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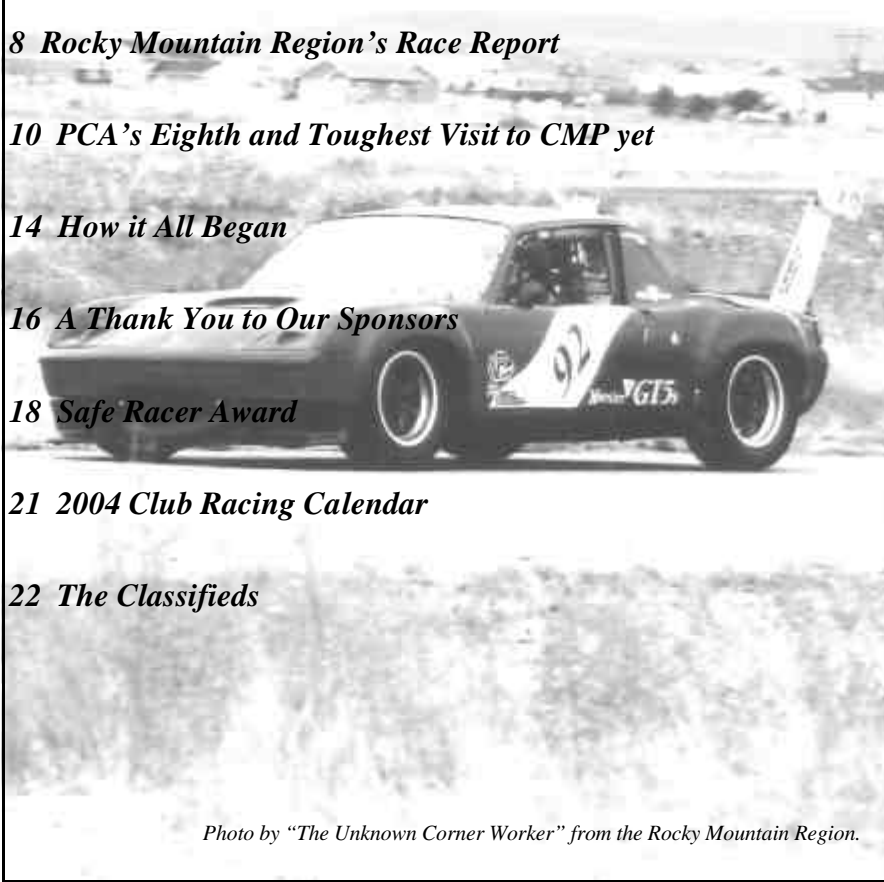


Photo by "The Unknown Corner Worker" from the Rocky Mountain Region.

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

On the Cover:

*Tom Gonzales and his modified 1975 914 ran in the GT3R class at Pueblo.
Photo by "The Unknown Corner Worker" from the Rocky Mountain Region.*

Deadline

The deadline for the next issue is:
February 15th

2003 in Review

by: John Crosby, Chairman PCA Club Racing



The 12th year of the PCA Club Racing Program has come to close marking the completion of another 27 races for the year. Many thanks to all of the regional and national Club Racing volunteers as well as all of the PCA licensed racers that make this program the tremendous success that it has been. As of the end of 2003 there are 2,275 PCA members who are licensed racers, and approximately 1,500 who participated last year. The number of entrants per race average just about the same as it did in 2002 at right around 110. Doing some quick math based on 27 races, 110 per race, and about half of the events being 2 days and half being 3 days that is 7,425 track days. This does not even count test and tune or DE days. There were about 100 incidents for the year, which equates to 1 for every 74 driver track days. Although the odds are pretty slim on having an incident, they will go down even further by using your head and not taking that unnecessary chance. Now for those racers who completed five or more races last year without any incidents, and there were 277 of you, OG Racing is again proud to sponsor the PCA Club Racing Annual Safe Racers Award. This is the highest number of racers to

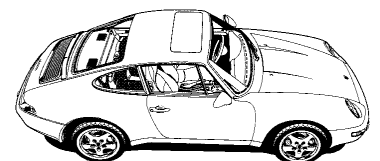
receive the award in the history of the program. The complete list of Safe Racers may be found in this issue of the *Club Racing News*.

Pay close attention to the 2004 schedule as some of the traditional race dates have changed. There has been some jockeying around on dates to avoid conflicts between races. Despite everyone's best efforts it still happens though. We will have 30 races over essentially a 10-month period. There is a lot of competition for race weekends at the tracks giving the regions very little flexibility and very little leverage when negotiating their dates with the tracks. I would encourage every racer in the program to become involved in some manner if their region hosts a race. It takes a tremendous volunteer effort and is also very rewarding. There are a lot of great events scheduled for 2004 and for the latest and most detailed information log on the Club Racing Website at: pca.org/pca/clubrace

In particular, I would like to mention the Texas Motor Speedway race in conjunction with the Porsche Parade in Forth Worth, Texas. This is the first time for the Club Racing Program that a race will truly be incorporated into the Parade activities. In addition, there will be a special category in the concours for a club race car display as well as a specialty section of the tech quiz for club racing. It is also going to be an opportunity to show many PCA members, who have never seen a club race, what the program is all about.

I hope that the Holiday Season treated you well and that you are ready for another busy year of racing. My best for a safe and prosperous new year.

John



Protesting in PCA Club Racing

by: Donna Amico, Chief National Scrutineer

Some of you might remember the title of this article as the subject of a very extended thread on Rennlist (OK, I admit it, I'm a Rennlist "lurker.") The genesis of the thread was a particularly fast I-class 944 at the NPR race. Frankly, the general conclusion of the thread was that the biggest variables in PCA racing are driver skill and driver experience, and the driver will often be the difference, not the car.

PCA Club Racing doesn't have a formal protest procedure, but it does have ways of identifying cars that could be worth a closer look by the scrutineers at a future race. Note that a formal protest procedure, which would involve a full engine tear-down, is a very expensive proposition – any procedure that might be contemplated would have the racers themselves (protester and protestee) shouldering the expense, and that's clearly got limitations.

So, what do we actually do about cars that "stand out in a crowd"? The case of the I-class 944 is an interesting one, since I was watching the same topic on my scrutineer e-mail at the same time. The car got the attention of at least three other racers at the event. One of them wrote to a scrutineer that he knew. The other two racers have other roles in PCA Club Racing; one is a steward and the other is a scrutineer. They all started an e-mail discussion that:

identified possible "non-stock" modifications that could account for the observed performance;
discussed what equipment would be needed to check for these;
identified an additional piece of equipment that we should probably add to the tech equipment boxes.

We'll highlight this car for follow-up at a future race, and when an opportunity presents itself, the car will get a good look, with the tools that we have available. It isn't always obvious that these sorts of follow-ups are occurring, because it won't necessarily happen at the very next race where that car is registered. Several things have to come together at the same place for a thorough check: the scrutineers must have time available; the tech box with the appropriate equipment has to be at that race; and the Region must have good local tech support. However, if the car regularly appears at club races, it will get the attention it deserves.

I want to make it clear that when we indicate a car is worth checking, that's all we mean. We are not saying it is out of compliance, or even that we presume it is out of compliance. We just mean the car and driver

combination are doing well enough that it's worth confirming that it's the driver, not the car.

PCA may not have a procedure for formally protesting a car, but we do pay attention at races, both when working as a scrutineer and as racers ourselves. If a car seems clearly superior, and it can't be checked at that race, it will go on a list for future attention. Yes, there are modifications that can be made to cars that no track-based inspection will ever catch. Fortunately, most people who are inclined to make that type of modification will make others as well, and we will find those.



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Leap Year

by: Lance Weeks, Technical and Rules Chair

I hope that each of you had a great Holiday Season. The 2004 season is underway, you have a whole extra day to work on developing your cars (I guess that just means you'll spend more money on the car. and of course you have downloaded, studied and memorized the existing and newly adopted rules. Judging by the number of rules changes and clarifications that were adopted, your program has taken another step forward in safety and car classification refinement.

Now it is time to ensure that your car meets the minimum safety requirements and that the car meets all the technical specifications for the class in which the car is running as. Simply put, be sure that all the forms you complete for Club Racing show the car type that it is "running as" and whether it is "Prepared" or "Stock", "Updated or Backdated". The scrutineers are on the prowl for "clone" cars using the update/backdate rules. Cars that have been converted to conform to some other vehicle must be "duplicate in all regards"; this pertains to drive train, suspension, brakes, and body style, every technical aspect of the vehicle. The intent is to discourage the building of these cars. If you insist on building one, and then you should have all the pertinent data with you that describe the car, which you have converted to. If you don't have the data, and the scrutineer doesn't know the car, you probably will be re-classed to GT. The onus has always been on the driver to provide documentation of what his or her car is.

The safety rules, which were modified and added, have been proposed in previous years. This just goes to show that the rules review procedure works. Perseverance on many peoples part provided the necessary data, which could be used to arrive at the conclusion that a change was ready to be implemented. Thanks for the feedback.

The creation of the GTA class for the factory 996 GT3R, RS and RSR will hopefully help bring back the 993 RSR and others which departed from the GT2 Class. While in the past the GTP class has been closed to any new cars which were not a factory prototype race car, the decision to allow the early 911's with 996 water cooled motors to be classed in GTP, will allow the continued development of this special class of car. This doesn't mean that a "whacked out" tube frame car is legal in the GTP class. In the stock classes, the addition of the RSAmerica with A/C to run at C2 weight in E should bring the "stock" RSA to the track, while not penalizing the currently developed RSA's in D. So, the stock class for the RSA at 2760 lbs will continue to be class D.

Looking forward to a great year ahead. Thank you for helping make this program what it is, safe, sound and a whole lot of clean, fun racing.

Lance



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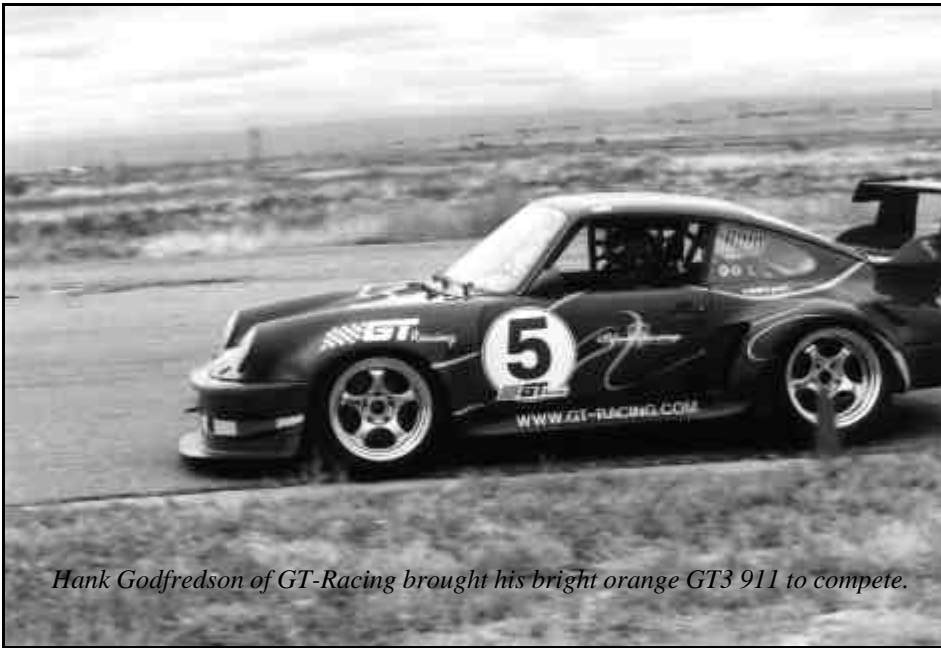


Cup car owners: don't forget to register for the Challenge series by January 15th. Nord Stern plans to put on a very special Challenge race. Be sure to include Brainerd in your Challenge schedule! It will be well worth the tow.

We will be sending out a couple of email announcements as our plans come together. If you want to be included or just want more information, email Roger Johnson at rsamerica93@comcast.net. Also going to Road America? We can arrange for a place to park your truck and trailer in Minneapolis for the time between the two events.

Rocky Mountain Region's Racing Report

by: Walt Fricke, RMR

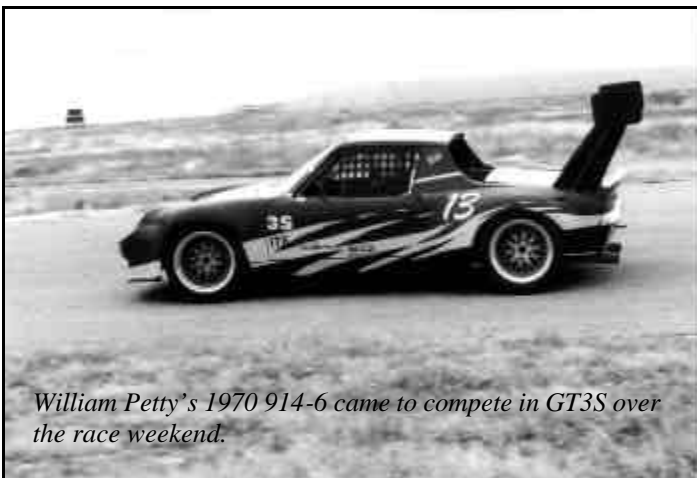


Hank Godfredson of GT-Racing brought his bright orange GT3 911 to compete.

Rocky Mountain Region's Twelfth Annual "First Ever Anywhere" Club Race took place September 13 and 14th at Pueblo Motorsport Park Raceway and included invited guests from the BMW Car Club of America, Rocky Mountain Chapter. Vicki Earnshaw and Pat Dent were Race Chairs, with Jeff and Trish Mitchell acting as understudies for next year, and orchestrated a cast of hundreds. Congratulations for a long hard job done well!

I'd like to give you an account of this event from the perspective of a couple of somewhat experienced racers. I ran in the "First Ever" race at Second Creek in 1992. My wife Kathy worked a corner at that race, and listened to my SC cutting out in the final laps. I had less fuel than needed for the high Gs in that corner. In 1995 she got her license, but still has trouble hearing her heart beat and remembering to breathe during the starts. By now we have a GT4 car to complement the SC, and a two car trailer. We are hooked!

On Thursday, Kathy hauled the trailer to Pueblo early, while I drove the SC down in the dark from Boulder after work.



William Petty's 1970 914-6 came to compete in GT3S over the race weekend.

On Friday Kathy drove the GT car in the DE sessions, and I instructed a new member in his street GT2 (throw me in the briar patch) and got both our cars ready for the weekend of racing. Scrutineer Harry Hall (who performed that function at the first Club Race in 1992 as well) arrived early, prepared to roam the pits checking cars while Mike Lapp took the logbook and black flag duties.

Saturday dawned overcast and cold. However, when Steward Jay Culbertson asked the racers if he should shorten the schedule to beat predicted rain, they all said we should roll the dice and go for it, and go for it we did. Kathy had wanted for several years to drive the GT4 car instead of the SC. Since she posted a better time than I did in a time trial earlier in the year, and Sunday was her birthday, I could hardly say no. At another time trial earlier this year I found our SC was three

seconds off the pace of the fastest G class SC, so I figured I had my work cut out. Hearing the buzz that Michelins benefit from breaking in, I ran a new set for the first practice session (contrary to my usual practice, which is to run the worst tires in practice). Kathy, though, broke an axle. This had happened before (here at Pueblo, no less), so this time I had a spare and put it in, along with a new CV boot. I sure liked having the BMWs here with their own run group, as it gave me a breather in the schedule.

By the fun race the tires were ready, and so was I. I worked my way into the lead in my class, only to make a bad choice dealing with a lapped car and some rookie from Utah shot by me. Who is that guy? Oh, well – it's the fun race and the weather held off. Kathy skipped the fun race. Saturday evening everyone feasted on some Gosar Ranch delicacies, I surprised Kathy with a birthday present, we used the hotel hot tub, and for once actually turned in early. Next morning at the drivers' meeting Vicki and crew surprised Kathy with a birthday cake and song – a girl just can't keep a birthday secret any more.

To my delight I qualified well and got a decent start and was hot on the local competition's heels when he spun off in turn 8. After a while there is that guy in the silver early 911S from Utah on my heels again, but I don't think he can get by me. Must be close to the end by now! What's this – we are lapping the guy who spun off. What's he doing? Blocking? Letting me by? I got a 13 once trying to drag race someone between 9 and 10, so that won't work. Oh, oh – I'm on the outside in the marbles on turn 10 and there is that guy from Utah shooting by on the inside with no time to reel him in. Well, never a dull moment. I looked him up in the pits afterward, and he is Aaron Pfadt and this is his first time at this track, so his future looks bright. Of course, I still have some ideas for gaining another second or so, and some day maybe I'll learn how to deal with traffic.

It is time to see how Kathy does in her race. Boy, she has a fast red GT-5 car glued to her rear bumper for lap after lap after lap. Can she hold on? Alright, she did!

Now for the second race, even more to prepare for, got to add some fuel to Kathy's car. (Don't forget what happened in 1992.) Aren't the BMWs next? No, but there is a break scheduled here, so don't worry dear, I'll get to the grid. Oh, you were right – they did call my group. Oops – it is after the three minute mark and I'm going to start in the back. Well, I'll just have to turn up the wick. So I took it easy on the start; passed a few stock 914s, and started picking cars off. I've got the legs on them, so I can make the straights work for me without getting too aggressive in the turns. I'm getting back in the fray and passing is harder. Ok, there is one of the SCs, but I think I know the track a bit better than he does, since I've been driving it for 18 years. Long ago I learned from Alan Johnson (the guru of Grand Junction) that the trick to the decreasing radius turn 1 at the end of the long front straight is to do only a short bit of hard straight line braking, and then trail brake around until the car settles down, at which point you can start getting back on the gas if you did it right. If you aren't scared most of the way around you slowed too much, but it takes a lot of laps to get used to that (you never get comfortable with it). I'm by and I have the class leaders in sight and am reeling them in. Ah – the checker. Where did the time go? Well, that was a hoot even if I didn't win the class. I did set a personal best lap time, faster even than when I ran slicks on this car.

Now it was time to cheer Kathy on. She is determined to put some cars between herself and that red GT-5, and gets a great start, passing several higher classed cars. That doesn't last long, but it is enough, and she's set her sights on a maroon 914-6. Lap after lap, this time she is doing the dogging, and now she passed him. Way to go. Oh, oh, what's this – slower cars ahead dicing each other, one on the right, one on the left where she is. This holds her up, and the maroon car is by her once again. One more lap and there is the checker. But she says she has never had more fun: "Was I really out there for 30 minutes? Usually, in a 20 minute race I am wondering when it will be over at about the 15 minute mark, but not this time!"

After all the fun and festivities of a great racing weekend comes the loading of the equipment into the trailer. Changing tires and loading two cars is always a chore. The awards ceremony and its beer was a welcome break and well attended. The Best Prepared Car award went to Terry Gates, the Novice Racer award went to Skip Sauls, the Northstar award went to Dale Tuety, and Rookie award winner was Richard Scariano. The award most coveted by the racers is the Corner Workers' or Workers' Choice award, and Jim Young was awarded it for both Group # 1 races. Group #2, Race 1 went to Lester Young. But what's this – worker's choice in the red group second race is Walt Fricke? Well, what do you know?

Sponsors let us enjoy our fun. In addition to the national Club Race sponsors, we had local help. Prestige Porsche Audi was the lead sponsor, with 3R Automotive, Powerhaus II, Imports Inc., Storz Garage, and Eurosport LTD generously contributing. Dart Auto LLC, Autosport Werks, Eurosport Unlimited, Carquip, and Dyno-Pro Inc. contributed door prizes, as did Pelican Parts, Paragon Products, Joyce Carpenter/Mary Kay, the Wingate Inn (our Pueblo headquarters), and our own Rocky Mountain Region. Left Hand Brewery helped with the beverages, and Motorsports Inc along



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with Club Racers Bruce Phillips and Lisa Thomas-Payne from Albuquerque provided lunch for the corner workers. Now there are some racers who really appreciate what the corner workers do.

One thing you can set your watch on – the long black Fricke trailer was once again the very last vehicle to leave the track and close the gate as the sun was setting on another wonderful Club Racing experience in Pueblo, Colorado.

Walt Fricke



Les Long made the trip from Utah to test the pavements at Pueblo.

PCA's Eighth and Toughest Visit to CMP yet

by: Patti Mascone, Public Relations Coordinator



Patti Mascone (26) passes Michael T. Morgan (128) in turn 11.

By the time the Carolinas Challenge rolls around, many of the Porsche Club racecars are worse for wear, their drivers already looking to next year. Off-track priorities that were left unattended all year also begin to make noise as the engines quiet and the season winds down. Somehow, though, the diehards and the rookies don't seem to notice.

When they got to Carolinas Motorsports Park (CMP) this year, the windswept and messy surface ensured that this season's Challenge would not be of the waning variety. At its peak condition, CMP provides only miniscule opportunities for rest, with drivers fighting their racecars for balance and, perhaps, driving with too much bluster and adrenaline over its two miles. During the draining high one-minute laps, this can leave lungs without breath, arms sore and concentration wandering. By the time a 90-minute enduro hits the schedule on Sunday, many of the competitors are worn out, too.

Not to mention that anything that's ready to break, will break at CMP.

The Class G battle was hotly contested over the chilly weekend, with the top five or six running within seconds of each other. Rick Feldman (1979 911SC) fell back when he—oops—switched the front tires with the rear. Feldman then positioned the tires properly for the sprint, but there was not enough time to challenge the winner, Thomas Johnson, who was piloting the same Porsche model, or second place. But Feldman prevailed over his class in the enduro, for an impressive 13th overall.

The Class C sprint for late-models 993s and 996s ended strangely, with the top two finishers disqualified—one for weight, and the other, because of a tricky class preparation rule. This left Florida native Jay Nizborski, apparently driving a poor-handling racecar, with a reward for his effort.

A single enduro that went 48 laps capped the weekend's activities. Autometrics driver Cory Friedman (GTC3) went from being bumped out of the sprint to teaming up with Rick Longano to win the overall and class titles in the extended feature. The frontrunning GT3 Cup drivers, nonetheless, got caught bogged down in heavy traffic from lap

five on and OG Racing-affiliated Henk Wisker and Dave Coleman couldn't catch the leading team.

Part 2.

Subtlety or Not: Racing an Early 911

The CMP event offered an excellent opportunity to scratch the brain of Steve Stomski, from Annapolis, MD—who races the #71, 1971 911SR in GT5S and owns Stomski Racing—to dig into the subtleties of racing an earlier 911. (For those of you interested in a complete 911 history, the October 2003 issue of Gold Coast Region's *die Porsche Kasse* reprints an Edmunds.com article.)

The earliest origins of the 911 model—in the form of a 356 or 912—may be spied occasionally running in J or GT5/6, or even more rarely, in Class K. In fact, a 912 is essentially a 4-cylinder 911, with all the handling characteristics of a 911. Stomski notes that most of these rarer models, as seen in PCA, are built to also meet vintage series specifications, “where originality is required.” You certainly can't blame the owners of these vintage cars for seeking more competition. But this means using the original Webber carburetors, which are best described as temperamental and well, “prehistoric,” to say the least.

That's why many PCA track aficionados choose newer PMO versions instead. But no carbureted system provides the “range of power and versatility of injection,” according to Stomski. On the other hand, if originality is not critical for you, modern engine management systems provide not only fuel injection, but also telemetry and performance feedback. Among these, “tunability, bells and whistles, versatility, controllability and power will all add to price.” Motec is the system most often cited, but there are alternatives to be found in Electromotive, Wolf, Microtec or even factory injection systems.

In addition, tires have changed drastically, with the negative camber now required reaching far beyond what the factory anticipated 20+ years ago. And most of the solutions knock these 911 drivers out of their stock classes. If you are willing to jump classes, you can take advantage of camber



Bruce Robinson (2) and Frederick Wicks (9) head into turn 11.

plates/boxes or 935-style A-arms. If you want to remain in the stock classes, Stomski admits, "you have to get as much [negative camber] as you can and deal with the resulting uneven tire wear."

A preeminent racing 911 is the 1978-83 Euro spec SC, a model that frequents Classes F and G. Given the higher redline, higher compression ratio and less restrictive emissions system, Stomski maintains this is the one model Porsche would have preferred to distribute all over the world, but alas, it could not be sold the US.

One robust component found inside the younger racing 911 is the G50 transmission, a gearbox that holds up well under amateur Club Racing conditions, as well as under professional and endurance abuse as well. Stomski finds that in addition to internal modifications, such as steel synchros and custom gears, coolers are recommended to extend gearbox life.

The last and, perhaps, the most notorious, characteristic of the early 911 is its oversteer—a tendency that has been increasingly engineered out of the model as it morphed into the 993 and the 996. Racers, however, will tell you the fastest way around a corner is through taking advantage of oversteer. Not only that, Stomski explains, "they enjoy it."

Stomski does not overlook the importance of a properly tuned and tested racecar in creating a great—and enjoyable—on-track experience. Ideally, during an event, drivers should only be concerned with fine-tuning sway bar and tire pressure settings for track, weather and competition conditions. The risk remains, however, that you will search in



Not the "crew" photo Gary Grigsby (69) had in mind but the work paid off with a 1st in class.

the paddock the day of the race for the perfect set-up, only to have it become elusive or result in backward movement (just ask Dr. Rick).

The best approach is to research set-up thoroughly and then, make large decisions confidently. After initial set-up in the shop for overall handling characteristics, never forget the need for continual testing—outside of race weekends—as your racecar evolves. Confidence comes in handy, too, during your racecar's evolution—to avoid the quagmire of introducing or tinkering with too many variables. After all, once the green flag drops and unexpected conditions arise, "only the driver and the driver's experience are left."



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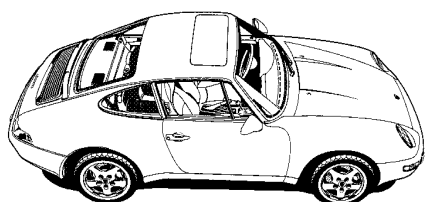
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How it all Began

Story and Photos by: Steve Scholze, ARPCA Club Race Chairman for 2003

The ADR Paddock in 2000.



Take the “way back machine” to the 1998 Mid-Ohio Club Race. While discussing tactics with several ARPCA racer-friends (read: drinking beer), we concluded there was a need for a “regional” PCA racing team. Thus dawned Team ADR (Arrested Development Racing), the un-official racing arm of the Allegheny Region PCA.

Great fun was had by all. Great fun was made of all. Podiums were frequent and on-track controversy was rare - ADR was the only PCA race team with two lawyers AND a team butcher. I even bought a PCA license and (accidentally) won my first PCA (fun) race! More frequently, aside from the occasional small fire, I had way more fun than the actual winners. Friendships were forged. Beer was evaluated. Life was merry.

Team ADR drivers belonged to one of the best regions in PCA, Allegheny, which for many years had presented (arguably) the best DE’s in the country. The region was also heavily committed to a broad range of social and charity events, including the Pittsburgh Vintage Grand Prix. But something was missing.

Build it and they will.....have a Club Race. Right about that time, two part-time, (non-ADR) attorneys decided to build a racetrack almost in my backyard. Early in 2002, BeaveRun rose from the spoil-piles of the rust belt. Carl and Mr. Big at Trailex were kind enough to put up

the first building - a Trailex enclosed trailer - in June. In July, wheels turned (as did the occasional RS America.) In August grass finally grew. But, with the chill of an early winter came less track time and more screen time.

Just to stay away from friends in bars, I began mulling over the idea of a real live PCA Club Race in 2003. Our region had never tried anything like this but we knew that the NORPCA was brave enough to do it at the infamous, third-worldly ‘Ledges.

We’re brave too, right? Should be an easy draw at a new facility like Beaverun, right? Say, why don’t I present this concept to some fellow PCA members? Blank stares ensued. Friends questioned sanity. Many simply stopped talking to me. I remained enthusiastic – the previously un-tapped imagination and talents of ARPCA had been released. Emails and phone calls. Questions and comments. Most were nice and some not.

One of the earlier critics (who subsequently bumped his head) offered his assistance and signed on as Registrar/Accountant/Window Washer. In early December, fifteen members gathered to plan for the 1st Ever Allegheny Region PCA Club Race. Several other very committed ARPCA members offered their support on sponsorship, safety, grid, and keeper of the cigars committees. By mid-January, the mandated Club Race positions were filled.

Drop dead! Volunteers outnumbered racers as we neared our mid-May drop-dead date. The break-even was 80 entries. Plan B was hatched: the lavish pool-side buffet was bagged and ARPCA did a road trip. Members,



Some of the best volunteers in PCA: the ARPCA Grid workers.

shakers and racers were assigned to troll upcoming Mid-Ohio and Watkins Glen events. Lots of encouragement is offered (and imbibed). Over the next several weeks, entries steadily increase.

Providence intervenes? In June, Bob Nikel (Sewickley Car Store) and David Scaife (Auto Palace) bring their Porsche Dealerships onboard as major sponsors. Entries reach 80.

Jump to Saturday: you'll note that Goosebumps, Apex Performance, McElhinny Insurance, Pro Copy, Penn Brewery, Mazza Wines, Lone Star Steak House (Cranberry), Sciarrino-TeWinkle & Miller PC, Business Alternatives, E Paul Inc., Pecori & Pecori, Steinel's Autowerks, Turbine Service Control Associates, and a host of others have assumed sponsorship roles.

Racers from sixteen states and Canada are practicing at BeaveRun. Sixty volunteers from 3 PCA regions are taking care of business. Two spectacular celebrity pigs are roasting for the Celebrity Luau. Goosebumps (Klipsch Speakers), Hoosier Tires and others present awesome door-prizes. Plans for leaving town and/or joining witness protection are shelved.

Some of the best damn volunteers in PCA: the ARPCA Grid workers.

Eight months of huge efforts by a very talented, dedicated group: Bruce Graham (Budget and Registrar), Mark Hanson, Larry Collins and George Patterson (Sponsorship Team), Nancy Lowe (Grid Queen), Tim McElhinny (Insurance), Nancy Patterson (Luau Lady), Earl and Judi Seiler (Almost Everything Else), Jack Bogut (real-life radio announcer), Gary and Val Marsh, Randy Evans, Gary Schultz, Jack Purvis and many others have made the inaugural ARPCA Club Race a success.

What about 2004? At subsequent ARPCA gatherings, conversations begin with "Next year we...." Well, with some new faces, a more favorable date, great sponsors like Sewickley and Auto Palace, and the same great ARPCA service (with a smile), you can count on another spectacular PCA Club Race at BeaveRun.



Great fun in Turn 1 at BeaveRun.

(Please note: We won't muck up the awards again. Ever.)

What about ADR? The entry list included Thad Gessel, Tony Sciarrino, Rob Pecori, Walt Kaye, Jay Brown and ARPCA President /ADR rookie Clark Hamerly. Still giddy with excitement, several of the race volunteers (Randy, Gary-1, Gary-2 and yours truly) are planning to join (and re-join) Team ADR at the 2nd Annual ARPCA Club Race. (After all, if Team CVR can bring 10 racers 500 miles.....)

Don't hate yourself. Be here in 2004.

Race on!
Steve Scholze
ARPCA CR Chairman '03



What about the celebrity pigs? The Luau, the Penn Pilsner and the Mazza wines? (Burp)

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A Thank You to Our Sponsors

by: Steve Rashbaum, Sponsor Coordinator

The following are brief summaries about our 2004 National Sponsors. Club Racers should understand that without them, the Club Racing program would simply not exist. In addition to thanking many of these sponsors in person, it is often best to say thanks by purchasing their products whenever possible as it will continue to allow Club Racing to progress.

Forgeline Wheels, Inc

Forgeline Wheels manufactures lightweight, custom-designed forged wheels for your Porsche and other performance automobiles. Forgeline sponsors the Rookie Racer Award: a \$500 gift certificate toward a set of four wheels to the lucky rookie at each race. This is an outstanding award for some rookie and should not be treated lightly. Long-time PCA member Steve Schardt, president of Forgeline, and his brother and father may be at your race and should be recognized if they are.

GT Racing

GT Racing, an aftermarket manufacturer of fiberglass and carbon fiber body panels, and distributor of other "go fast" products, has been with the program since the beginning. Owner Hank Godfredson, raced (and most likely won) at the first Club Race at Second Creek in Colorado. In addition, Hank, who in his former life was a graphic designer, designed the Club Racing logo. His wife Phyllis who continues in the graphic design business, has provided ongoing graphic design support to Club Racing as well as the PCA Web pages. GTRacing is the National Tech sponsor and also the sponsor of the Best Prepared Car award: a \$100 gift certificate awarded to the racer with the best prepared car, in the opinion of the Event Chair. If Hank and Phyllis are at your race, please recognize them.

Hoosier Racing Tire Corp

Hoosier Racing Tires joined us in 1997 with a significant commitment to the program, including tire support at every event. They are back this year and plan to have a Hoosier tire truck at every race. Jeff Speer, Hoosier's PCA rep, has been responsible for scheduling track tire support for every US event. Please recognize your event's Hoosier tire dealer at your dinner and driver's meeting.

Jongbloed Racing Wheels

Jongbloed Racing Wheels specializes in the production and design of high performance racing wheels. They have been producing wheels for over 25 years with 118 National and International championships won on Jongbloed Wheels. All designs are of a 3-piece construction and can be customized to fit nearly any racing car. The most popular wheel is the "Aero" which actually "pumps" air from underneath the car to the outside, cooling brakes and rotors along the way. No other wheels on the market do this as effectively. Their light weight and strength are effective in reducing unsprung weight and mass which translates to reduce lap times.

Kelly-Moss Motorsports

This full-service race shop will build you a GT car from the chassis up or fine-tune your won car to put you at the front of the pack. But they don't stop there. Kelly-Moss will transport your car, provide trackside service and, if desired, driver coaching by professional racers. Or, try their "arrive and drive" program, where you can choose your weapon. Visit their Trackside Performance Center - a mobile racing store stocked with all your racing supply needs.

Northstar Motorsports

Northstar Motorsports has become the premiere motorsports safety equipment company since opening in 1990. Northstar has built this reputation by offering an extensive inventory of only the highest quality products and exceptional customer service, all at competitive prices. Northstar is an authorized distributor for the finest names in safety equipment: Sparco, Stand 21, OMP, Momo, Recaro, Corbeau, Pagid, Arai, Bell, Brey-Krause and many more. In addition to safety equipment and automotive accessories, Northstar has a large selection of automotive and racing books and videos as well as a boutique. Northstar sponsors the Northstar award given to one participant displaying Northstar decals on their car at each club race. The award is a 20% discount on any single order from Northstar. At season's end, one of the previous award winners will be chosen to receive a custom painted Bell Dominator helmet (SA2000).

OG Racing

OG Racing supplies the top brands in safety equipment, apparel and performance enhancements to the worldwide motorsports community, serving the weekend enthusiast as well as the professional racer. Since 1990, OG Racing has built their reputation by offering the best names in the business. Their personalized customer service, competitive prices and fully-stocked warehouse mean they can help with everything you need to get on track! OG Racing is the new national sponsor of the "Safe Racer" award, with Sparco. This annual award recognizes the racing skills and sportmanship of club racers who compete in at least five events annually without incident. Winners receive a patch signifying their accomplishment, along with a 20% discount on a single purchase of Sparco merchandise from OG Racing and will feature a season-end drawing from among all those qualifying as "safe racers" for a new Sparco driving suit.

Porsche Cars North America

Porsche Cars North America (PCNA) is the sponsor of the Workers Choice Award and was our first National Sponsor. Since the beginning of the program they have funded Club Racing News as well as the ever popular Workers Choice Award. This award is the most prestigious award in Club Racing and is much appreciated by all who win it.

Smart Racing Products

Smart Racing Products specializes in suspension engineering, but covers the entire spectrum of Porsche 911 performance - from Jerry Woods Porsche engines and transmissions to our complete line of our own designed and engineered products. No matter how you cut it, if you are not fast in the turns, your laps times will suffer. Smart Racing's combination of products and collective knowledgeable advice will help you sort out these mysteries.

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Trailex, Inc

Trailex is the Novice Racer awards sponsor: a \$100 gift certificate given to the second time racer who performs the best in the opinion of the Event Chair. Carl Carbon, Int'l Marketing Manager for Trailex and their super lightweight enclosed trailer, will attend many of our races this year and should be allowed to park in a prominent spot. Carl frequently gives door prizes for the Saturday night dinner and he and his lovely wife should be recognized at the dinner and driver's meeting.

Tweaks

Tweaks is a "Superhighway to Parts and Accessories to Porsche". In June 1999, Mike Yager's company, Mid America Direct, purchased PB Tweaks to become a direct mail supplier of parts and accessories for Porsches. Mike has already developed the largest global catalog line for Corvettes as well as Volkswagens. All Mid America Direct mail operations are headquartered in Effingham, IL. Check their website for the upcoming Tweaks traditional Swap Meet and other pertinent Porsche information.

Winward Performance Products

For the past 15 years, Winward has provided the Porsche community with the finest performance enhancements for all Porsche models. Their staff is comprised of knowledgeable enthusiasts who's collective experience includes race venues ranging from Club Racing to Daytona, Sebring and LeMans. Their enormous buying power has netted Winward the ability to become one of the nation's largest Warehouse Distributors for many of the industry's finest products. Their Racer Support Program enables them to provide trackside support and delivery for almost all events. Call for complete details and the finest Porsche products available. 1-800-642-1348 [order line]; 1-802-387-1100 [fax, Race Division]; 1-802-387-5579 [fax, general products]. trackmen@together.net

Pat Williams Racing

Pat began his engine building career by being mentored by Bruce Anderson and Jerry Woods in the mid-1980's. In the late 80's, he built driving school and club race engines and began prepping and assembling race cars. By the mid 90's, 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. 2002 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

Michelin Tires

Michelin, proud sponsor of the Porsche Club of America, has agreed to support 10 club racing events in 2004. Members will be able to talk tires and buy special tires for their Porsches. The inaugural stop on the Michelin Performance Tour is at Sebring International Raceway.

Track-side, Michelin will offer club members the coveted Michelin Pilot SX Racing Slicks, as well as Michelin Pilot Sport Cup tires in Porsche sizes. One of Michelin's race-team support tractor-trailers will be on-site in the paddock stocked with tires and technical know-how.

Club members will be able to talk tires one-on-one with Michelin engineers who will be on-site each day. Michelin tire development engineers, ride-and-handling engineers and tire technicians will also provide tire fitting, balancing, and vehicle set-up recommendations at each event on the tour.

The Racers Group

The Racers Group has both professional teams and support for Club Racers. TRG was the overall winner of the 24 Hours of Daytona 2003, and the GT class winner in 2002. TRG prepared cars compete successfully in the American LeMans series and have competed in the 24 Hours of LeMans. Owner Kevin Buckler was the winner of the prestigious Porsche Cup in 2002, awarded to the most successful privateer Porsche driver. TRG provides track support for races as well as an "arrive and drive" program.

Safe Racer Award

by: Steve Rashbaum, Sponsor Coordinator



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 third year as a National Sponsor, OG Racing is proud to present the **2003 Safe Racer Award** to nearly 200 PCA Club Racers who adhered to those principles by finishing at least five races during the season with no incidents or disqualifications on their records.

To recognize this achievement in the true spirit of PCA Club Racing, OG Racing has teamed up with Sparco to present each **Safe Racer Award** recipient with a Certificate of Excellence, a driving suit patch, a gift certificate for a 20% discount on a one-time purchase of Sparco safety equipment or apparel from OG Racing, and a special opportunity to participate in a drawing for a top-of-the-line Sparco Tech 5 custom driving suit. The winner of this drawing will be announced at the first race of 2004 at Sebring.

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

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

Please congratulate the following recipients of the 2003 Safe Racer Award which recognizes their commitment to the principles of PCA Club Racing:

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2004 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Feb 13/14/15	Sebring International Raceway*	Gold/Sun Coast	Dave Tabony 561.626.6812 dtabony@bellsouth.net
Feb 14/15	Phoenix International Raceway*	Arizona	Bruce Martz 480.753.3241 lbmartz@trane.com
Mar 6/7	Carolina Motorsports Park*	Carolinas	John Taylor 803.796.0983 jtaylor@lrcarch.com
March 19/20/21	Texas World Speedway*	Lone Star	Robert Granger 281.492.5330 rgranger@dodi.com
March 26/27/28	California Speedway*	San Diego	Vince Knauf 619.287.6591 vvvince@aol.com
Apr 3/4	Road Atlanta	Peachstate	Ian Scott 770.623.0213 idsga@bellsouth.net
Apr 23/24/25	Rennsport Reunion at Daytona	Non -PCA	http://www.gorace.com/
Apr 30/May 1/2	Laguna Seca Raceway	Zone 7	Masuo Robinson 408.399.5228 masuo@ix.netcom.com
May 1/2	Las Vegas Motor Speedway	InterMountain	Tim Martin 801.733.4439 martin@sisna.com
May 8/9	Mid Ohio Sports Car Course	Mid Ohio	Jeff West 740.745.2136 william.west@dla.mil
Jun 5/6	Barber Motorsports Park	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Jun 5/6	Mid America Motorplex	Great Plains	John Krecek 402.505.9911 krecek@cox.net
Jun 11/12/13	Watkins Glen International*	Zone One	Botho von Bose 800.567.1566 BvonBose@lomltd.com
Jun 11/12/13	Portland Rose Cup	Oregon	Jay Culbertson 503.297.8100 Jay.Culbertson@TCMcorp.com
Jul 3/4	Gingerman Raceway	SE Michigan	Jerry Door 248.661.4362 sempca@gatecom.com
Jul 9/10	Texas Motor Speedway	Maverick	Bryan Henderson 817.354.6045 BDHender@comcast.net
Jul 17/18	Putnam Park	Ohio Valley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Aug 7/8	Brainerd*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Aug 21/22	Summit Point	Potomac	Dave Derecola 301.743.5948 clubrace@aol.com
Aug 28/29	BeaveRun MS Complex	Allegheny	Linda Hamerly 724.443.2086 linda@apexperformance.net
Sep 4/5/6	Road America*	Chicago	Pete Hackenson 847.604.4795 roadamerica@pca-chicago.org
Sep 11/12	Pueblo Motorsports Park	Rocky Mtn	Jeff & Tricia Mitchell Jeff_Mitchell@peoplesoft.com
Sep 17/18	Lime Rock Park	Conn Valley	John Howard 845.534.3358 race.director@cvrca.org
Oct 1/2/3	Virginia International Raceway	First Settlers	Ramon Rodriguez 757.229.8123 RacingMD@aol.com
Oct 2/3	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Oct 30/31	Heartland Park	Kansas City	Sean Reardon SReardon@glpma.com
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	Dick Lane 803.932.7988 dicklane@sc.rr.com
Nov 20/21	NP Raceway	Mardi Gras	Brad Bradford 504.835.7874 sandrahh@pipeline.com

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



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