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PCA's Club Racing Newsletter Volume 03.5
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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

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

On the Cover:

*Mike and Emily DeJong participate in the Kids Autocross at the Texas Motor Speedway.
See Page 12 for coverage of the race.
Photo by Wendy Shoffit.*

Deadline

The deadline for the next issue is:
October 15th

Change on the Horizon

by: John Crosby, Chairman PCA Club Racing

In this issue of the *Club Racing News* you will find the list of proposed rule changes for 2004. The proposals submitted by the racers have been assembled and reviewed by the Club Racing Committee. The Committee remains receptive to new ideas and constantly strives to improve the Club Racing Program while at the same time attempts to keep the rules simple and avoid the creation of bureaucracy that exists in other racing venues. The Committee is also guided by the founding principles of the program that state that there must be sound and substantial reasons to make a change. You are encouraged to be a part of the process. If you feel strongly about a particular issue, please submit your comments whether in favor or opposed and indicate your reasons. The proposals are also on line at www.pca.org/pca/clubrace and there you will also find an email link to facilitate the submittal of your response. The link will generate an email to Lance Weeks, Donna Amico, and myself.

Speaking of email, it seems as though we are destined to be bombarded with junk e-mail as well as problems caused by electronic vandals. As a result, it is necessary for me to have junk e-mail filters set up and

unfortunately every once and a while a legitimate email gets deleted by accident. I usually respond to e-mail within a few days, so if you are expecting a response and haven't heard from me after a week or so, try sending it again.

Also contained in this issue and on the website, is a proposal to create, as a part of Club Racing, a Cup Car Challenge Series. The series would be open to 964, 993, and 996 factory built Porsche Cup Cars. At the very large races, the Cup Cars will be mixed in with other classes just as they are now. At the smaller venues, the plan is to have a separate "Cup Car" run group when there is available track time to do so. Part of the reasoning behind the series is to bring more cars to some of the smaller events. Not all races will be designated as challenge races however. Alan Friedman has been instrumental in developing the concept. Your comments are invited, whether you own a Cup Car or not. A separate link has been set up on the website that generates an e-mail to Alan. The goal is to have the program in place for 2004.

See you at the track.
John



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Proposal to Create a Prototype Cup Car Challenge Series

by: PCA Club Racing Committee

Below you will also find a proposal to create, as a part of Club Racing, a Cup Car Challenge Series. The series would be open to 964, 993, and 996 factory built Porsche Cup Cars. At the very large races, the Cup Cars will be mixed in with other classes just as they are now. At the smaller venues, the plan is to have a separate "Cup Car" run group when there is available track time to do so. Part of the reasoning behind the series is to bring more cars to some of the smaller events. Not all races will be designated as challenge races however. Alan Friedman has been instrumental in developing the concept. Your comments are invited, whether you own a Cup Car or not. A separate link has been set up on the website that generates an e-mail to Alan. The goal is to have the program in place for 2004.

Background: The PCA Club Racing Committee has been studying the possibility of adding a component to Club Racing which would bring some of the focus of Porsche Cup Racing to our program. It is believed that this would be an attractive addition to the Club Racing program, just as the introduction of Enduros was several years ago.

Proposal: The specific proposal is to hold a Challenge Series in 2004 as defined below, and carefully monitor/evaluate for future consideration. The decision to hold the Series in 2004 will be contingent on sufficient registrations and willingness by the Club Race host Regions to accommodate the additional Challenge Series race group.

The Challenge Series for 2004:

Eligibility: Drivers with GTC1, GTC2, and GTC3 cars, with Full PCA Club Racing licenses.

Rules: All PCA Club Racing Rules apply, no deviations. This includes car requirements and driver conduct (13/13 rule).

Series: There will be a separate "East of the Mississippi" and "West of the Mississippi" Series. Each Series will consist of 7 races.

1. A Series entrant can count his/her 2 best finishes (in Class) at any of the very large PCA Club Races. The list of these races will be announced by no later than 1 January 2004. The list will most likely include Sebring, Road Atlanta, Watkins Glen, Road America, Mid-Ohio, and at least one race in California (Fontana or Sears

Point). Each entrant will be responsible for his/her registration at these events, and there will not be a separate Challenge Series race group at these events.

2. A Series entrant will pre-register for a package of 5 additional races, either the East or the West package. The venues for each 5 race package will be published by 1 January 2004. Preregistration will be at a flat fee (nonrefundable) for all 5, and will be due on or before January 31, 2004. The Series entrant will count his/her 4 best finishes in these races.

3. At each of the 5 race package events, the Challenge Series cars (GTC 1,2,3) will race in a single, separate race group. The format for the Challenge Series group will be identical to the other Sprint groups at the event. Only Challenge Series cars will be in that group. (If a Challenge Series entrant wishes to race in the regular sprint group, or the enduro if there is one, that will require a separate entry fee directly with the organizing Region.)

4. Final Series standings and awards will be based on the cumulative finishes for the 6 (2+4) races, East and West.

5. A points system will be published no later than January 1, 2004. The points schedule will emphasize the values of Club Racing. In other words, it will emphasize consistency and finishing races.

6. A minimum of 25 cars will be required for each Series (East and West), and a minimum of 5 cars will be required for each GTC class.

7. Car preparation rules will be the same as the regular Club Racing GTC Rules. Challenge Series cars will be expected to be in compliance at all times and be subjected to scrutineering by PCA officials.

It is requested that comments be made by e-mail to:

Alan Friedman:
John Crosby:

roycefriedman@starpower.net
ohn@crosbydevelopment.com



Proposed Rule Changes for 2004

by: PCA Club Racing Committee

The period for submittal of comments on the proposed rule changes for 2004 is open from September 1 to October 1. Each racer's input is important. Please comment in favor or in opposition to the proposals, indicating your reasons, and submit to Lance Weeks, Donna Amico, and John Crosby. An e-mail link has been provided on the Club Racing website. Based on the input of the racers, the Club Racing Committee will then determine whether or not a change should be adopted or possibly some variation. If you feel strongly about an item that is on the "not considered list", please feel free to comment as well. There were additional items received that are not listed. Some had been up for discussion in recent years past while others lacked a sufficient constituency to be considered. The final rules changes for 2004 will be posted on the Club Racing website in early November and published in the *Club Racing News*.

Stock and Prepared Classes

1. Classify 968 CS along with 968 Firehawk in Stock Class E at same weight and HP.
2. Classify the Carrera GT, in Stock Class: A; Year: 2004; Weight: 2945; HP: 612; Ratio: 4.81
3. Classify the 911 GT3, in Stock Class: B; Year: 2004; Weight: 2920; HP: 380; Ratio: 7.68
4. Change wording under Stock Class D; "All - 911 (US Carrera Cup)" to read "92 - 911 (US Carrera Cup, street conversion)."
Note: The Euro and US Cup race cars are proposed to be classified together in GTCl.
5. Change published I-class 944 horsepower and weight to match the factory-published numbers. This would change the I-class 944 numbers to:

Year: 83-85; Weight: 2779; HP: 143; Ratio: 19.43
Year: 85.5-87; Weight: 2779; HP: 147; Ratio: 18.90
Year: 88 2.5L; Weight: 2844; HP: 158; Ratio: 18.00
Year: 89 2.7L; Weight: 2866; HP: 162; Ratio: 17.69
6. Correct the horsepower numbers for the 996s. In the 2003 and prior rules it is listed as having 315 hp. The 99 had 296 hp, 00-01 had 300, and 02 had 320 hp.
7. Correct the 84-89 Carrera weight and HP listings. Currently the 84-86 Carrera is listed at 2756/200, and the 87-89 Carrera at 2756/214. The correct numbers are 2662/207 years 84-86, and 217 hp for 87.
8. Correct the 996 Turbo weight to 3351 lbs, and change HP to 450.
9. State that stock/prepared cage tubing must stay in the passenger compartment.
Note: This cage requirement is currently enforced, but not explicitly stated in the rules.
10. Allow modification of chassis as required for installation of fuel cell in 924/944/968.
11. Classify stock 93-94 RS Americas along with 90-94 C2's in Class E at the C2 weight of 3031 lbs. Allow prepared RS Americas to run in Class D at 2760 lbs.

Stock and Prepared Classes: Items suggested but not considered

12. Base stock classes on torque to weight, instead of horsepower to weight.
13. Allow SCCA improved touring 944s (and 924S's) to race within Stock classes.
14. Allow exterior mirrors to be free.
15. Permit any limited slip or torque-biasing differential in Stock classes.
16. Allow gear ratio changes as a prepared modification.
17. Allow the passenger seat to be removed in the stock classes.

18. Allow larger oil pumps in the stock location; allow after market fasteners (head studs, rod bolts, etc.)

Note: A change is not necessary as these items are allowed.

GTC Classes

19. Allow wheels to be "free" in the GTC1 and 2. Allow wheels to be "free" in GTC3.

Note: These proposals will be considered separately.

20. Add under GTC1 "all US Carrera Cup cars meeting race series specifications".

GTC: Items suggested but not considered

21. Allow exhaust to be free.

22. Allow all GTC3 996 cup cars to use adjustable shocks of any brand.

23. Apply a weight penalty for the 2003 996 Cup car or split the GTC3 classes.

Note: The rules allow earlier cars to be updated to the latest Cup Car specs.

24. Allow the use of fiberglass hoods.

25. Allow the use of a Motec dash in the GTC3 cars. *Note: This is an allowed update, no need to make a rule change.*

GT Classes

26. Allow the use of water-cooled 911 engines only in 996 based cars. Classify any existing non-996 based 911's with water-cooled engines into GTP. Disallow the future use of water-cooled engines in the earlier 911 tubs.

27. Move the 996 GT3R and GT3RS into a separate GT class. Preparation rules would be the same as all other GT class and there would be no separate street tire class.

GT Classes: Items suggested but not considered

28. Increase the turbocharged multiplier from 1.3 to 1.4 or higher.

Note: The current 1.3 factor works well for now. This issue may be revisited in the future if necessary.

29. Require cylinder head configuration to be consistent with original Porsche engine design, i.e., no conversion to 4 valve cylinder heads on engines designed with 2 valve heads.

30. Require engine/chassis combinations to be consistent, i.e. engines must be used in chassis they were originally designed for.

Safety Rules

31. Delete the requirement for a seat back brace in factory race cars with FIA-approved seats and seat rails. It will be a requirement to replace the seat after 5 years of service.

32. The Carrera GT should not be fitted with a roll bar or roll cage due to its integral roll bar and carbon fiber monocoque chassis.

33. In the Stock and Prepared Classes, require the targa bodied cars, 914s, and Carrera GTs to run with the top in place.

34. Change the language for harness specifications to: "SFI approved harnesses with 3" lap and shoulder webbing and 2" submarine strap webbing are approved. In addition, any SFI or FIA approved competition harness with narrower webbing is allowed if it is in an application used by Porsche for racing and meets a requirement for another piece of safety equipment (e.g., the HANS device)."

Safety Rules: Items suggested but not considered

35. Allow the removal of the driver's side door panel and window glass to facilitate the installation of "Nascar style" doors bars.

Note: This can be done without the removal of the door panel or glass.

Please e-mail your comments to the e-mail to the following addresses:

Lance Weeks: lweekspors@aol.com

Donna Amico: donnaamico@comcast.net

John Crosby: john@crosbydevelopment.com



Running Rovals

by: Craig Watkins, Smart Racing Products

When it comes to running on a traditional track, most PCA racers are able to monitor the heat created in the tires because of the predictability of the course. Bring the same car to a Roval track however, and the tire heat issues go from occasional monitoring to intense controlling. How intense? Let's just say from one such circumstance it cost the life of a \$200,000 GT3RS.

So why does the tire heat produced in a Roval need to be controlled so much more than on a traditional course? Two reasons – steeper banking and longer turns, both of which place higher demands on the tires.

Steeper banking. In a banked turn, centrifugal force is created by the velocity of the car, its weight (mass) and the radius of the turn, which nets an increase in the vertical load on the tires. This in turn distorts the tire even more than it normally would, which causes more heat and strain on the sidewalls of the tire. Add the increased steepness of a Roval banking, and these strain forces increase exponentially. In other words, steeper banking equals increased load and more heat.

Longer turns. Corners such as Turn One and Two at California Speedway, and Turn Three and Four at Daytona for example, are nearly a quarter of mile long or longer. With the length of these turns, the tires are exposed to lateral forces for a longer period of time, which create – you got it – heat.

Combine steeper banking with a longer turn, as in a Roval course, and the fun really starts. For starters, the vertical loading and sustained lateral forces can increase like the mercury level in a July desert. The happening spot for this interaction is at the stiff intersections of the side wall and the treaded or contact surface area of the tire. The contact surface area of the tire is quite stiff due to the steel wire belting directly underneath it. When the vertical stiffness of the sidewall intersects with the edge of this stiff area under the contact surface, the forces from steeper banking and longer turns really put this area to the test.

Other Factors That Effect Heat Production

Grip

Tires create traction, or “grip” in turns. The amount of grip created by a tire is determined by two completely separate but equally critical entities, *slip angle* and *load*. Slip angle creates heat, which creates grip, which is good. We've all experienced cold race tires and how scary and even dangerous they can be. Even at the pro level of racing, we still remind the drivers via radio that they are on Stickers (brand new slicks) at every pit stop because for the first half of a lap or so, they are not

generating much grip due to inadequate heat. We've even had pro drivers spin the car exiting the pits because the tires are cold and creating little grip.

Load is a function of the car's weight. Load changes (or transfers) in turns – increasing on the outside tires and decreasing on the inside tires. Load can be manipulated by chassis settings as well as aerodynamic aids, such as wings, tunnels or flat bottoms. On banked turns, the load is increased by centrifugal force.

Elasticity

One of the tire's basic characteristics is its elasticity. Since the tire carcass is elastic, it is constantly distorting or deflecting from side to side in turns, from front to rear under accelerating and decelerating (braking) forces, or in a combination of both. This deflection/distortion is necessary and useful because it is where the slip angle and consequent grip comes from. As a result of this elasticity - camber, caster and toe angle settings must be adjusted to maximize the tire's grip potential. These settings vary from tire to tire and car to car.

The Big Three for Tire Temperature Control

So now that you know what creates more heat when running Rovals, let's look at what can be done to control it. There are three main considerations for controlling heat; monitoring the sidewall intersection, adjusting camber and toe angles and monitoring hot tire pressures. If these three factors are left unchecked, the fatal result can be overheating and ultimately, delamination and catastrophic tire failure – and maybe kissing your treasure good bye...

1. Monitor Sidewall Intersection

The telltale signs of eminent tire failure are often elevated temperatures and a very light cracking about 3-4 millimeters from the inside sidewall intersection. For example, if the temperature taken at the normal 20mm location from the tires edges, reads 220 degrees F, it is very likely the temperature taken at the sidewall intersection is 250 or above, indicating a setup change may be in order. This spot should be checked at the end of every warm-up or practice session, or after approximately 20 minutes of driving.

2. Adjust Camber and Toe Angles

Camber and toe angles become critically important when running Rovals, due to high speeds, high centrifugal forces (banking) and prolonged turn time (turn length). The toe angle essentially induces a pre-set amount of slip angle and camber because it stresses the sidewall/contact surface intersections, creating heat. In order to control grip and therefore heat, camber and toe angle settings need to be adjusted to maximize the tire's grip potential but not overheating it. Due to the wide variations in tires and cars, these adjustments are completely individual.

3. Monitor Hot Tire Pressures

Hot tire pressures should be run roughly 2-4 PSI harder than on road courses – this effectively stiffens the tire carcass, which decreases its flexing and decreases heat.

So now that you are armed with this knowledge, be grateful at those tracks where the Chief Steward has a chicane installed just prior to the longest banked turn to keep speeds (and temperatures) down. Unless you are diligent about controlling tire temperatures, tire heat and therefore tire survival can make the difference between a strong or catastrophic finish.



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The Racing and High Performance Tire

by: Paul Haney

Of course you do. People driving good cars on street and track recognize that tires have a major impact on the way their vehicle feels and performs. The pneumatic tire might even be the most useful and complicated device humans make, but information on tires is hard to find. Even race teams get tire data only sporadically.

When I began to research a book on racing shocks (dampers to engineers) I started looking at tires and that topic took on a life of its own. I published *The Racing & High-Performance Tire* in April 2003.

If you spend some time with this book you'll learn how tires enable a car to turn a corner with control at high speed. The book presents the history of rubber, an amazing material, and introduces the reader to some of its unique characteristics including rubber's sensitivity to temperature, sliding speed, surface texture, and vertical loading. Discover the real reason why there's more grip off-line in the rain.

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A chapter on balance and control explains understeer and oversteer and describes how good drivers maintain control at the limit of adhesion. A chapter on race tires shows how to take tire temperatures; describes scrubbing, blistering, and graining; and discusses tire treatments.

An interview with Mario Andretti reveals how he drove the discovery of slicks and stagger for Indy cars. An interview with Bridgestone's top tire development manager gives you a peek at Formula 1 tire development.

The vehicle dynamics chapter discusses the physics of a car in a corner, describes lateral and longitudinal weight transfer, explains suspension antis, and shows the importance of roll centers. You'll learn the definition and trade-offs of suspension and steering geometry.

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help a car generate grip. See a sequence of tuning changes and how those changes affect tire contact patch forces.

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SATURDAY DINNER & SOCIAL AT THE TRACK!

CLUB RACING - Saturday practice, fun races, qualifying & sprint race. Sunday practice, qualify, sprint race & 90-minute enduro.



HOSTED BY:



ENTRY INFORMATION

For information about the event or to pick up driver education, race or race school registration forms, visit our website at www.pca.org/cim or contact the **Event Registrar, Chirsty Thomas**, by phone at 918-622-9123 or by e-mail at autoexam@cox.net.

Club Racing School II

Cimarron Region will be hosting its second PCA Club Racing School! This program, held in cooperation with Stephen s Brothers Racing & School of High Performance Driving, will consist of classroom instruction on Thursday evening, October 9th and track sessions on October 10th. If you are thinking about club racing or are a rookie looking to develop your driving skills further, this group is for you. Entry into this group will be limited and early registration (postmarked by 9/13/02) highly recommended! For details or more information, visit www.pca.org/cim or contact Event Registrar, Chirsty Thomas, by phone at 918-622-9123 or by e-mail at autoexam@cox.net.

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Mavericks at TMS

by: Keith Olcha, John Sandusky, Eric Erz, Mike de Jong, and Wendy Shoffit



Mr. Henderson kept his captive audience mesmerized as he recites a turn-by-turn recap of the day's race. Photo by Wendy Shoffit.

The third annual Maverick Region Memorial Day weekend Club Race at Texas Motor Speedway (TMS) in Fort Worth took place this past May. The weather was perfect and the schedule for the three-day event followed typical club racing protocol: Practice races on Saturday with fun starts/races, qualifying, and Sprint (30-minute) races on Sunday, and qualifying and 1-hour enduros (with mandatory pit stop) on Monday. Once again, the region offers a sincere thank you to Boardwalk Porsche, the premiere sponsor, the other contributing sponsors, and the workers and volunteers who made the event happen.

The course we run is basically the same as the one that the American LeMans Series ran here three years ago when the Audi R8s and the rest of the cast came to town. It involves using almost the entire NASCAR oval, including an infield road course that is entered after turn 2 and exited to get back onto the oval before turn 3. It also includes a chicane after the Start/Finish line on the main straight to slow the cars down for oval turns 1 and 2. The total length is 2.5 miles. The fastest cars were lapping just under 90 seconds, yielding average speeds of over 90 miles per hour per lap. Those kinds of average lap speeds imply 150-160 mph before braking for the chicane on the front straight and the entry to the infield road course on the back.

The Smiley Face run group included GT1-4, GTC1-3, and stock classes B, C, and D. The Stars group included stock classes E-J and GT5. The overall sprint race winner for the Stars was John Crosby in his E stock 944 Turbo, while the overall winner for the Smiley Faces was Randy Roatch in his GT2R class 911. In Monday's enduro, the overall winner for the Stars was Ken Laborde in his E stock 944 Turbo, while Randy Roatch won again in the Smiley Face group. Mavericks Jay Walker, Mike Brodigan, and Vaughan Duarte were rookies who completed their first PCA race weekend and got their official licenses. Mike also received the Outstanding Rookie Racer Award as he kept his E stock 944 turbo on the track, in the thick of things, and out of trouble the whole weekend. Jay also drove impressively in his 1996 GTC2 993 Cup Car to win his class.

In addition to the on-track racing, there was also a Drivers' Education run in conjunction with the Club Race during the weekend. TMS is an impressive facility and just being there is exciting enough. Taking your own car out on the track is even more impressive, and something that everyone involved in our DE program should do. "Drive more tracks," we say, "it helps you improve." But up until now, we had reserved this event for experienced drivers – those who had at least been solo-qualified at some other track. The reasoning behind it was a good portion of our instructor corps is involved in the Club Race and not available to instruct. We just could not support a regular instructed DE event. Early planning for this year was that things would stay the same.

The Maverick Region is hosting the 2004 Parade and TMS will serve as the facility for both the Parade Club Race (first time ever for a Club Race to be included within Parade) and the Parade DE, which will be held on separate days. That means that the days for the Parade DE will be a full DE format. Without any region experience in running a true DE at TMS, we thought we needed to try at least a mini-DE this year to prepare ourselves for next year. So, we recruited some of the instructors not running in the Club Race who were available for the weekend and made plans to include non-solo drivers. The drivers did, however, need to be non-first time green drivers as the schedule could not support the necessary classroom time and on-track green level laps. The experiment was a success. We were able to gain valuable instructing time at the track and open the facility to those who might have missed out. Those who drove the track were greatly impressed. It turned out to be a wonderful event on all levels. Thanks go to those instructors who made the change happen. This leaves us in a much better prepared position for the Parade DE at TMS next year. If you've been thinking about driving TMS in a regular DE format, Parade 2004 will be your chance.

Not only did Maverick Region host a Club Race and a Driver's Education at TMS, they also held a Porsche concours featuring both street cars and race cars on Monday. Although it had rained on the two previous mornings, Monday was sunny and dry. No one was looking forward to getting their freshly-cleaned cars dirty on the drive to TMS. This was the 2nd time Maverick Region had a show and shine in conjunction with the Club Race and DE.

All the cars were incredible, but a few truly stood out. Paul Norwood brought out his tangerine 1970 911E. This car is all original, down to the woven floor mats. On top of that, the condition of everything in the car is top-notch. Another car that stood out was the 1986 911 turbo (930) brought out by Tom Chychosz. It is crowd-grabbing, attention-getting red with only 18k miles on the odometer. The closer you look, the better it gets, although the owner still says there are a few things he needs to do to make it right. With the tool kit in front, complete with original blister pack of fuses still in the kit, it's hard to imagine it getting any better.

It would be nice to comment on all the cars, but due to limited space, it would be best to get to the winners. For the street cars, there were classes for Favorite, Cleanest, and Best Paint. The winner of the Favorite car was Rob Turner with his



*Ron Forristall shows his prowess in the wet at TMS.
Photo by Blair Hartsfield.*

white 1976 930. Cleanest car winner was Frank Briggs with his black 1979 911SC and Best Paint winner was Mike Stafford with his 1982 911SC. The Race Car classes were for Favorite, Best Prepared, and Fastest Looking. Wade Kolody took home two of the awards, Favorite and Best Prepared, with his red 1976 3.0 liter 911 (with a giant NOS bottle in the front trunk). Wayne Brown won Fastest Looking car with his maroon and white 1975 914 (which looks quick even sitting still).

As if a Club Race, DE, and Show 'n Shine Concours weren't enough, we had a Kids' Autocross event. The children who participated demonstrated an impressive display of racing strategy and skill at TMS. Sixteen enthusiastic (and patient) kids participated in and on vehicles ranging from Razor scooters to bicycles to John Deere four-wheelers. The age and experience of the competitors ranged from, "I don't need any help!!!" to "Daddy, hold my hand."

After a thorough tech inspection by Chief Inspector Joel Nannis and Mike de Jong, the kids were given a demonstration run through the grueling course designed by Club Race Chairwoman Lanean Hughes. As the evening progressed, it was obvious that some of them actually paid attention. Others needed a little directional help from the many adult volunteers who offered to work the course.

The first run group included BMX bike and scooter riders. After posting disappointing times on their first of three runs, most of them abandoned their wheels for the sure-footed cornering of their sneakers. The group was quick and TTOD was even set on foot. Some kids, however, chose to stay with their wheels. There were several excellent cornering displays on bicycles, scooters, and four-wheelers. The corner workers' award went to the little guy on the John Deere for demonstrating outstanding vehicle control and knowing the course. Although the officials pulled Maverick president Keith Olcha out of the kids' lineup and told him he was a bit too old to compete against the rest of the kids (he wants to win at **something**), everyone had fun. All the participants received awards and cool club race gifts, courtesy of the Chairwoman Lanean.

So, be sure to mark your calendars for next year's event. Parade will be from July 4th through the 10th, with the DE on Wednesday and Thursday of that week (7th and 8th) and the Club Race on Friday and Saturday (9th and 10th). Y'all Come!



Lots of people had good words for Maverick Region for these events:

Dan Gage (DE #158) said, "Lanean, I would like to thank you and all the others who worked so hard at pulling off the event this weekend. It was excellent. I personally had a blast and I know so many others that did, too. I think one of the highlights for my family was the kids' autocross – the kids really ate it up. Landyn really focused on not hitting those cones and by the 3rd lap – he did it! What fun. I look forward to next year..."

Brian Bailey (CR #15) said, "... just wanted to let you know that I thought you guys did an excellent job running the Club Race this weekend. It seemed to run as smoothly as any I've been to in recent memory and I've done a lot of 'em all over the country. Definitely a job well done. Can't wait until next year."

Dave Frick (Volunteer) said, "First, let me express how impressed Jean and I were about the event this past weekend. To pull together such a huge undertaking and have it come off with minimal problems speaks well of the professionalism of all involved. I have no doubt that next year's Parade will set new marks for others to try to meet."

Wayne Brown (CR #946) said, "... a special thank you for all your efforts for a great weekend – it's got to be a big sigh of relief for you now. If you will, please forward a bit THANK YOU to the multitude of volunteers who allow us to race. Corner workers, safety crews, timing tower & announcing, grid, gate control, security, hospitality, registration, and of course the local & national sponsors. ALL those people who gave up their time and holiday weekend – THANK YOU."

Kevin Procaccino (CR #419) said, "... I too just wanted to say thanks for a great weekend and another first class event. We even had a/c at the dinner on Sunday ☺. I would also like to thank all the volunteers and corner workers who gave up their 3-day holiday weekend so we could have the pleasure of playing at speed."

Donna Amico (Club Race Scrutineer) said, "THANK YOU, Lanean, for your always wonderful Texas hospitality and great organization! Many, many drivers felt this was really a smooth running event, and your staff always seemed to be there when anyone was looking for them."

Bruce Boeder (Club Race Steward) said, "Maverick Region puts on a great race. Lanean Hughes knows how to put on a party, and the entire event is a party. Wendy Shoffit did a great job as registrar. Bill Kasdorf was the best steward's assistant I've ever had. The corner workers were great. Mary Coney in race control was excellent. All in all a great event."

"Plans are already in place to run this race next year as the first ever race held as part of the Parade. I'd suggest that all attend, if for no other reason than to attend the Saturday Victory party, which is planned for the ballroom in the Speedway Club, high above NASCAR turn 2. "

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- 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 B3 on (exchange)\$1750.



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Hoosier Trackside Support Schedule

by: Steve Rashbaum, Sponsor Coordinator



<u>DATE</u>	<u>TRACK</u>	<u>SERVICING DEALER</u>
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
Oct. 11 - 12	Hallet MR Circuit	R & S Racing P - 888-261-1243 F - 515-462-4473
Oct. 25 - 26	Infineon Raceway	Hoosier Tire West P - 559-485-4612 F - 559-485-4632
Nov. 7 - 9	Carolinas MS Park	Bob Woodman Tires P - 843-271-2277 F - 843-556-4576
Nov. 22 - 23	NPR Raceway	German Motoworks P - 817-877-1772 F - 817-877-5493

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John Crosby
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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

Racing into Fall

by: Patti Mascone, Public Relations Coordinator

Attend one of the founding PCA races on October 4-5! With the event now its eleventh year—Potomac Region continues a tradition of leaving no detail behind, as it offers high-level competition at the customarily tricky Summit Point Raceway. The changing leaves usher in soothing tail winds that also push speeds up on the front straight, so register now online at www.pcapotomac.org.

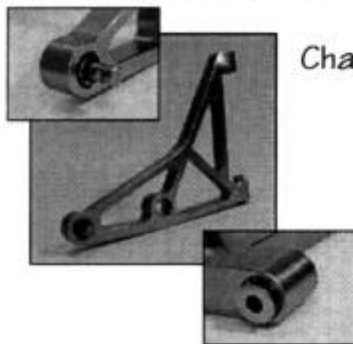
Last year, the inaugural Mardi Gras Region Race at No Problem Raceway Park (NPR) lured racers to a 1.8-mile, 14-turn course, great company and southern Louisiana cuisine.

Scott Foremaster reported, "The food and hospitality were enjoyed as much as the racing." With the chance for some from northern climes to escape winter, the event entices even more this year—so plan a racing "Mardi Gras" just before Thanksgiving—over the November 22-23 weekend. For more information, see www.pca.org/pca/clubrace.

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2003/2004 PCA Club Racing Calendar

2003

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
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 3/4/5	Laguna Seca	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.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	Bryson Kiser 828.464.1415 pcarace@charter.net
Nov 22/23	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrahh@pipeline.com
Dec 6/7	Roebing Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net

2004

Feb 13-15	Sebring International Raceway*	Gold/Sun Coast Regions	Dave Tabony 561.626.6812 dtabony@bellsouth.net
March 19-21	Texas World Speedway	Lone Star	Robert Granger 281.492.5330 rgranger@dodi.com
March 26-28	California Speedway	San Diego	Vince Knauf 619.287.6591 VVVince@aol.com

Note: For the latest updates on the Club Racing Calendar, visit pca.org/pca/clubrace; "" indicates an enduro*

Frank Bills brought is 1982 911SC to the "Show-N-Shine" event at TMS and walked away with the "Best Paint" award.

Photo by Eric Erz.

More on the events at TMS can be found on Page 12.



Classifieds

'88 930 GT1S Race Car. 700 hp. A proven winner. Too many firsts to list. Fresh motor & trans. 935 suspension with Penske's. Fab-car wing. Fully sorted - needs nothing! 2 Workers Choice awards. 2:18 at Road America. Building new car. \$89,500. Glenn Sapa, 27W506 Wal-lace Rd., Wheaton, IL 60187. (630) 291-6982. glenn@thesapas.com.

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1997 Pace American Shadow, 24 ft enclosed, black, 2 tire racks, e-trac, checker plate flooring, two spare tires, elec brakes, \$5,995. Winston-Salem, NC dlambert@lambertarchitecture.com

1974 914/6 PCA GT-4 or SCCA GT2 race car, open-cockpit car w/IMSA and SCCA run-off history, fully developed chassis, custom swing arms, fully welded cage, fuel cell, fire system, Charlie bars, Quaife LSD, BBS & Jongbloed wheels, 1 race on fresh 2.8ltr engine, spare tranny, and much more, needs new paint otherwise its ready to race. Price includes 2002 Pace enclosed trailer. \$19,900 OBO. Call Don Ochs, 1305 Marina Dr., Grafton, WI 53024 (262) 377-2569

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Porsche 928 Race Car Black, 90k, 2770lbs, IMMACULATE, Ready to Race Immediately, current SCCA (ITE) and PCA (GT2s) Logbooks, For complete description and 72 pictures (<http://lawton928.homestead.com>) \$19,280/obo, Glenn Lawton, 56 Old Henniker Rd, Hopkinton, NH 03229, (603) 493-1624, email: tarl_koroba@hotmail.com

1993 RS AMERICA Race/Track/DE car. Wins in PCA, POC & SCCA. Race conversion by AASCO/Anaheim. Strong/reliable RSA engine, fresh Rothsport short ring/pin gearbox. RSR coilover & full monoball suspension, Twin turbo brakes, 18" Fiskes, Fuel Safe cell, 6 point welded cage, full halon, twin Recaro SPG. 3 log books/2nd owner/ never crashed. \$42,000 (206) 419-7037

911 Race Car. (GT3S), Refit in 2002 by Rothsport, 3.4 twin plug with 21 hours, 12.5/1comp, RSR sprint cams, active gear box, ltd. dif slip race clutch, coolers in C2 nose, brake ducts, fuel cell, big reds, 935 suspension, ERP sways, RSR tail, FG fenders, hood, halon, hutchens, extra rims, & tires. Enclosed trailer. \$47,000 USD dkspanier@shaw.ca or 250-655-4525

1975 914-6 2.8L, Complete rebuild, White/blk interior, street legal, race ready, 0 hour motor & trans., 8 x 16 Fuchs, big brakes, 46mm Webers, ltd. slip, body stiff, boxed arms, 22mm sway bar, Bilstiens, B & B headers w/heatbox, front oil cooler, MSD. MUCH more. \$25,000. Lee Klepinger, 22618 NE 143rd Ct., Woodinville, WA, 98072. 425/558-1899. klep1@earthlink.net.

2001 Carrera Race Car. C Stock, silver, 5,500 total miles, custom roll cage, Sparco seats, fresh Dawe 3.4 liter engine, new syn-cros/limited-slip transmission, Moton shocks, solid suspension bushings, 3 sets Kinesis wheels, GT3 cooling system, stainless headers, Porsche systems tester, more, never wrecked, includes spares. Britt Ponder, 770 886-3113.

1987 924S #59 I Class . A winning and legal I class car in the east coast possibly all of PCA. 16 Wins, 28+ podiums, @ tracks like Sebring, Road Atlanta, Roebing, Memphis, Limerock, VIR, CMP,. Fully equipped, well maintained with fresh rod bearings & set up by Joe Cogbill. For more info & pics see <http://home.earthlink.net/~pdmracing/> \$16500 Peter Mansolillo 770 495 8100

1995 Porsche 993. Combination street/DE car. Polar silver/black leather w/28,000 miles (2,500 on EPE 300 hp 3.8 liter w/Varioram). Aerokit II w/rear wing, full Cup type suspension, big reds, 2 sets of 17's. Flawless and perfectly maintained for \$49,900. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1995 Porsche 993 TT. Combination street/DE car. Black/black w/40,000 miles. Loaded w/options plus Turbo S front spoiler/coolers, coolbrake, Krupp-Bilstien suspension, DAS rollbar, RS bars, new rotors and pads, new 18's. Perfectly maintained stock engine. Great base for a stock B racer. \$68,900. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

2000 Porsche GT3R. PCA logbook GT2R racecar with engine to RS specs, full Stack data system, fresh gearbox, new rotors, Motons, 3 sets of wheels, oil level upgrade. Complete and never damaged car with wand and spares, plus spare motor with upgraded oil pump for \$150,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614

1982 944 based GT-4R, PCA logbook racecar with fresh (3 hours) 2.8 liter, 4 valve engine w/twin Webers building 300 hp. Kirkey, Coolsuit, radio wired, Accusump, ATL cell, central fire, KMR's, custom NAS-CAR type cage, GT Racing GTR panels, 2,240 lbs wet. 3 sets of 18" wheels, 24 slicks and 4 rains. Lots of spares all for \$41,000. Photos at www.europeanlocators.com Dave Maynard 508-826-8614.

1972 Porsche 914 2.0 PCA/PCR race car class I. Orange/black. Built as a "prepared" car running in class I with a current logbook. Seven races: one win, one second, two thirds

and three fourths with no DNFs. Never wrecked. All receipts since 1992. Ballasted to minimum weight. Car is also street legal. Engine and transmission professionally rebuilt. Fuchs wheels, big brakes, many upgrades. \$10,000. Idwnshft@juno.com or David at 480-940-4371. Go to <http://www.bahrfamily.net/~david/> for more details and pictures.

PORSCHE 935 K3 ;built by G force in U.K. from a new shell, a brand new 3.2 flat fan late specs from ANDIAL.all factory 935 suspension, center locks, 14' rotors, stack st600 logger, car is ready to race. won british gt championship in 1992. 85,000 us or trade for street porsche .JACQUES RIVARD 418 654 8358 418 286 3930 rivardcompe@aol.com

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48' Transporter White, 20kw diesel gen, hydraulic liftgate, holds 2 cars upstairs, possible 3rd, fully finished, Heat/AC, elegant lounge, huge tent, built-in toolbox, wkbench, vise. Lite grey cabinets everywhere, tv/ stereo, microwave, fridge, halogens, dimmer, closet. 1990 Kentucky built by HighTech 1998. Clear title. Steal for \$79,000/OBO/ trade for your GT3R/GT3-Cup/993RSR/GT2 spare engine, gearbox, Gooseneck Trailer, ??? +/- cash difference either direction. jmreiser@frontiernet.net 585-624-3899.

1999 996 Race Car Aero tail, Red, strong stock 3.4, cup suspension, upgraded oil baffle system, Roll Cage, Custom Graphics, 18" Fikse with 2 sets Hoosiers, two sets of 5 pt harness, have all original parts, 17" stock rims with Toyo rain tires, Air ducting, more. G&W set-up. Fast and competitive. Must sell at loss as 90K invested. 55K/BO Matt 276-634-5546 or 276-252-2200

2000 Porsche 911 GT3 Cup Car WPO ZZZ 99 ZYS 698 012. Barritz White exterior color. A beautiful Porsche factory race car. Very low engine miles/hours. Attention Canadian buyers, the car is legally registered & imported into Canada. \$105,000 U.S. Contact Ernie at 250-658-4355; for pictures, eyproperties.com/porsche.

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