner. Porsche Motorsport 3R2 engine upgrade with all options, 3RS2 steering, SPA electronic halon system, Fabcar and 3R2 suspension upgrades with ProTrac 3 way adj shocks, short gears with 3R2 clutch and flywheel, 2 sets BBS, \$119K. Greg Merrill (301) 907-7777 or gmerill@powergridfitness.com

73 911 RS 2.7 (replica) D Racer and HSR Eligible Great Car with many podium finishes. Pat Williams Built Motor, ATL Fuel Cell, Custom Cage, Factory limited Slip diff, trailer included, five sets of wheels (all factory fuchs), oil cooler, Team Tech Harnesses. Too many extras to list. Very Motivated seller. \$45,000/obo Please call Bob Rasch (901) 233-3171

1975 914/6 GT3S Bulkhead mounted 3.2, Webbers, coil overs, MSD ignition, webcams, partial tub frame, centerforce clutch, super-trapps, close geared 901 box, Momo race seat, 7 and 8X16 Fuches, net, kill switch, harnesses, etc. etc. fast and fun. \$13,000.00. Craig Becker - Club Race License #: 1995058965M Ph: (631) 549 0649

2002 GT 3 Supercup Factory Race Car. US delivered 1 owner. Exceptional condition with approx. 3500 miles. STACK ST 8103SP Data Acquisition System with Dash. Moton Triple adjustable suspension. You will not find a nicer, cleaner race car. \$115,000. Contact Jeff Wade at 917-912-1903 or wadej@ao.com

2000 factory GT3 Supercup - Speedvision uprated motor, spare Speedvision motor, three sets BBS rims, S.CAR.GO headers, megaphones, mufflers. Stack data system, Motorola long-track radio. Carbonfibre hood, GT3R wing, FuelSafe fuelcell, Protrack shocks, GT3R suspension, etc. winner 2002 Portland PCA "Parade" Club race (Dan Jones), winner 2001 RDC 4Hr Enduro Thunder Hill (Dan Jones/Kevin Buckler) \$105K Contact: Dan Jones, 650.743.6681 or race993@yahoo.com

1996 993 C4S Factory Turbo Body w/Turbo brakes & 18's. Arena Red w/Classic Grey. Aluminum hand brake, shifter, and door sills. M030, ovalax.tips, MS air box, Litronics, Euro tail lights, power seat package, Digital sound, 6 Disc changer, New S03's. 36k miles. No paintwork. Original Window sticker and books. bExceptional condition, \$53,500 Jon Scheurich

1995 993 "D" Race Car 36K miles, never wrecked, red, RSR coilovers, LSD, SPG, Deist, Fabiani, fire system, beautiful custom cage, F&R ducts, 3 sets of wheels, transponder, logbook, Momo, Pagid, original parts included. Too much to list, no expense spared. Nearly bulletproof and street legal, needs nothing to race now. \$53,900. Steve Meltzer 6560 Fannin Ste. 708, Houston, Tx. 77030 713-795-4882 scheherazade@earthlink.net

2002 GT3 Cup - US Delivered, 1 owner - 1,200 miles (17 hours on engine/Trani). 2 sets of BBS wheels. More info and pics at www.max-racing.com

1986 911 Carrera E-Prepared. Many track mods make this a potential front runner. Strong motor, turbo brakes, welded cage, RSR wing, Charlie bars, the list goes on. Call or e-mail for details. \$33,000 or trade for airplane. Jack Pounds 937/667-1679, jpounds@woh.rr.com

1973 914 GT 3/4 PCA and POC log books, semi-tube frame, fiberglass body by M.R. Chassis, auto power roll cage tied to all 4 corners, chassis and trailing arms stiffened, fuel cell, transponder, koni adjustables, 7 & 8 inch BBS and Mahle wheels. Blown 2.6 4 cylinder with many good parts. \$8000 OBO. For complete list call John Opalka 928-768-9215 evenings or email animalcare@citlink.net

GT4 911: 1970 tub with 993 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. \$48500/offer/trade? 559-298-3010 or twatson-sprint6@earthlink.net.

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1979 930. Silver with black leather. #16 of last 50 U.S. built coupes. You've seen this car at Mid-Ohio and Watkins Glen as Hampspeed # 93, track prepared. Complete engine rebuild by Turbo Performance Center. Approx 2,000 miles on rebuild. Perfect track candidate or genuine street rocket. Asking \$38,000. List of extras available. Warren Hamilton 607.776-9129 or hampspeed@earthlink.net

1997 911 RSR fresh Jeanette (Gunnar Racing) engine with nly 4 test hours. Fully sorted, consistent podium finishes. Red/red, spare wheels, gears, etc. \$90,000. **1997 911 RSR** fresh Kevin Jeanette (Gunnar Racing) high output engine, carbon dash, 15" brakes, all of the goodies, white/white, spares package. Very fast, top finisher. \$98,000. **1989 Turbo S**, grey. Fully track prepared, no expense spared, always on podium excellent condition. \$23,000. Mark Minkin, 561.731.1827. South Florida.

61 356 Roadster Race Car #89005: Parting out my 356 Race Car. Rust-free tub with roll cage; 2 state-of-the-art Ecure built 1600cc race motors, 160+ h.p. with superlight scat crank, can be used for 356 or 912 race cars; limited-slip transaxle with disc brakes and H/B/E/A racing gears; racing suspension components; fuchs wheels; etc. Call or e-mail for complete list of components and prices. Bob Tenges, 262-242-0052 or rtenges@wi.r.com.

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