



# News

PCA's Club Racing Newsletter Volume 03.2  
Sponsored by Porsche Cars North America

# WINDWARD

## PERFORMANCE PRODUCTS

North America's High Performance Specialty Parts Source

### GUARANTEED Best Prices For All Club Racers!

NATIONAL SPONSOR



PCA Member Since 1982

<p><b>SAFETY PRODUCTS</b> Windward offers a wide range of safety products for guaranteed industry best prices!</p>	<p><b>Amesex Only!</b> All metal valves. Double straps, 5K. Inches—From \$49.00</p>	<p><b>Billy Goat, Fatpseed, DRI, and Dansk</b> The finest selection of the best prices—guaranteed.</p>	<p><b>Fuel Pressure Regulator</b> Silder adjustable for all models, incredible quality &amp; performance!</p>	<p><b>Best Brakes Known To Man!</b> Brembo, Alcon, Fuchs, and more—All Models!</p>	<p><b>Suspension Capital of the World!</b> Bilstein, Perick, Ohlins, Sachs, H&amp;R, Hypercool, Eibach &amp; More. All Models.</p>
<p><b>FORMULA 1 QUALITY</b> lube approximate prices in all configurations for all applications from Sparco, Spa, Phoenix and more!</p>	<p><b>Charlie Arms</b> What arms can we say! Extreme quality and performance.</p>	<p><b>Clutch Heaven</b> Centerforce, Sachs, D.E. for race, street, or sport. Wild to wild—we've got it!</p>	<p><b>Boost Boosters</b> An amazing difference—no more hot boost or power! Ballbeared alloy construction.</p>	<p><b>Cool it, man!</b> Best intercoolers available from Greenleaf, Koldale, and B&amp;B in stock!</p>	<p><b>Ignition Solutions!</b> Electronic Master Distributor, Bosch, Permatone, Magnecore and more at rocklow prices.</p>
<p><b>OIL COOLERS</b> Complete Custom aluminum kits. Fender-mount or spooler mount. All models. Best Prices.</p>	<p><b>Lose the Rubber</b> Highest quality spherical bearings available for those serious about handling. Best price guarantee.</p>	<p><b>Best of the Best</b> We sell non-performance stainless exhausts from anyone. Best selection &amp; price—guaranteed!</p>	<p><b>Breathe Deeply</b> Only the best intakes and filters for all models. K&amp;N, AirFek, BNC, Fatpseed and more.</p>	<p><b>Turbo Time!</b> Largest distributor, biggest inventory and lowest prices in N. America on any K&amp;N turbocharger, street or track.</p>	<p><b>Join the 21st Century—Fast!</b> Massive power gains from Mass Airflow Sensors—cheap!</p>
<p><b>SPRINGTIME!</b> 954, 993, 96A, 996, 998, 999, 996A, 996B, 996C, 996D, 996E, 996F, 996G, 996H, 996I, 996J, 996K, 996L, 996M, 996N, 996O, 996P, 996Q, 996R, 996S, 996T, 996U, 996V, 996W, 996X, 996Y, 996Z, 996AA, 996AB, 996AC, 996AD, 996AE, 996AF, 996AG, 996AH, 996AI, 996AJ, 996AK, 996AL, 996AM, 996AN, 996AO, 996AP, 996AQ, 996AR, 996AS, 996AT, 996AU, 996AV, 996AW, 996AX, 996AY, 996AZ, 996BA, 996BB, 996BC, 996BD, 996BE, 996BF, 996BG, 996BH, 996BI, 996BJ, 996BK, 996BL, 996BM, 996BN, 996BO, 996BP, 996BQ, 996BR, 996BS, 996BT, 996BU, 996BV, 996BW, 996BX, 996BY, 996BZ, 996CA, 996CB, 996CC, 996CD, 996CE, 996CF, 996CG, 996CH, 996CI, 996CJ, 996CK, 996CL, 996CM, 996CN, 996CO, 996CP, 996CQ, 996CR, 996CS, 996CT, 996CU, 996CV, 996CW, 996CX, 996CY, 996CZ, 996DA, 996DB, 996DC, 996DD, 996DE, 996DF, 996DG, 996DH, 996DI, 996DJ, 996DK, 996DL, 996DM, 996DN, 996DO, 996DP, 996DQ, 996DR, 996DS, 996DT, 996DU, 996DV, 996DW, 996DX, 996DY, 996DZ, 996EA, 996EB, 996EC, 996ED, 996EE, 996EF, 996EG, 996EH, 996EI, 996EJ, 996EK, 996EL, 996EM, 996EN, 996EO, 996EP, 996EQ, 996ER, 996ES, 996ET, 996EU, 996EV, 996EW, 996EX, 996EY, 996EZ, 996FA, 996FB, 996FC, 996FD, 996FE, 996FF, 996FG, 996FH, 996FI, 996FJ, 996FK, 996FL, 996FM, 996FN, 996FO, 996FP, 996FQ, 996FR, 996FS, 996FT, 996FU, 996FV, 996FW, 996FX, 996FY, 996FZ, 996GA, 996GB, 996GC, 996GD, 996GE, 996GF, 996GG, 996GH, 996GI, 996GJ, 996GK, 996GL, 996GM, 996GN, 996GO, 996GP, 996GQ, 996GR, 996GS, 996GT, 996GU, 996GV, 996GW, 996GX, 996GY, 996GZ, 996HA, 996HB, 996HC, 996HD, 996HE, 996HF, 996HG, 996HH, 996HI, 996HJ, 996HK, 996HL, 996HM, 996HN, 996HO, 996HP, 996HQ, 996HR, 996HS, 996HT, 996HU, 996HV, 996HW, 996HX, 996HY, 996HZ, 996IA, 996IB, 996IC, 996ID, 996IE, 996IF, 996IG, 996IH, 996II, 996IJ, 996IK, 996IL, 996IM, 996IN, 996IO, 996IP, 996IQ, 996IR, 996IS, 996IT, 996IU, 996IV, 996IW, 996IX, 996IY, 996IZ, 996JA, 996JB, 996JC, 996JD, 996JE, 996JF, 996JG, 996JH, 996JI, 996JJ, 996JK, 996JL, 996JM, 996JN, 996JO, 996JP, 996JQ, 996JR, 996JS, 996JT, 996JU, 996JV, 996JW, 996JX, 996JY, 996JZ, 996KA, 996KB, 996KC, 996KD, 996KE, 996KF, 996KG, 996KH, 996KI, 996KJ, 996KK, 996KL, 996KM, 996KN, 996KO, 996KP, 996KQ, 996KR, 996KS, 996KT, 996KU, 996KV, 996KW, 996KX, 996KY, 996KZ, 996LA, 996LB, 996LC, 996LD, 996LE, 996LF, 996LG, 996LH, 996LI, 996LJ, 996LK, 996LL, 996LM, 996LN, 996LO, 996LP, 996LQ, 996LR, 996LS, 996LT, 996LU, 996LV, 996LW, 996LX, 996LY, 996LZ, 996MA, 996MB, 996MC, 996MD, 996ME, 996MF, 996MG, 996MH, 996MI, 996MJ, 996MK, 996ML, 996MN, 996MO, 996MP, 996MQ, 996MR, 996MS, 996MT, 996MU, 996MV, 996MW, 996MX, 996MY, 996MZ, 996NA, 996NB, 996NC, 996ND, 996NE, 996NF, 996NG, 996NH, 996NI, 996NJ, 996NK, 996NL, 996NM, 996NO, 996NP, 996NQ, 996NR, 996NS, 996NT, 996NU, 996NV, 996NW, 996NX, 996NY, 996NZ, 996OA, 996OB, 996OC, 996OD, 996OE, 996OF, 996OG, 996OH, 996OI, 996OJ, 996OK, 996OL, 996OM, 996ON, 996OO, 996OP, 996OQ, 996OR, 996OS, 996OT, 996OU, 996OV, 996OW, 996OX, 996OY, 996OZ, 996PA, 996PB, 996PC, 996PD, 996PE, 996PF, 996PG, 996PH, 996PI, 996PJ, 996PK, 996PL, 996PM, 996PN, 996PO, 996PP, 996PQ, 996PR, 996PS, 996PT, 996PU, 996PV, 996PW, 996PX, 996PY, 996PZ, 996QA, 996QB, 996QC, 996QD, 996QE, 996QF, 996QG, 996QH, 996QI, 996QJ, 996QK, 996QL, 996QM, 996QN, 996QO, 996QP, 996QQ, 996QR, 996QS, 996QT, 996QU, 996QV, 996QW, 996QX, 996QY, 996QZ, 996RA, 996RB, 996RC, 996RD, 996RE, 996RF, 996RG, 996RH, 996RI, 996RJ, 996RK, 996RL, 996RM, 996RN, 996RO, 996RP, 996RQ, 996RR, 996RS, 996RT, 996RU, 996RV, 996RW, 996RX, 996RY, 996RZ, 996SA, 996SB, 996SC, 996SD, 996SE, 996SF, 996SG, 996SH, 996SI, 996SJ, 996SK, 996SL, 996SM, 996SN, 996SO, 996SP, 996SQ, 996SR, 996SS, 996ST, 996SU, 996SV, 996SW, 996SX, 996SY, 996SZ, 996TA, 996TB, 996TC, 996TD, 996TE, 996TF, 996TG, 996TH, 996TI, 996TJ, 996TK, 996TL, 996TM, 996TN, 996TO, 996TP, 996TQ, 996TR, 996TS, 996TT, 996TU, 996TV, 996TW, 996TX, 996TY, 996TZ, 996UA, 996UB, 996UC, 996UD, 996UE, 996UF, 996UG, 996UH, 996UI, 996UJ, 996UK, 996UL, 996UM, 996UN, 996UO, 996UP, 996UQ, 996UR, 996US, 996UT, 996UU, 996UV, 996UW, 996UX, 996UY, 996UZ, 996VA, 996VB, 996VC, 996VD, 996VE, 996VF, 996VG, 996VH, 996VI, 996VJ, 996VK, 996VL, 996VM, 996VN, 996VO, 996VP, 996VQ, 996VR, 996VS, 996VT, 996VU, 996VV, 996VW, 996VX, 996VY, 996VZ, 996WA, 996WB, 996WC, 996WD, 996WE, 996WF, 996WG, 996WH, 996WI, 996WJ, 996WK, 996WL, 996WM, 996WN, 996WO, 996WP, 996WQ, 996WR, 996WS, 996WT, 996WU, 996WV, 996WW, 996WX, 996WY, 996WZ, 996XA, 996XB, 996XC, 996XD, 996XE, 996XF, 996XG, 996XH, 996XI, 996XJ, 996XK, 996XL, 996XM, 996XN, 996XO, 996XP, 996XQ, 996XR, 996XS, 996XT, 996XU, 996XV, 996XW, 996XX, 996XY, 996XZ, 996YA, 996YB, 996YC, 996YD, 996YE, 996YF, 996YG, 996YH, 996YI, 996YJ, 996YK, 996YL, 996YM, 996YN, 996YO, 996YP, 996YQ, 996YR, 996YS, 996YT, 996YU, 996YV, 996YW, 996YX, 996YY, 996YZ, 996ZA, 996ZB, 996ZC, 996ZD, 996ZE, 996ZF, 996ZG, 996ZH, 996ZI, 996ZJ, 996ZK, 996ZL, 996ZM, 996ZN, 996ZO, 996ZP, 996ZQ, 996ZR, 996ZS, 996ZT, 996ZU, 996ZV, 996ZW, 996ZX, 996ZY, 996ZZ</p>	<p><b>Finally Complete!</b> Fully splined quick-release steering wheel adapters for all models. No slip, low price.</p>	<p><b>There can be no other!</b> Full 952 style viscopines. Direct ball on beautiful, ballbeared, reliability with no flooding whatsoever.</p>	<p><b>We drive and race everything we sell!</b> No phone jockeys, just knowledgeable enthusiasts who love what we do.</p>	<p><b>BRAKE PAD MADNESS!</b> Pagid, Hawk, KFF Carbon, Cerak, Motec, Jotic, Texas. All forms for all applications. Call!</p>	<p><b>Sweyer Central Sportrocks!</b> Factory or custom, track or street. The best for less. Largest inventory, all models. Call!</p>
<p>3-Piece Packs by HRE</p>	<p>HRE 540</p>	<p>KINESIS K29-4G</p>	<p>SUPERCUP-4G</p>	<p>BBS MSP</p>	<p>FORGELINE</p>

**Insane Club Racer Discounts On All Forged Modular Street And Race Wheels!**

**Orders: (800) 642-1348 • Tech: (802) 387-4509**  
**Fax: (802) 387-5579**

Performance Enhancements • Rebuild Components • Race Prep Consultation  
911, 964, 951, 993, 986, 996, 930, 965, 993TT, 996TT

**trackmen@together.net • www.Windward-Perf.com**  
155 Main St., The Power Warehouse, P.O. Box 241, Putney, Vermont 05346





Official Publication of Club Racing  
of the Porsche Club of America.

**Editor**

Andy Jones  
P.O. Box 990447  
Redding, California 96099-0447  
Phone: 530-241-3808  
clubracing@jps.net

**CRN Advertising Coordinator**

*Please direct all advertising inquiries to the  
Program Coordinator, Susan Shire.*

Susan Shire  
Phone: 847.272.7764  
Fax: 847.272.7785  
Email: PCAclubRace@aol.com

**Classified Advertising**

Classified ads are free to Club Racing members.  
There is a **60-word limit per ad**. Ads may be subject  
to editing and abbreviation per the requirements of  
available space. No pictures are being accepted at this  
time. **Classified ads are to be sent directly to the  
editor.**

**Commercial Advertising**

Inquiries regarding commercial advertising should be  
directed to the CRN Advertising Coordinator, Ralph  
Woodard.

**PCA Club Racing News** is the official publication of  
Club Racing of the Porsche Club of America, c/o PCA  
Executive Secretary, PO Box 30100, Alexandria, VA  
22310, and is published six times per year.

Statements made in the *PCA Club Racing News* are  
those of the authors and do not necessarily reflect the  
opinions of the Porsche Club of America, the  
National Committee of Club Racing or the editor.  
The editor reserves the right to edit and/or omit all  
materials submitted for publication.

**Copyright**

Permission is granted to reproduce any portion of the  
*Club Racing News*, provided that full credit is given to  
the author and *PCA Club Racing News*. All  
photographs are copyright of the respective  
photographers.

PCACRN is not responsible for the return of  
unsolicited materials. PORSCHE, the Porsche Crest,  
Carrera, Targa and Boxster are registered trademarks  
of Dr. Ing. h.c.F. Porsche AG.

**Postmaster:**

Send address changes to:  
PCA Club Racing News  
c/o PCA Executive Secretary  
PO Box 5900  
Springfield, VA 22150

**Printed By:**

Artistic Printing  
Salt Lake City, Utah

**Copyright 2003  
Porsche Club of America**



Volume 03.2 March/April 2003

**Inside**

**4 The Guiding Principles of PCA Club Racing**

**6 Michael Melton Rookie of the Year Award**

**6 Winter Musings of Scrutineers**

**7 Sebring and the Annual Summit of the Scrutineers**

**8 Perfect Balance**

**10 Sponsorship Update**

**11 Safety Tip**

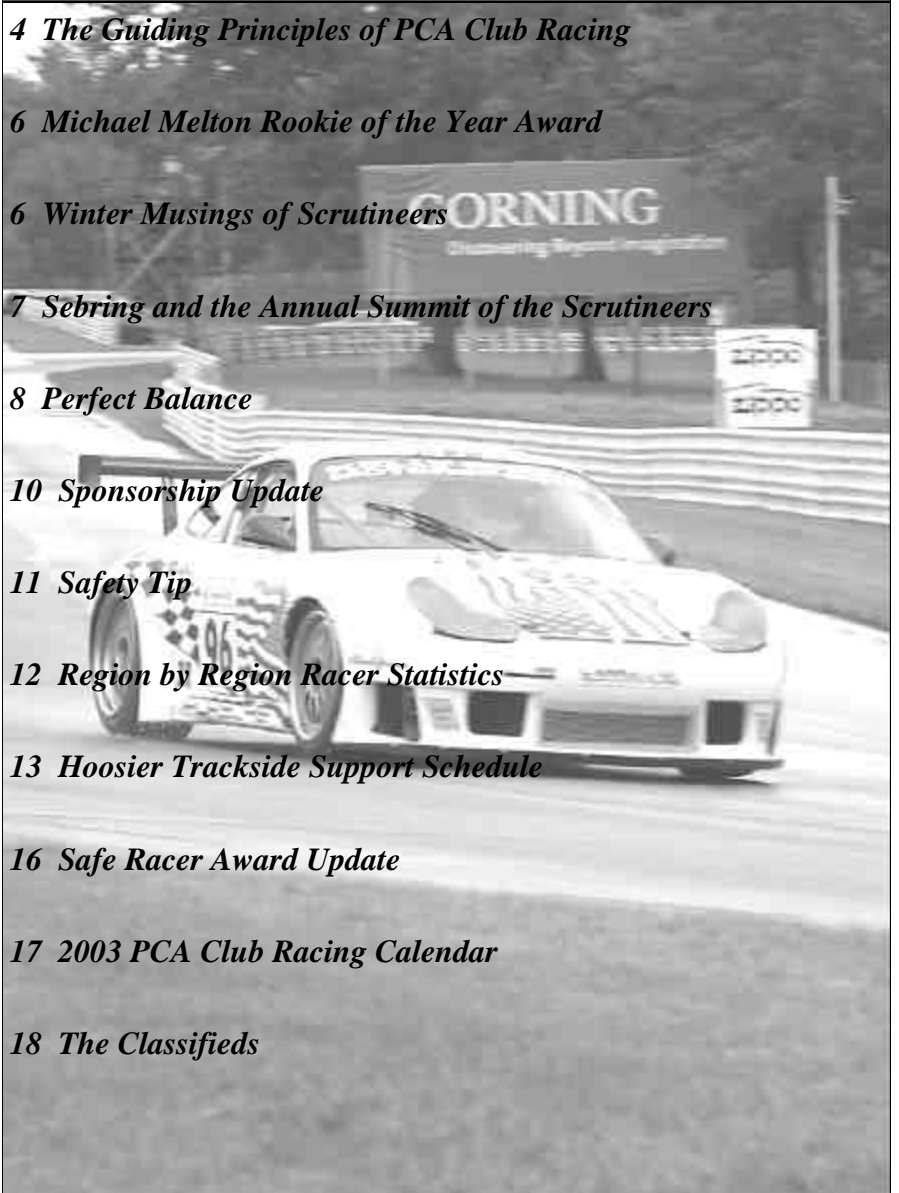
**12 Region by Region Racer Statistics**

**13 Hoosier Trackside Support Schedule**

**16 Safe Racer Award Update**

**17 2003 PCA Club Racing Calendar**

**18 The Classifieds**



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

*On the Cover:*

*A classic battle between air v. water.*

**Deadline**

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

# The Guiding Principles of PCA Club Racing

by: John Crosby, Chairman PCA Club Racing

---

## The Guiding Principles of PCA Club Racing

When PCA Club Racing was first established in 1991 there was a set of principles established for the purpose of defining the fundamental values in regard to the management of the program. It is often a good idea to look back at where we came from to see where we are going. These fundamental principles are adhered to, and remain the basis for decision-making when issues arise even to this day.

### **1. Fun, safe racing open to all PCA members and their Porsches.**

This one says a lot. Fun and safety are the two most important principles of the program. One must be a PCA member in good standing and the racecar must be a Porsche. This sounds simple, but sometimes the definition of what is a Porsche can get a little fuzzy. The GT rules for example are crafted to maintain the integrity of a true Porsche car.

### **2. No commercial influences in management, rules or operations.**

The program does enjoy a good rapport with its National Sponsors and without their support the cost of having a Club Racing license would be much greater. However, when the time comes to make evaluations on rules or operations, the decisions are based on what is in the best interest of you the racer and the program as a whole.

### **3. Financially self-sufficient.**

This means that the Club Racing program must operate in a financially self-sufficient manner and not be a financial burden in regard to the operation of PCA National. Through the efforts of the many Regional and National volunteers, the program continues to be successful year after year in meeting this goal.

### **4. Compatible with Regional and National PCA activities and with the Region structure of PCA.**

The operation of a Club Race weekend is a partnership between the hosting Region and Club Racing National. The Region chooses to host a race just as it would decide to hold an autocross, a rally or a concours. Club Racing is another one of the many facets of PCA in which a member can enjoy their Porsche. While the interests of PCA members are quite varied, there is room for everyone.

### **5. Driver conduct governed by consistent enforcement of 13/13-Rule, and the lack of points/championships.**

We all know what the 13/13 Rule is, and a key element of the rule is its enforcement is consistent. The Stewards and Scrutineers go to great lengths in order to achieve this. There are reports prepared after each race and distributed among the staff members. There are annual meetings to review the rules and procedures. There is also a lot of email dialog whenever there is an issue to address. The 13/13 Rule is as clear and objective as it can be and there are no favorites. With 2,000 racers and nearly 30 races a year spread all over the country, winning a championship would most likely come down to whoever has the biggest travel budget.

### **6. Manageable by a small volunteer group, with national office support staff.**

I guess small is a relative term. There are currently forty four members of the Club Racing National staff. The National operation has grown more complex over the years with the addition of an AMB timing system, the addition of a Medical Committee, and the hiring of a full time Program Coordinator. All of these changes were for the better.

### **7. Open to drivers with substantial seat time (e.g., no separate driving schools as a part of Club Racing)**

This is not to say that there cannot be separate PCA racing schools, in fact we had one last year. It is to say, however, that a separate school will not be a requirement. Each Club Race will afford a PCA member, with the required seat time, the opportunity to earn a license. This is why we have the practice starts at each event preceded by at least three practice sessions.

### **8. No targets relative to growth, etc. (natural growth from the participants and Regions)**

The growth has been phenomenal, but there hasn't been any set goal. So long as PCA members enjoy the program, it will remain viable.

### **9. Provide a quality motorsports experience in a 2 or 3-day format.**

The key word here is quality. There is a growing trend, particularly at some of our smaller races, to host race weekends with other clubs or groups. There have been a few that we have passed on, which would not have provided

our racers with the track time that they would expect.

**10. Provide consistent race management and race format, so that every racer knows exactly what to expect at any Club Race.**

Whether you go to California, Florida, or anywhere in between to race, you will find the same rules, the same basic format of the weekend, and the same timing system. There are other, not so apparent consistencies, such as the high standards that are set for emergency and rescue crews and corner workers. This would not otherwise be possible without the national management of the program.

**11. Emphasize participation and clean racing above winning.**

From the time of the orientation meeting and throughout the driver's meetings you will hear the stewards highlighting this theme. This program is about enjoying the competition and camaraderie with your fellow club members. These terms need not be mutually exclusive.

**12. Allow for participation by cars that can be driven to and from the racetrack.**

This principle still weighs heavily in the stock class rules. A streetable car with minimal modifications can be raced

competitively. This is the reasoning behind the stock class rules requiring interiors, stock weight, lights, etc.

**13. Minimize the B.S., and maximize the fun.**

This one is pretty self-explanatory. Although there are rules and procedures that must be adhered to in order to maintain a safe program.

**14. Have sound reasons for any deviation from the standard program. Do not cater to small groups and monitor all evolutions of the program relative to the fundamental limits set by the volunteer nature of the program.**

This is a good question to ask whenever something out of the ordinary comes up. Although change can be a good thing at times, stability of the rules is essential in the administration of a successful racing program.

Hopefully this had provided some insight to the reasons behind the rules and procedures of PCA Club Racing. Looking forward to seeing you at a race this year.

John



### Gear Box Headquarters

**901/904/911  
915/930/G-50**  
torque-biasing limited slips



**www.Carquip.com**

7191 Arapahoe  
Boulder, CO 80303 USA  
(303) 443-1343  
(303) 444-3715 fax  
email tomconway@carquip.com

## Carquip, Inc.

### Racing Gear Ratios

- 356 - 14 Ratios with new dogs .....Call.
- 911 '65-'71 (901) - 22 Ratios with new dogs .....Call.
- 911 '72-'86 (915) - 59 Ratios with new dogs .....Call.
- 930 '75-'88 - 39 Ratios with new dogs .....Call.
- G-50/C-2/C-4 '87-'94 77 Ratios with new dogs ....Call.
- 904 Mainshafts NEW (300 m) .....\$795.

### Limited Slip Differentials

- 915 / 930 GT (ZF style) 72-87/911 NEW .....\$1795.
- 904 / 911 '65-'68 Torque-Biasing .....\$1495.
- 915/930 '69-'87 Torque-Biasing .....\$1495.
- G-50 '88 on 911 Torque-Biasing .....\$1495.
- 356/741 '59-'65 Torque-Biasing .....\$1850.
- 904/911 '65-'68 Rebuilt (ZF style) .....\$1495.

### Ring and Pinions

- New 8:39 Turbo (Short) 76-88 .....\$2150.
- New 7:31 915 72-86 .....\$1350.
- New 7:31 356 53-65 .....\$850.
- Ring & Pinion "R" Factor Tool (Nice) .....\$895.

### Transmissions

- 356/741 59-65 rebuilt (exchange) .....\$2450.
- 901/911 65-71 rebuilt (exchange) .....\$1895.
- 915/911 72-86 (exchange) .....\$1895/\$2950.
- 930/75-88 (exchange) .....Call.
- 930/38-1988 w/LSD (exchange) .....Call.
- 1990 C-4 rebuilt (exchange) .....Call.
- 944 S Rebuilt (exchange) 9:35 R & P .....\$2450.
- 944 Turbo (exchange) 8:27 R & P .....\$1950.
- 944 83 on (exchange) .....\$1750.

### New Gears



**915**  
interchangeable  
mainshaft w/first gear

**NEW! G-50 Race Gears**  
Rebuilt and exchange transmission program. Check out our website for a complete listing.

**Transmission Service**  
• Rebuilding • Race Prep • Custom Boxes

**Specials and Rare Stuff**

- 17 gal. 356 alum. fuel cell A & 1-5 .....Call.
- 65-68 rebuilt turn signal assys .....Call.
- Euro & US.....from \$450/pr front \$550/pr rear.
- G-90 pistons & cylinders NEW forged .....\$1095.
- 356 SC gas tanks 82-65 OE .....\$895.
- '911 gas tanks 69-73 NEW .....Call.
- Wide selection 4-cam parts .....Call.
- 356-911 sheet metal noses/fenders etc.
- Used 356-911 engines 55-85 .....Call.
- Rebuilt & used 4-cam engines & parts .....Call.

**Call or email for Gear Lists and Gear Charts**  
**We Buy Parts - Trades Considered • Dealer/Shop discounts available**

# Michael Melton Rookie of the Year Award

by: The Rookie 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 151 Rookies who joined the Club Racing Program in 2002, twenty-two were eligible for the award by completing five or more incident free races during their first year. We congratulate the following racers who were eligible for the 2002 award:

Lars Eric Borg  
Joe D Capeletti  
Clay Collier  
Richard T De Man  
Chris Dvorak  
C Gary Grigsby  
David Gross  
Frank E Hinds  
Bill Jacobi  
Patrick J Kelly  
Nicki King

James Levy  
David J Master  
William Petty  
John G Poor  
Kyle L Rader  
Doug Roach  
Wally Ruiz  
Behram R Soonawala  
Paul J Tellarico  
Rusty Tilton  
Gale M Tschuur

After careful consideration, the 2002 award was awarded to John Poor of Southern Arizona Region. John competed in GT4R 914 during his first year of Club Racing at the Phoenix sprint and enduro races, the IRP sprint race, and both the Road America sprint and enduro. John's affiliation with Porsches started at a very young age. He was brought home from the hospital in May 1962 in a '62 D'Iteran Roadster. His Father, Glenn, was a Charter Member of the Lincoln Trail Region. John joined Lincoln Trail Region in 1988 after buying a 1987 944. John spent several years overseas flying jets in the Air Force. He later wound up in Dallas/Fort Worth area in 1994 as a Maverick Region member. In 1995 he was hired to be an F-16 instructor in the Arizona Air National Guard and moved to Tucson. There he became a member of Southern Arizona Region. John served on the Board in 1997, as vice-president in 1998, and as president in 1999. John was a Chairman for Arizona/Southern Arizona's first PCA Club Race at Firebird International Raceway in March of 2001. John is happily married to Melody and is currently a Boeing 777 First Officer for American Airlines. John's gentleman like approach to racing, his attitude and demeanor exemplifies good sportsmanship, and has set an example for all PCA racers.

Congratulations John!

## Winter Musings of Scrutineers

by: Donna Amico, Chief National Scrutineer

As I write this, it's February, in Baltimore, and that means it's snowing. Hard to believe that a short time ago we were basking in Florida at Sebring. Every winter, the scrutineers have a meeting to discuss issues from the past year and make plans for the new one. This year, we met in Florida before the Sebring race, and then 11 of us greeted the racers at Sebring. Why practice in a shop on a few customer cars, when we can try out our equipment and train new staff on actual PCA race cars? We have three new National Scrutineers this year: Walt Fricke, Mike Lapp, and Steve Tarket. When you see them, please say "thanks" for volunteering their time to support PCA Club Racing.

As usual, Sebring was a busy race for the scrutineers assigned there, and they appreciated the extra help. So what were the particular problems found there? Well, truthfully I was a racer there, so I didn't get to see everything. However, whenever I was around it seemed as though someone was looking at a stock class car that

was missing stock equipment, and the most popular problems were air conditioning (AC) and heating components. If all versions of your car delivered in the U.S. had AC, then ALL of the AC components must be present. Heads up to you 3.2 L Carrera drivers – yes, all of those cars delivered in the U.S. had AC. You are allowed to add a spoiler to the rear deck, and a whole lot of you have done that with a fiberglass deck and spoiler. So how exactly did you mount the AC condenser to the fiberglass? Hmm. Better rethink that installation – it's a sure trip to E class as a non-AC Euro model.

Also, I don't know of any stock cars delivered without heat. Not even RS Americas (several of which seem to have big empty spots on the left side of the motor).

**Scrutineer Meeting Safety Notes:** We spend at least as much time on safety at our annual meeting as on any other issue, and maybe as much as on all the other issues

# Sebring and the Annual Summit of the Scrutineers

by: Lance Weeks, Technical and Rules Chair

The annual scrutineer meeting was held in conjunction with the 10<sup>th</sup> Annual Sebring Club Race. This gave the new and “old” scrutineers the opportunity to review the adopted rules changes, raise questions and the best part, go take a walk through the paddock and find an example of the question at hand. We continue to strive for balance and a fair understanding of the rules, so that you, the driver will hopefully always get the same response regardless of which event you are at.

We were able to take a close look at almost every variation of car which is covered by the rules, GTP, GTC's of each model, GT cars which are built within the “GT tub rule” and stock/prepared cars which are trying to find a class to fit in. We did not find a single car which was built outside of our expectations for the classification it was listed. A couple of new non-logbook cars had stretched the allowance for stock and what is required for interiors and these were dealt with in our usual manner.

We spent considerable time looking at GTC cars and speaking with the drivers reviewing wheel specifications and car configuration to ensure that these cars remain stock for these spec car classes. The overwhelming word is “run-em as delivered”. The discussion regarding wheels continues to be a difficult one, because of age, safety and availability while keeping the cars within their respective class equal. For the rules

to change regarding any of these questions, the answers must be based upon facts, consistent with all Club Racing guidelines and unanimous among the GTC class drivers. That is what the Rules Review Procedure, page 22, is for, and those are the appropriate dates to offer suggestions.

**Rule Stock 2.C.** Bump steer kits using rack spacers on 911's are legal, provided the tie rods are not modified in length, using anything other than stock or turbo tie rods without extenders. This rule allows modifications which do not require machining of factory suspension components, and the suspension geometry is not altered beyond what is possible with stock factory parts.

**Appendix A.** Roll bar and cages must be bolted or welded to the floor or chassis, respectively. In other words, roll bars and cages that are merely bolted through tabs at the ends of the main hoop to the seat belt attachment points are not legal. This installation technique will place the fasteners in a shear condition and should the fastener fail the end of the tube with the tab will punch through the floor or chassis, not effectively protecting the driver. This type of roll bar or cage will not pass tech and will not be allowed on the track.

Hope to see you soon,  
Lance

combined. PCA Club Racing is for fun, and it isn't fun if anyone gets hurt. Two issues in particular arose last year: ballast and roll bar design.

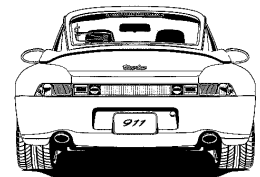
First, if you have weight bolted in your car, please go take a careful look at what it is and how it is secured. Make sure that the backing plates for all bolts are sufficient to prevent the bolt or nut from pulling through – a washer at least as large as that used to secure your anti-sub strap is certainly in order. Also, if you use a malleable metal (e.g. lead) for ballast, then note that it will deform and then can get quite loose. This issue got our attention when lead ballast was found on the side of the track outside the car after a serious crash at Road America. Fortunately, this did not injure the driver (this time) but loose weight flying around inside the car is a very bad thing.

Second, several suppliers sell roll bars designed to be installed without drilling additional holes in your car. If you own a 993 or 996, then you cannot use one of these roll bars and comply with our rules for roll bar installation. The original concept behind the design of these roll bars was to bolt into the 3-point seat belt mounting points as a “locator” to position the roll bar, and then a flat metal plate on the bottom of the bar could be shimmed to rest very securely against a boxed frame member on the floor. The 993s and

996s have no such frame member. There is nothing but floor pan there, and it isn't flat. Consequently, only the horizontal bolt into the seat belt mount secures these roll bars – not very reassuring and certainly not safe in a rollover. PCA Club Racing Rules, Appendix A – Roll Bar Specifications, states “The roll bar must be securely mounted to the floor and/or longitudinal members of the unibody...The mounting area of “bolt-in” roll bars must be backed by a plate of a size equal to that of the upper - mounting plate...” These roll bars without upper or lower mounting plates to keep them from punching through the floor are NOT approved for PCA Club Racing. Better resign yourself to drilling a few holes in your car for safety. Safety is a very good cause and needs your support!

Time to sign off for this month. I think I'll wait until a little later in the year to talk about preventing heat stroke!

Donna



# Perfect Balance

by: Fred Seipp

“Balance” is usually about oversteer/understeer, but in this thesis it will be about the strategic, mental and physical balance of position vs. slip.

Everyone on the racetrack is aware of the idea, that if you are not at the limit of traction, you’re not going as fast as you could be. You’re safe, but you could of gone faster. Safe is good, and so is faster. We’re racers.

Position, or “line” is another matter. Turn in too late, and the car never gets down to the apex; or go too early, and the apex pushes you out. Or cheat on the entry (peeking in, searching,) and you’re wasting valuable real estate, which will cause a sharper arc, which will be slow.

The best plan is usually to stay out until it is time to go, and then go in with authority, ease the power on, touch your apex as much as possible without causing upset (no big-air off the curbs(!)), and carry as much speed as the track-and-car can afford. This is basis racing with variations galore, like passing, traffic, etc, but the concept is Racing 101. Go as fast as possible, by using all the traction that is available, while on the best line.

Consider this:

Tiger Woods was interviewed after a tournament late last season, and responded "I hit six or seven good shots this year.". Whoa. And he knew which ones they were, e.g., the magnificent 6 iron from the rough, etc. Well, I'd guess that six or seven HUNDRED of Tigers shots would have “been perfect” for 90% of the rest of the PGA’ers. But, with his capabilities, grasp of the game, and astute awareness, (key item, awareness); he knows when he gets it all, and knows that most of the time he doesn’t. Six or seven shots out of thousands (~270 shots per tourney, times however many), ~.5% “good”, which leaves ~99.5% that could have been better. This, while being way ahead of all the rest. Hmmm. Overly demanding? Probably. Perhaps that is how he got so good?

Athletes and performers become more discerning as they become more accomplished. Being ‘better’ requires learning more, executing, then learning more at the next level, improving again, and so on. Beware of the fellow who "has it all figured out". The more one knows, the more one knows there is more to know.

Back to motorsports, -but first, only halfway. I've done some motorcycling this year, and racetrack schooling, and have seen another side of motor racing. Preciseness on bikes is obviously important. Miss it a little bit, and bad things rapidly loom large. And, to compound the challenge of those "moments", being at or near your tilt-o-meter makes maneuvering extremely difficult. One cannot just breath it

on a bike, because the decel’ stands the bike up, which straightens it, which exacerbates a situation. Being precise takes on new meaning. BTW, a worthy and colorful read for any motorsports enthusiast is the book, *A Twist of the Wrist*. Those bike riders are interesting sportsmen.

Cars, are so much more forgiving and maneuverable than motorcycles and golf clubs, they afford a large gray area in the "near perfection zone ". This area is where we might be, or think we are, most of the time with good things happening and getting results. Then, occasionally we get it even better, a “perfect” line, a car at the perfect slip angle. It’s double nirvana. Wow what a feeling.

Did you see Michael Schumacher's excited ‘flicking’ of the Ferrari last year after the checkered? What a display of emotional expression; and car control. I thought David Hobbs was going to jump out of the booth, “whoa wow...”.

Here is a good lesson I learned with Hank Watts (*Secrets of Solo Racing* author) during my first drive at Sears Point, many years ago. I was new, excited, and motoring pretty quickly, hanging with the local hotshoes, and feeling pretty satisfied. Hank was reticent, and then sort of nervously critical. I had been accessing lots of the car, smoothly loading it up, powering early, but missing too much of the racetrack. Missing by only inches, but nonetheless, missing. I would later realize how valuable that learning experience would be.

At that moment (new at Sears), my car skills exceeded my track skills, and it was prudent to reduce my car usage, to get the track usage up to “par”. Shift the balance. Reduce one side, until the other side catches up, then increase both. Getting more of the track has served me well ever since.

The balance issue never goes away. We get better, closer, can even get the double nirvana feeling, but there is always room for more. More of the circle, or an inch closer, or throttle a nano-second earlier, etc.

Most drivers are probably biased toward one side of the balance, or the other, which would be a natural favoring of their strength, but one thing is for sure; there is room to work on the balance and improve.





The Chicago Region proudly presents ...

Friday, August 29th - Monday, September 1st

Labor Day Weekend

Road America in Elkhart Lake, WI



**T**he **R**oad **A**merica **C**hallenge

2003

Race &  
Drivers Education



### Club Racing

Friday *optional* 'TEST & TUNE' (DE rules)

Saturday (practice)

Sunday (**Sprint Races**)

Monday (**90 minute Enduro Races**).

### Drivers' Education

Friday - Sunday

Monday optional

### Race car and PCA Concours and Dinner

Saturday evening at Siebkens Resort in Elkhart Lake, WI. (Police escort to/from track)

**TRAC 2003 Event Information** will be available June 2nd on the Chicago Region's web page at [www.pca-chicago.org](http://www.pca-chicago.org) or from the registrar at 847.604.4795 or at [www.roadam.pca-chicago@attbi.com](mailto:www.roadam.pca-chicago@attbi.com) (No requests accepted before June 2nd.)

Registrations with postmarks prior to July 1st will NOT be accepted.

Harley Davidson will be celebrating their 100-year anniversary in the Milwaukee area the same weekend. **Make your reservations now!** Arrangements have been made with the following hotels. You must mention the PCA Chicago Region.

Siebkens Resorts (headquarters hotel)  
(no minimum/entire hotel reserved)  
Elkhart Lake 920.876.2600

AmericInn Motel (4 night minimum)  
Plymouth 920-892-2669

Victorian Village (3 night minimum)  
Elkhart Lake 920.876.3323

The Osthoff (5 night minimum)  
Elkhart Lake 800.876.3399

# Sponsorship Update

by: Steve Rashbaum

I am pleased to introduce Pat Williams Racing as the newest National Sponsor. Pat began his engine building career by being mentored by Bruce Anderson and Jerry Woods in the mid-1980s.

In the late 80s, he built driving school and club race engines and began prepping and assembling race cars. By the mid 90s, he caught the racing virus and raced himself as a PCA member.

Pat's impressive skills were honed in The Racer's Group in 1996 and ran a 20-year old car in IMSA with exceptionally respectable results. Kevin Buckler invited Pat to attend the GT3-R school at Daytona sponsored by Porsche in 1999.

By late 1999, Pat's reputation earned an invitation to join the #31 team of Peterson Motorsports White Lightning. Highlights included running in the Australian Asia Pacific, LeMans and winning the 2001 GT Class at Daytona—placing an amazing 2nd overall. The 2002 season found the team 2nd overall at the Petit Le Mans at Road Atlanta.

Currently, Pat is crew chief in the Grand AM Rolex series on Car #84 owned by Paul Mortimer and co-driven by Mark Hupfer. He continues to drive in PCA and work in the ALMS with Peterson Motorsports White Lightning.

If you want expert engine work for your Porsche, contact Pat in Memphis at 901.373.1337 or 901.212.7327. You can also find him at [patwilliamsracing.com](http://patwilliamsracing.com)



**Porsche 911  
HEAD  
Reconditioning**  
*Race  
Proven*  
**by the Legendary  
Leo Goff**



*Tuner and machinist extraordinaire.  
For the complete story click  
[www.memphismotorwerks.com](http://www.memphismotorwerks.com)*

M E M P H I S

**MOTOR WERKS**

**901-757-1009**

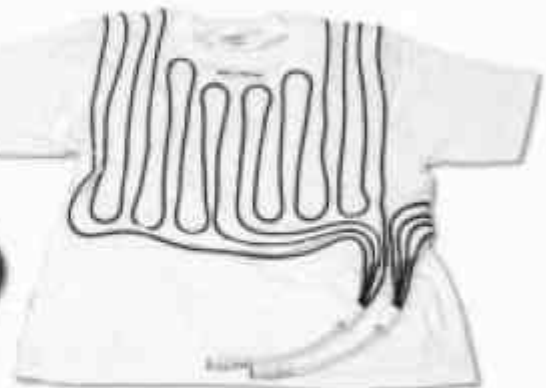
9063 Macon Rd • Cordova TN 38016

## ELIMINATES HEAT INDUCED FATIGUE

**Suspension.  
Horsepower.  
Rubber.  
You've already  
sweat the big stuff.  
Now's it's time  
to hit the track  
and chill out...**



CLUB WATER SYSTEM



Finally, a driver cooling system that provides heat relief in your race car! Compact, light weight, easy to install and simple to use. Designed by racers, this system is well built *and* affordable.

**COOL SHIRT**

DRIVER COOLING SYSTEM

**urama** sales and marketing

12050 I Avenue, Suite F Hesperia, CA 92345 Fax: 760-244-1787

**760-244-1996**

# Safety Tip

by: Walt Fricke

Club Racing and other racing organizations require that roll bars be padded where the driver may hit them. While the head is the most important part to protect, many racers pad additional bars as well to protect hands, arms, and knees. For years the standard padding sold for this purpose has been a high density closed cell foam cylinder. This has a lengthwise slit so it can be placed over the tubing, and is molded so the center hole is offset, allowing more depth of padding on one side of the bar than the other. These come in a variety of colors.

While this type of foam is better than open cell foam, it still has two major defects. First, because air is its working material, it stores energy in the form of increased air pressure when struck. When the inertia of the blow ends, this pressure forces the object (typically the helmet) back, imposing yet another force on the wearer.

The second defect is its inability to prevent contact with the bar itself. This was demonstrated most graphically for me in a recent incident at the Club Race at Pueblo, Colorado, in September. A driver dipped a wheel exiting a fast corner, and the car spun across the track and impacted a concrete wall almost flat along the driver's side. The front ball joint was ripped from the A arm, the steering rack fractured, the drive shaft smashed the transmission case, and the inertia of the engine bent the rear frame members sideways toward the wall. The driver was unconscious for a measured five minutes, but was released from the hospital and attended the awards ceremony at the end of the day to the rousing cheers of all present.

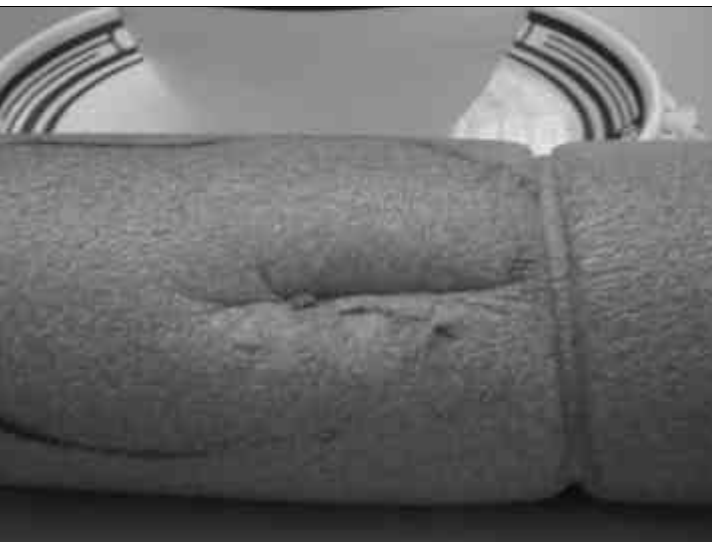
He invited his many friends over to his house a couple of weeks later to examine his car. I felt the hard foam inside his helmet, and could not detect any crushing. But the helmet shell had about a three inch crack where his head hit the horizontal roll bar above the driver's door.

I then felt the roll bar padding, which was of the ordinary resilient kind. While its surface was unbroken, it had a palpable horizontal indentation where the helmet hit. It was obvious that the bar acted like an anvil, and the padding had split on the inside as it distorted, effectively providing no protection at all at that point.

From this I concluded that one ought not to use resilient padding, be it "high density" or not, where a helmet strike could occur. Rather, the padding to use is the crushable stiff foam kind, similar if not identical to that which is used in the inner lining of helmets. This padding absorbs energy as its cell structure is destroyed. And because it does not store energy, it cannot release it back to the helmet. If you have ever cut into a dash board padded by the factory, you will recall that it uses a hard foam there, and not a resilient material.

This kind of energy absorbing roll bar padding comes in C shaped 36" sticks with an adhesive backing. I have found it prudent to supplement the adhesive with tie wraps. Simpson makes this using what it calls BeadAll foam, and there is at least one other manufacturer of this kind of product. It is readily available from most racer supply houses. It is only made in black, but you could cover it with your favorite duct tape if color is a requirement.

When I installed a full cage in the SC I used this padding exclusively. Refitting the GT-4 race car was one of those projects which I never quite got around to doing. But at the Hallett track in October I did it. That cracked helmet and split roll bar padding was too much even for me to ignore.



*The view of the outside reveals minimal distortion of the foam.*



*The view of the inside reveals a distinct splitting of the foam.*



# Hoosier Trackside Support Schedule

by: Steve Rashbaum, Sponsor Coordinator



## 2003 PCA HOOSIER TRACKSIDE SUPPORT SCHEDULE

<u>DATE</u>	<u>TRACK</u>	<u>SERVICING DEALER</u>
April 5 - 6	Road Atlanta	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
May 2 - 3	Lime Rock	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
May 3 - 4	Las Vegas Motor Speedway	Hoosier Tire West P - 559-485-4612 F - 559-485-4632
May 10 - 11	Mid-Ohio Sports Car Course	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
May 24 - 26	Texas Motor Speedway	German Motorworks P - 817-877-1772 F - 817-877-5493
June 6 - 8	California Speedway	Hoosier Tire West P - 559-485-4612 F - 559-485-4632
June 13 - 15	Portland Int'l Raceway	Trackside, Ent. P - 503-236-2106 F - 503-233-3079
June 13 - 15	Watkins Glen	Bob Woodman Tires P - 843-571-2277 F - 843-556-4576
July 5 - 6	Gingerman	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Aug. 9 - 10	Brainerd Int'l Raceway	Trackside Tire P - 952-593-9104
Aug. 30 - Sept. 1	Road America	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Sept. 13 - 14	Pueblo Motorsports Park	Hoosier Tire West P - 559-485-4612 F - 559-485-4632
Sept. 20 - 21	Putnam Park	Hoosier Tire Midwest P - 574-936-8344 F - 574-936-1673
Oct. 4 - 5	Summit Point	Bob Woodman Tires P - 843-271-2277 F - 843-556-4576



A division of Ultra Performance Toll Free Order Line 1-877-438-5872

# UPRACING.com

Huge selection of safety equipment in stock and online!



**sparco**  
Club Gloves  
\$39<sup>00</sup>



**sparco**  
Fast Tech  
\$119<sup>00</sup>



**alpinestars**  
F1 Gloves  
\$108<sup>00</sup>



**alpinestars**  
F1 Shoes  
from \$178<sup>00</sup>



**sparco**  
Speed  
\$259<sup>00</sup>



**sparco**  
Pro 2000  
\$579<sup>00</sup>



**OPTIMA**  
Red Top  
from \$119<sup>95</sup>



Two  
Handle  
Fuel Jug  
\$19<sup>95</sup>



**BIEFFE**



**Arai**



**BELL**



**piloti**  
driving shoes  
In stock & online!  
from \$99<sup>95</sup>



**momo**  
Driving Suits!  
On sale!



**sparco**  
Over 100 suits  
in stock!



**sparco**  
Nomex underwear  
Online and in stock!



Check the Online Clearance for deals on suits & supplies with savings up to 50% off!

TUCSON 5839 E. SPEEDWAY BLVD • TEMPE 4453 S. RURAL RD  
TOLL FREE ORDER LINE 1-877-438-5872 • WWW.UPRACING.COM



Presents

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

### Club Race and Drivers Educations Event

2.55 Mile Road Course (**Big Track!**) using Banked Oval

Friday, May 2 Test/Tune and DE - Saturday, May 3 Practice/DE/Race

Sunday, May 4 Two Spring Races/DE

Air Conditioned Garages Available

Downloadable Registration Forms: <http://vista.pca.org/int/>

#### Contacts

##### Race

Ed Mineau  
emineau@earthlink.net  
801/278-9681

##### Registrar

Kathy Black  
kblack88@aol.com  
801/265-2364

##### Drivers Education

Monte Smith  
porsturbo@aol.com  
801/745-0905



veracityracingdata

## Nobody can match our selection.

Veracity Racing Data carries data acquisition systems from: **MoTeC**, **Stack**, **Pi Research**, **SPA Design** and now **AIM**. We (owners Ellen and David Ferguson) are club racers, and PCA members for the past 19 years.

If you already have a data system, but aren't getting what you expected, perhaps we can help. Whether it's supplying sensors, replacement parts, or just friendly advice on how to get the most out of your current system, please visit our website or give us a call.

Interested in getting data from your race car? With so many choices, we're sure to have the perfect data system for you. And with our experience, we can help you sort through all the features. Here are a few popular products:



MoTeC's Advanced Dash Logger can be found in many Porsches racing in IMSA and Grand Am. This flexible dash, and configurable software can unlock the secrets of car setup and handling.

Stack's analog tachometer and powerful software are useful tools for many drivers looking to improve their own performance. In-car "predictive lap timing", provides immediate feedback on which driving techniques will lower lap times.



The new Delta Lite logger from Pi Research has been designed to offer a powerful 10-channel logger at an affordable price. This next generation data acquisition product has increased flexibility and performance in a new smaller package.



MoTeC



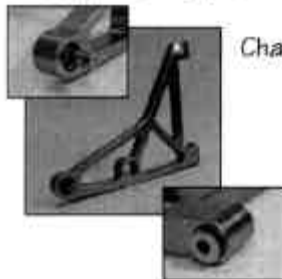
408.732.6606 [www.veracitydata.com](http://www.veracitydata.com)  
sunnyvale, california

# Autometrics

## MOTORSPORTS

Track Car Preparation for PCA, POC, HSR, and Grand-Am

- Engines and Transmission Upgrades and Overhaul
- Safety Equipment
- Suspension Systems
- Roll Cages
- Ground-Up Conversions
- Precision Alignment and Corner Balancing



Charley Control Arms for 944/951/968  
Absolutely the Finest Control Arms Available!  
\$1,600 Shipping Included

For Sale

Autometrics Motorsports  
3.8 RSR the Ultimate GT2  
Club Racer. Visit our web site  
for more details.



(888) 767-6269

[www.autometricsmotorsports.com](http://www.autometricsmotorsports.com)

Located in Charleston, SC

## CLEARANCE SALE

### Quick Release Steering Wheel Hub

T/C Racing's quick release mechanism makes it easy to insert and remove the steering wheel from the hub—simply pull the twin pins. Quick bolt-on installation on most racing steering wheels.

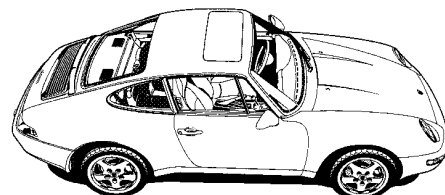


#### Product Description

- Quick Release and Hub: \$145
- Coarse Suede Wheel "Dish" Design: \$115
- Coarse Suede Wheel "Ergo" Design: \$115
- Complete Kit, including QR, Hub and choice of steering wheel: \$259

## T/C Racing

Order at [www.tcracing.org](http://www.tcracing.org) or  
call 901-821-9235 or send a fax to 901-821-0116



## PCA Club Racing National Committee

### Chairman

John Crosby  
301 Rue St. Ann  
Metairie, LA 70005  
Phone: 985-674-7500 - Day  
Fax: 985-624-9505  
Phone: 504-837-3066 - Evenings  
before 9 pm CST  
Email: john@crosbydevelopment.com

### Program Coordinator

Susan Shire  
1897 Mission Hills Lane  
Northbrook, IL 60062  
Phone: 847.272.7764  
Fax: 847.272.7785  
Email: PCAClubRace@aol.com

### Technical & Rules

Lance Weeks  
1239 West Pitchfork Rd.  
Murray, UT 84123  
Phone: 801-265-2364  
Fax: 801-265-2364  
Email: LWeeksPors@aol.com

### Sponsor Coordinator

Steve Rashbaum  
1897 Mission Hills Lane  
Northbrook, IL 60062  
Phone: 847.272.7732  
Fax: 847.272.7785  
Email: steve.rashbaum@invitrogen.com

### Chief National Steward

Jim Coshow  
3045 SW Fairview Blvd.  
Portland, OR 97205  
Phone: 503-525-0088  
Fax: 530-706-6170  
Email: jim.coshow@att.net

### Chief National Scrutineer

Donna Amico  
8805 Blue Sea Drive  
Columbia, MD 21046  
Phone: 410-381-5769  
Email: donnaamico@comcast.net

### Public Relations Coordinator

Patti Mascone  
10716 Kings Riding Way  
Rockville, MD 20852  
Phone: 301-944-7151  
Email: esscape26@hotmail.com  
Email: patti.mascone@digene.com

# Safe Racer Award Update

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.

**Note:** The following racer's names were omitted during the last issue.

**E. ROBERT PECORI  
JIM LEWIS  
ROBERT MAZZA  
THOMAS MCGLYNN**



**Racer's Edge  
944 Cup**

- A one class race series for the 944/924 Porsche.
- NASA sanctioned.
- PCA J/I/H cars are legal.
- Contact Dave Derecola at Cup944@aol.com for details.

**2003 Schedule for all Chapters**

<u>Great Lakes</u>	<u>MidAtlantic</u>	<u>SouthEast</u>
April 5/6 Mid Ohio	April 19/20 CMP	March 7/9 Road Atlanta
May 17/18 Summit Pt	May 17/18 Summit Pt	April 19/20 CMP
June 21/22 Summit Pt	June 21/22 Summit Pt	May 31/June 1 Sebring
July 19/20 Gingerman	August 2/3 VIR	August 16/17 Roebbling Rd.
August 30/31 BeaveRun	Aug. 30/31 BeaveRun	September 6/7 Sebring
Sept. 13/14 Nelson Ledges	Sept. 27/28 Shenandoah	Nov. 28/30 Barber MSP
Oct. 11/12 Putnam Park	Nov. 1/2 Summit Pt	



**ARPCA "The Turnpike Tussle"**  
**Club Race at BeaveRun**  
MotorSports Complex  
July 26-27, 2003  
Forms - <http://vista.pca.org/all/>



# 2003 PCA Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Mar 8/9	Carolina Motorsports Park	Carolinas	John Taylor 803.796.0983 jtaylor@lrcarch.com
Mar 21/22/23	Texas World Speedway*	Lone Star	Robert Granger 281.597.1096 rgranger@dodi.com
Apr 5/6	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsga@bellsouth
May 2/3	Lime Rock	Conn Valley	Lynn Whelchel 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 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
Jun 21/22	Putnam Park*	Ohio Valley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Jul 5/6	Gingerman	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 12/13	Mid America	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jul 26/27	BeaveRun MS Complex	Allegheny	Steve Scholze stvzs@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
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
Dec 6/7	Roebing Road	Florida Crown	Dave Rodenroth 904.992.0380 racer914@earthlink.net

**Note:** For the latest updates on the Club Racing Calendar, visit [pca.org/pca/clubrace](http://pca.org/pca/clubrace); "\*" indicates an enduro

# Classifieds

**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,TPits, MS air box, Litronics, Euro tail lights, power seat package, Digital sound, 6 Disc changer, New S03's. 36k miles. No paintwork. OriginalWindow 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 scheherzade@earthlink.net

**2002 GT3 Cup** - US Delivered, 1 owner - 1,200 miles (17 hours on engine/Tran). 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.r.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, kmr 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, camber/coilover suspension, Pi system 2 data, fuel cell, 18" BBS wheels, Jerry Woods motor, GTS2 carbon fibre wing and more. 2 hours on ground up rebuild. Easy upgrade to other GT classes. Excellent condition. \$105,000 invested. \$48500/offer/trade? 559-298-3010 or twatson-sprint@earthlink.net.

**'88 930 GT-1S** Race Car. 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. Glenn Sapa, 27W506 Wallace Rd., Wheaton, IL 60187. (630) 248-6982. gsapa@aol.com

**'88 930.** 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fabcar wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. \$89,500. Glenn Sapa, 27W506 Wallace Rd., Wheaton, IL 60187. (630) 291-6982. glenn@thesapas.com.

**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 Hamspeed # 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 hamspeed@earthlink.net

**1997 911 RSR** fresh Kevin 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: Split into my 356 Race Car. Rust-free tub with roll cage; 2 state-of-the-art Ecurie 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.rr.com.

**PCA GT4 1970 911S, 2.7L RS** MECH INJ BUILT AND MAINTAINED BY CARL'S PLACE NEW MOTOR, TRANS, GEARS A, F, N, U, Y CLUTCH DISC, PLUGS, DISTRIBUTOR, PLUG WIRES, INJECTORS, PERMATUNE CD UNIT, MECH PUMP REBUILT, FRONT BOXTER BRAKE SYSTEM W/ RACE PADS, HEADERS (ALL 500 MILES) 6 BBS WHEELS 9 1/2 X 17 AND 8 X 17 22 GAL CUSTOM FUEL SAFE FUEL CEL HALON FIRE SYSTEM PCA TRANSPONDER. FREE CAR TRAILER WITH SALE DELIVERY AVAIL. INVESTED--- \$60,000 + + + ASKING--- \$20,000/ obo TOM MILDREN--- 702 645 1601 or 184dsny@aol.com

**1968, 911T-Porsche, PCA-GT4.** CVAR, SCCA GT2 logbook from '79, New white/blue, 2.7 fresh eng.- 0 miles, w/lineore/shuffle pin, permatune, rev-limiter, carrillo, 46 webbers, 930 brakes, coilovers, ATL, aero-quip, fire sys., cage, 2030 lbs., 74 fiberglass, \$39k-Most Sell Make Offer, large spares pkg. available. David Beauregard, 15622 Sunfish Dr., Willis, TX. 77318, 936-890-8470 (wk), pbcdavid@cs.com

**1987 924S PCA-H** class race car, professionally built and maintained. Beautiful car! 3 Class H Wins, well developed and ready to race. 924GTR appearance. Motor rebuilt by Memphis MotorWerks. Accusump, Authority Chip, Konis, Welmeister, '89 944T spindles & brakes, 4 sets 16" wheels, Hoosier & Yoko rubber. Full cage, Momo seats, Simpson harness. White with red/blue stripes #53. Also 16' open trailer, 15" A/R White Spoke Wheels & Goodyear Marathon Tires (new), tire rack. Terrence. trex53@comcast.net. 615.799.6122. \$18,500.

**1974, 914 race car.** Semi-tube frame, full cage, tube stiffening all suspension front rear. Trailing arms boxed. "A" arms reinforced. Sheridan body. 3.2 Euro engine, 10.5 compression, performance chip for max hp at 7,000 rpm. Headers nickel plated with super traps. 901 w/quate. Brakes 944 Turbo 25mm front rotors, rear 19mm alum., MC 23mm. Wheels 23.5 X 10 X 16.Front struts: Bilstein RSR w/coilovers. Rear Konis's double aj. Two in line

filters. Fire system front and driver compartment. Trailer included. \$25,000. **1992 Carrera Cup.** Mint Condition. Serial #1 OF 45 produced. NOT AN ANDIAL CAR. 10K street miles. Never raced. Right off the showroom floor. Loads of spares, all original. Fully documented by Porsche. \$78,500. Contact Brad at 650-529-9623 or brad@mjanja.org.

**1991 911 Turbo:** Blk ext. int removed painted blk, 2820lbs, Cup Suspension, Big Red brakes, Kinesis K28, Sparco EVO seats, fully welded cage, GHL headers, RSR Splitter, GT2 with EVO Carbon Fiber Wing, Powerflow/K&N air, filter, ltd slip, lightweight fly, to much to list. \$33,000. Will e-mail pictures. Chip Grimes: Malvern, PA 610-389-3352 or chip@fsgflooring.com

**1993 RS America** WPOAB296KPSA18002 Red sunroof delete prepared C class, 19,000 mi, PCA & SCCA logbooks, Penske suspension, KMR adjustable sway bars, RSR clutch, light fly, big reds, Alcon rotors, new SPG's and Scroth, B&B headers, new Fabspeed muffler, 3.8 RSR wing, 36 G cell, professionally built maintained, competitive, beautiful. Needs nothing. 4 sets wheels, records. Tom Rothers 440 543 8702 ctrsam@aol.com

**2000 Porsche GT3R.** PCA logbook for GT2R. 15 hours on fresh motor to RS specs. Stack, Motons, all upgrades, new rotors, fresh gearbox, 3 sets of BBS, complete spare motor. Never hit, perfect car, \$150,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

**1995 Porsche 993.** PCA logbook for stock class D. 5 races on fresh P. Dave motor and gearbox w/steal syncros and billet shifter. Custom cage, adjustable Bilsteins, TRG springs and bars, 18's/Hoosiers, dual Factory front coolers, trans cooler, Scargo headers, dual Recaro's. Midnight blue, 14,000 miles. Perfect for \$49,500. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

**1995 Porsche 993.** PCA logbook for stock class D. Speed yellow, 18,000 miles street legal. Kelly-Moss built w/abs of everything. Fuel safe, Sparco, Coolbrake, Brey-Krause, KMR, Penske, B&B, K&N, solid mounts, GT-2 carriage bushing kit, 3 sets of 18's, etc. \$60,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

**1995 Porsche 993.** Combination street/DE car. Perfect Polar Silver/black leather w/28,000 miles. 300 hp 3.8 liter w/Varioram, Tech Art Aero II kit w/rear wing, full Cup type suspension, big Red's, 2 sets of wheels. Flawless and religiously maintained for \$58,500. Photos at www.europeanlocator.com Dave Maynard 508-826-8614.

**1996 Porsche Twin Turbo.** Combination street/DE car. Black/black w/40,000miles. Turbo S front spoiler and cooler, Krupp-Bilstein suspension, RS bars, Coolbrake, new rotors/pads, perfect wheels/new Sport Pilots, fully serviced w/stock engine for \$69,800. Perfect foundation for a B stock car. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

**GT3S** PCA logbook racecar. 3.4 liter EPE built race motor w/slide valves and Haltech. 2,100 lbs, with Vevo 915 gearbox and all the right stuff. Very competitive and in perfect condition for a fraction of it's development cost. \$50,000 Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

**74 RSR Replica** Group 4 flares. 0 hours on 1980m chassis. Full cage & fuel cell. Plexiglass windows. 3.6L twin plug, Bosch ignition, 50 PMOs, MSDS exhaust. Fresh G50 w/short bell housing/LSD. RSR front struts w/935 style front suspension, RSR rear coil overs. Monoball/spherical everything. Front custom oil tank, aeroup lines Fire system, helmet/veat coolers, etc. Call or e-mail. Don Istook (817)332-6547 istook@airmail.net

**SCCA GT2 or PCA GT3 Targa.** 0 hours on 3.4L twin plug, Electromotive ign. 935 style front suspension, RSR struts & rear coil overs Monoballed and spherical on components. Full cage and fuel cell, front tank and coolers. Fresh upgrades on entire car. Turbo flares. Very nice car. \$39,000. Call or e-mail Don Istook (817)332-6547 istook@airmail.net

**1983 944 Porsche Club of America I** class race car, professionally built by WheelSource in Dayton and maintained by Steinel's in Twinsburg, Ohio. Extremely well developed, podium finisher 8 out of 11 PCA events. Suspension - 450 lb front spring adjustable, oversized adjustable sway-bars, Koni adjustable shocks (rebuilt for 2001season), Accusump, new hubs both sides, locked rear end, newer clutch, turbo radiator, fuel rail & shifter reworked, cone air filter, steel brake lines, 12 wheels, 15" & 16", new paint, full interior & A/C, ready to go racing, get in and be competitive, \$11,500 including 1997 18 ft beaver tail trailer George Slyman, 230-668-9273; gslyman@zoominternet.net

**HighTech (Kentucky) 48' race transporter.** white, 20 kw gen, hydraulic liftgate, holds 2 cars up top, fully finished, Heat/AC, full lounge with wraparound bench sofas, table, cabinets, tv/stereo, microwave, fridge, halogen lighting, dimmer, suit closet. Full sized tent in white, lite grey cabinets throughout, built in toolboxes, wkbchenes, vise. 1990 model completely redone in 1998. Clear title. Steal for \$89,000/OBO/trades. jmreiser@frontiernet.net or 585-624-3899 phone/fax.

**"2000 Porsche GT3 Cup** (3900 miles, one owner). \$90K. Driver's ed one year; Raced one year (7.5 race hours on engine). Won POC Florida region class championship 2001. Well maintained. Extras: 2 sets PMNA wheels - one brand new set of Dunlop slicks, plus one set with 25 minutes on them. 2001 rear wing upgrade. Factory air jack wand. Seats: Momo Acropolis XL mounted (plus Recaro that came with car, not mounted). 2 exhaust systems one that came with car (i.e., with cats) + custom made straight exhaust pipes (+10 hp per Porsche Motorsport). Call Howard 305-793-3750."

**RARE 1992 US Carrera Cup** car. 1 of 45. These Cup cars had 52 major differences from the RS America. The car is white/black interior, Matter cage, 16K miles. It can be street driven or raced in a stock PCA "D" class and be very competitive. I have all the original street equipment that was taken out of the car in perfect condition. i.e. seats all of which is in heated and cooled storage. This car also has carbon fiber shifter and barke handle. I will sell it for \$72,500, pictures on request to jimnewman@mindspring.com.

**RARE Rothmans Canadian Turbo Cup 944.** This turbo cup is 1 of 36 produced and specifically made for a special series that was run in 1988-1990 by Porsche. It is a Turbo "S" but has 52 "racing type" differences from the regular Turbo "S". The car has less than 7K miles and has only been used in selective DEs since the series finished. It is in excellent shape, completely original and still has the original graphics. The Rothmans Turbo Cup cars care eligible to race in a stock "D" class in PCA. I will sell this car for \$52,500. Pictures on request, jimnewman@mindspring.com.

**74 911 IROC Replica.** Fully sorted and prepared for '03 season. 3.0 L twin-plug with PMOs and Cox header. Trick upgraded 915 gearbox. Custom cage, fire system, coilovers, 24 gal fuelsafe with new foam. Braced Sparco seat with new Sparco harness and quick-release steering. New windshield and battery. Turbo brakes and monoball sways. Wired for radio and helmet blower. 2050 lbs.Spare BBS wheels (4), brake pads, and 74 RSR bodywork. Never wrecked. Very clean. Photos available. Must sell! Run in PCA HSR or SCCA.Price reduced to \$55,000. John Taylor email john-boy@rose.net or call 229-224-0757.

**Beautiful, sorted 993** ready to race with HSR, PCA. Built in 79' by Fabcar for IMSA, SCCA. Extensive restoration in 00' w/ new body, etc. All correct parts. Zero hours on 3.0 flat-fan, twin-turbo motor. Spare Ti axles, wheels, more included. 911 trace considered. \$95,000. Mark Havens, aircool@pacbell.net or (650) 279-1233-20 **1979 928 RACE CAR.** Black, 4.5 L V8, 210rwhp, 2800lbs, "S" Brakes/air dam & S4 rear wing, 17" Fglne Race rims (9.5"/11")w/ kumosr 80% left. New clutch, timing belt, many more., 6 point cage, ready to race in SCCA ITE,PCA GT2S, or NASA PRC/PS1. great starter race car,or dependable enduro car, 3 sets of custom inst. PIA enduro lights. 2:07 at T-Hill w/o hill. Raced only 2X and 3 DE events always driven to track. Log book. \$8,000. Contact Mark Kibort, 408.823-3731/mkibort@compuserve.com =

**1982 Porsche 911SC**--Personal situation requires sale after only 2 Club Cars. Car is fresh & never damaged. Too many modifications to list(i.e. Weber 46 Carbs., Electro Motiv Crank-fired Ignition w/Twin plugs, GT Air Dam, SS Dual exhaust system, 915 Box, etc.) More mods. & upgrades to engine, brakes & suspension (invoices available). All racing accessories available including 2nd set of wheels w/new Bridgestones. \$26,500 or best offer. Trailer (2yrs.old) sold separate. Mike Corrao 847-842-0704 or email: mjc443@msn.com

**1979 911 Turbo GTI R/S** PCA. Fresh 620 HP twin-turbo. New PHIL. 5-spd. Full carbon Evo body w/Crawford wing, 935 susp., 2150 lbs. Nascar cage, halon system. Big reds, 2 sets BBS 10-12. Fully sorted & fresh, proven winner. Over 225 K invested. \$89,500. Spares pkg & trailer available. Kent Goebel, 1612 Pleasant Plains Rd., Annapolis, MD 21401(410) 349-2927. Ortho911@aol.com.

**FRESH 911 RACE CAR.** COMPLETE REBUILD. BEAD BLASTED INSIDE AND OUT. GUARDS RED EXTERIOR, LIGHT GRAY INTERIOR, NEW WIRING, SEAT ON ADJUSTABLE RAILS WITH BACK BRACE, FIRE SYSTEM, FULE CELL, MSD, ALL NEW, 8" WHEELS ALL AROUND,2.4 L WITH REBUILT CARBS, NEW REBUILD ON TRANS, FRONT OIL COOLER RSR TYPE, REAR SPOILER, PLEX GLASS REAR AND QUARTER WINDOWS, SCCA LOG BOOK FORGT-3. \$25,000.00 CALL DWIGHT RIDER 303-364-8896, E-MAIL PHYLISRIDER@EARTHLINK.COM

**2000 GT3R** Factory Race Car. White, Porsche Motorsport engine rebuild/update to 2002 specs, Moton & Penske's, 6 spring sets + Virusus, suspension spares, Stack data acquisition, Fikse wheels/tires, spare brakes, gear sets, axles, body parts: bumpers, fenders, rear wing, door, flares, rockers, new heated windshield, Sobek tools, electronic oil level gauge, ready to race!! \$160,000.00/Reasonable Offers, Tom (516) 428-9948

**1984 911 Euro Race Car.** Full cage, halon, fuel cell, kill switch, C-2Body, GT3 wing, F/R sway bars, strut brace, 3 sets of 996 take-off/wheels/tires, short shift & sure shift kit, Momo wheel, strong race motorwith low hours on top end rebuild, proven car. \$25,900 Ralph Byer954-253-4822 or GREST42@Bellsouth.net

**1992 968 Coupe.** Cinnamon/Gray. F Stock (1 race). 60k miles. M030, 17" Club Sport wheels, 6 speed, limited slip, Turbo Cup Bilstein shocks/springs, Welmeister bars, Racers Edge spherical bushings/castor block package (no rubber in suspension), Charlie A-arms. Full safety equipment including Sparco seats, cage, 5 pt belts, Brey-Krause brace, etc. B&B stainless exhaust. Perfect multi-purpose Club Racer/Drivers Ed/street car. \$30,000.00. CONTACT: Will DiGiovanni (908) 876-1810 or (908) 310-4858 (leave **Porsche GT-IR** twin turbo race car. 600 hp at 1-Bar. Built on 1970 chassis with 993 fiberglass body. Weighs only 2150 lbs. Full 935 ERP suspension. Smart-Racing sway bars, custom valved Bilsteins, big reds, 993 GT2 Evo camshafts, Carrillo rods, J&E pistons, Mahle cylinder heads, latest Electromotive. 2 sets of new Kinesis. Over \$120K invested. Sacrifice \$49,500. 650-965-1574 or email dave@rennwerks.com

**1995 Porsche 993** Time trial or club racer. Black on black. Legal for PCA Class C. 2960 lbs, Phase 9 exhaust, upgraded to Varioram intake, Program Piggy Back computer, 265hp at rear wheels, Recaro SPG seats, Full cage, upgraded Bilstein struts and cup sway bars, Big Reds, 2 sets Fikses, Over \$85K invested. Sacrifice \$51,900. 650-965-1574 or email

**Classified Advertising** Classified ads are free to Club Racing members. There is a 60-word limit per ad. Ads may be subject to editing and abbreviation per the requirements of available space. No pictures are being accepted at this time. Ads will run for two issues **unless renewed**, or the notification of sale is received. **Submit ads to the CRN editor via mail or email.** (Andy Jones, PO Box 990447, Redding, California 96099-0447; clubracing@jps.net) **Ads are limited to vehicles and trailers. We do not accept business related ads in the classifieds.** Advertisements for parts and accessories will be respectfully refused.



PCA Club Race National  
Safe Racer Award Sponsor



## ***The Faster You Go – The More You Need Us!***

Call us

**800.934.9112**

(To Order)

**703.257.0009**

(For Tech Support)

Fax us

**703.257.7993**

E-mail us

**info@ogracing.com**

Visit Our Showroom

7204 South Hill Drive  
Manassas, VA 20109

Monday-Friday 9am-6pm

Saturday 10am-4pm

Eastern Time

We ship daily via

**UPS and Federal Express**

from our fully-stocked  
warehouse

Your Largest North American



Warehouse Distributor

***Roll Cages & Roll Bars***

***Fuel Cells***

***Fire Systems***

***Brake Pads, Rotors & Cooling***

***Torsion Bars & Sway Bars***

***Steering Wheels & Quick Releases***

***Harnesses***

***Window Nets***

***SA2000 Helmets***

***Nomex Suits, Shoes & Gloves***

***Timing & Pit Equipment***

***Aluminum Jacks***

***Gears & Differentials***

***Seats***

**...and much more from:**

**ATL • Bell • Brey-Krause • FabCar • Kirkey  
• Longacre • Performance Friction •  
Phoenix • Quaife • RaceQuip • Red Line Oil  
• Simpson • Smart Products • Sparco**

**Shop On-Line Anytime at**

***www.ogracing.com***

PCA Club Racing News  
c/o: PCA Executive Secretary  
PO Box 5900  
Springfield, VA 22150

Presorted Standard  
U.S. Postage Paid  
SLC, UT 84115  
Permit #5502

Address Service Requested

**Hoosier**  
RACING TIRE

www.hoosiertire.com  
1-574-784-3152

**TWEEDS**

www.tweeks.com  
1-888-489-3357



**MICHELIN**

www.michelin-us.com  
800/847-3435

**Northstar**  
Motorsports

www.northstarmotorsports.com  
1-800-356-2080

**SMARTRACING**  
PRODUCTS

From CRAIG WATKINS  
800.383.0808

www.smartracingproducts.com  
1-800-383-0808



www.gt-racing.com  
1-800-797-2911



M A Z Z A  
VINEYARDS

www.mazzawines.com  
1-800-796-9463



www.trailex.com  
1-800-282-5042



www.crescentcitymotors.com

**KELLY  
MOSS  
MOTOR  
SPORTS**  
★★★★★  
PORSCHE  
Racing

www.kellymoss.com  
1-608-274-5054



www.racegas.com  
1-800-722-3427

**WINDWARD**  
PERFORMANCE PRODUCTS, INC.

North America's High Performance Specialty Parts Source

www.windward-perf.com  
1-800-642-1348

**FORGE LINE**  
FORGED ALLOY WHEELS

www.forgeline.com  
1-888-643-6051

**JONGBLOED**  
Racing Wheels

www.jongbloedwheels.com  
1-612-445-8276



www.patwilliamsracing.com  
1-901-212-7327



www.ogracing.com  
1-800-934-9112

**PORSCHE CARS NORTH AMERICA**

www.porsche.com

**2003 Club Racing Sponsors. Thanks for your support!**