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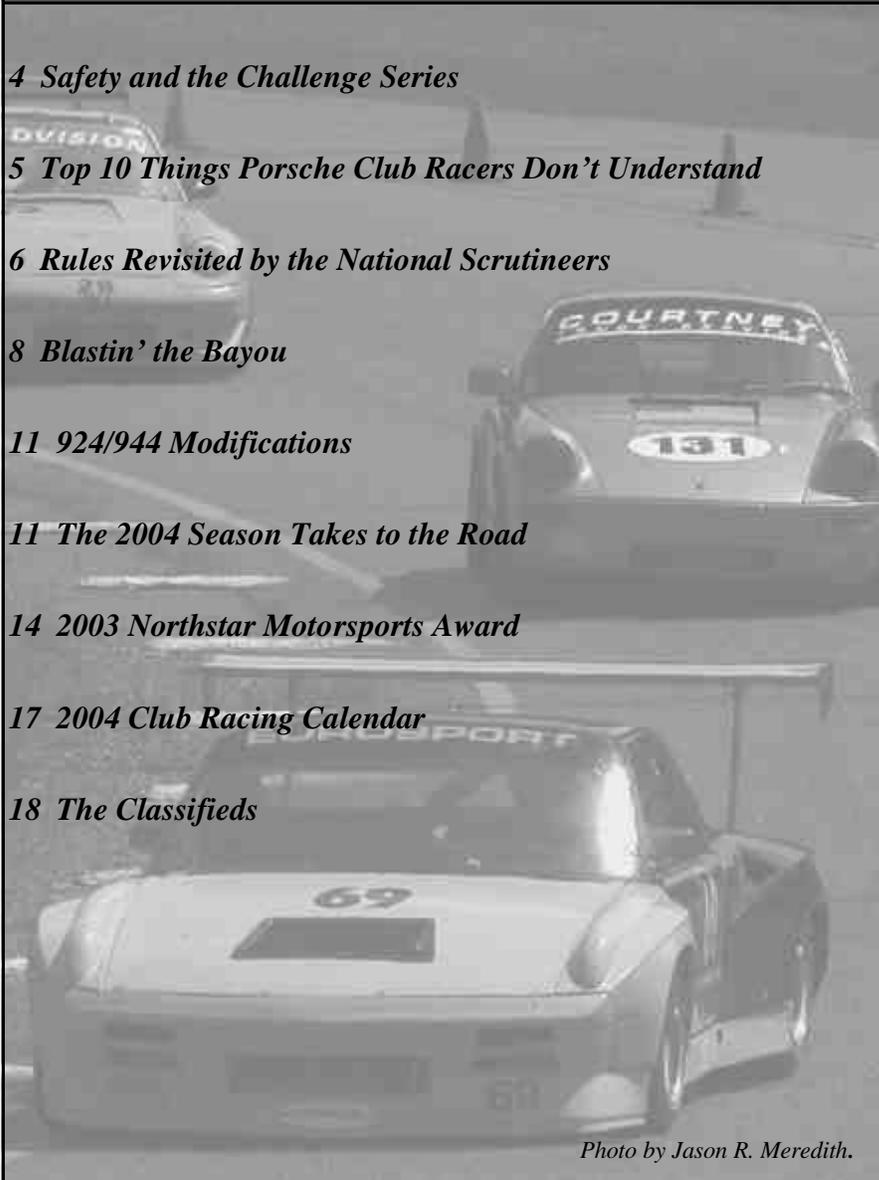


Photo by Jason R. Meredith.

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<http://www.pca.org/pca/clubrace/>**

On the Cover:

A painting by Michael Jerkot of the Nord Stern Region.

Deadline

The deadline for the next issue is:

April 15th

Safety and the Challenge Series

by: John Crosby, Chairman PCA Club Racing

When we think about safety, as it pertains to auto racing, a most often overlooked aspect is that of safety in the paddock. A race paddock is a hotbed of activity. There are racecars going on and off the track, crewmembers scurrying around for fuel and tires, spectators cruising the paddock often with kids, and almost any kind of motorized and non-motorized vehicles known to man. There are golf carts, motorcycles, bicycles, motorized skateboards, scooters, and four-wheelers just to name a few. I have even seen a motorized lounge chair at a race... I'm not kidding, folks! All of these vehicles are buzzing around in any and every direction while dodging pedestrians. The race drivers are usually wearing their helmets and have restricted vision, especially these days with head and neck restraint devices that limit movement. The point that I am coming to is that there have been a few accidents involving injuries at PCA track events (both DE's and races) over the past year, and none of them have occurred on the race track. Please keep this fact in mind at your next race and pass this on to your family and crewmembers.

Now for safety on the track. The SCCA's *SportsCar Magazine* March issue contains their annual review of safety apparel. There is also a comparison on the various types of head and neck restraints. I found this well worth the time to read.

What happened to the Challenge Series? The concept was intended to create a venue similar to SuperCup racing within the Club Racing program, but in a way that would provide an added benefit to the overall program. In order to achieve this additive characteristic, the Series was based on holding separate Challenge Series races at Club Racing venues that are not fully subscribed. These events have the excess capacity to accommodate a separate cup car run group. The benefit to the program would be to bring additional entries to some of our smaller events. In order to insure an adequate number of racers, a pre-registration commitment was required by the Series competitors. Although points races and a championship series would be a departure from the traditional PCA Club Racing Program, the added benefit to the smaller races would make it justifiable. The added benefit to the racers would be a national championship series and the opportunity to race in a full Challenge Series race group at each dedicated Series race. This of course would require some modification to one's planned race schedule for the year. Based on the initial surveying of our cup car drivers the interest level was high. By the January 15th entry deadline however, there were not nearly enough entries to make the series viable. The feedback received generally indicated that the majority of

potential competitors decided that the additional travel requirement was not worth the effort of participating in the series. Although they would typically run five or six races per year, the general sentiment was that they would rather go to the ones closest to home, series or no series. The lesson learned by the Club Racing Committee is that based on this result, the current program currently well addresses the competitive motor racing interests of PCA members.

Finally, PCA has just completed a survey of its membership, which currently stands at over 53,000. The survey entailed virtually every aspect of PCA including a few items on track events and racing. In the interest of saving money, it was sent to approximately 8% of the membership, representing a cross section of PCA members. Some interesting feedback as it pertains to PCA track events (both DE and racing); 41% currently participate in PCA track events plus another 33% stated that they were thinking about giving it a try. Combined that is a huge percentage of PCA members. Keep in mind that currently only 4% of the entire PCA membership has racing licenses, which tells me that there is a strong future in racing activities. For regions involved in hosting races, another question was designed to determine the involvement of members in club races in some aspect other than a racer, such as a race organizer or worker. Nine percent (9%) responded that they currently do so, while an additional 22% responded that they would like to. That's a lot of people out there willing to help. You just need to find them and they may be outside of your own region. There was also question regarding Club Races and the Porsche Parade. A very high percentage of racers indicated that they would be more inclined to attend a Parade if there were a race within a close proximity. Almost 50% of the non-racer respondents stated that they would like to see a race at the Porsche Parade. Well folks, they are going to get that chance this July.

Club Racing will be an integral part of the 49th Annual Porsche Parade in Forth Worth. Not only will there be a Club Race on Friday and Saturday of parade week, but also a special Club Race car display at the concours on Monday (no serious judging) and a separate tech quiz section on Club Racing covering the rules and history of the program. I'll be there the entire week and hope to see you.

Be safe.



Top 10 Things Porsche Club Racers Don't Understand

by: Donna Amico, Chief National Scrutineer

There are a number of misunderstood rules, procedures, or just plain misconceptions out there, and the scrutineer at the black flag station hears about most of them over the weekend. So, in an attempt to make our lives a little easier, I've created a "top 10" list. I can assure you that I personally encountered at least one person confused about each item on this list at Sebring. If I'd surveyed the entire scrutineering crew for the weekend, who knows how long it would be? So, in the spirit, if not the humor, of the more famous Top 10 lists, here's my offering.

10. You must come in to black flag during a practice session after a spin, even if you never left the track. Most of you understand about coming in after going off the track to have us look over your car. However, we also do this to settle down drivers who might be getting a little over-exuberant in the practice sessions.

9. You do NOT have to come in for a spin or off-track excursion if it occurs during qualifying or during a race, even the fun race. Now, if it's your 3rd spin of the session, the steward may decide to black flag you for a chat with a scrutineer, but in general, you can continue during qualifying or a race.

8. If you leave the track and hot pit area and go into the paddock during qualifying or a race, you will not be allowed to return to the track. If you need to fix something, you must do it in the hot pit lane.

7. Passing under a yellow flag or under a black-flag-all is dangerous and a very serious infraction. Many of your fellow racers think that the penalty for passing under yellow should be immediate execution, and even that's too good for them. If called for passing under yellow or black, don't be surprised if the steward decides that your session, or even your race, is over.

6. If you should be passed after a full-course yellow or black-all, do not get irritated and decide to pass to take back your position. (I had a really hard time explaining to one racer that yes, it was a pass under yellow when he did that....) In fact, even if you are pointed around, don't retake the position. When the flags are first displayed, the corner workers are very busy. They try to catch all the infractions, but it's nearly impossible (see items 5 and 4). When everyone is in line, they WILL see the pass to retake the original position, and that will be treated as a pass under yellow. If a couple of you wish to straighten

things out, signal each other and do it after the track goes green.

5. The corner workers do not all have photographic memories. They are responsible for the track downstream of their corner, which means they have to recall and report car numbers on cars that have already passed them. Try it sometime. They will report all problems that they can, but cannot be expected to be perfect and catch all of them.

4. It's still important to be able to read car numbers, even though we have transponders for timing. Not only are the corner workers trying to report on cars that have passed them, they are trying to read unreadable numbers. "Red 911" is not very helpful for identifying a car. They might need to communicate something important, such as your car is on fire. And you'll never win that Worker's Choice award if the corner workers can't read your car number. Do them a favor. Look at your car from their point of view (from a distance, from all angles) and fix the numbers!

3. If there is any contact with a car or vertical obstacle that may have caused car damage, all cars involved in that contact must come in immediately, even during a race. Racers, regardless of who is later determined to be "at fault," we want you to know that all of you have an incentive to choose to avoid any avoidable contact.

2. No matter how innocent you are, once you come in for a contact incident, you won't be allowed back out that session (or race). Occasionally, a very innocent bystander will get collected, which wrecks his or her race. (P.M., yes that would be you, at Sebring, and we're sorry, but that's the rule. And you did the right thing by coming in.)

And finally, the number 1 thing that Porsche Club Racers don't understand:

1. Racing Luck is Real. No matter how quick you are, or how much effort and testing you've poured into setting up your car, or how perfect your race strategy, it can all be undone by racing luck, or lack of it. Porsche Club Racers seem to have a particularly hard time with this one. Most of us can afford this hobby because we have considerable control over achieving success in the rest of our lives. Try not to think you also control everything that happens on a racetrack. You don't. Get over it, and just go have fun!



Rules Revisited by the National Scrutineers

by: Lance Weeks, Technical and Rules Chair

The 2004 race season is underway and there are quite a few cars still under construction or at various levels of alteration. Thus, this is a great time to ask questions and be sure that your car complies with the 2004 rules. And don't forget that existing "logbook cars" must conform to the new rules as well.

When the National Scrutineering staff gets together to review the rules, we are really doing two things. First, we are clarifying the new rules and the best manner to enforce them. Second, we are answering any questions about the existing rules and how they are interpreted. Our goal is to strive for balance and a fair understanding of the rules, so that you the driver will hopefully always get the same response regardless of which event you attend.

New rules always leave some questions as to the intent or interpretation of the rule, to which car model the rule pertains and how best to enforce any discrepancies. The following should answer a few of those questions.

Rule Stock 6.B. Sheet metal modifications in the rear deck, trunk and spare tire compartment as required for installation of a fuel cell are allowed.

This pertains to the installation of fuel cells in the front engine cars, allowing these cars to have a fuel cell installed below the rear deck. This installation is safer than mounting a fuel cell on the rear deck.

Rule Stock 6.H. The driver's side door panel and window glass may be removed to facilitate the installation of side impact protection.

While in the past this has been disallowed, allowing side door bars to protrude into the window cavity may provide some further degree of safety. Only the driver's side door may be modified with this protection. If side impact protection is not installed then the window glass, rails, mechanism and door panel must remain as delivered from the factory.

Rule Super Class 2.A. Non-996 based cars with water-cooled 911 engines shall be classified in GTP by displacement. The turbo multiplier shall be applied as necessary.

This extension of the existing rule needs to work with the description of Classes under GTP-1 thru GTP-6. The issue here lies within the "prior to 1999" and Rule Super Class 1.A. "must have a Porsche chassis consisting of a stock tub". This rule allowance opens up the ability to continue the development of early 911 chassis cars

using water-cooled 996 motors, even with logbook cars whose logbooks are issued subsequent to the 1999 rule. "Prior to 1999" is no longer applicable to these cars. The key point to be made is that the tub rule is still in force, -no new tube frame cars will be allowed in GTP other than factory built prototype race cars.

The subject of tie rods for 911's came up again at the end of 2003.

Rule Stock 2.C. Bump steer kits using rack spacers on 911's are legal, provided the tie rods are not modified in length, using anything other than stock or turbo tie rods without extenders.

This rule allows modifications that do not require machining of factory suspension components, and the suspension geometry is not altered beyond what is possible with stock factory parts.

Have a safe and fun, racing season. Hope to see you soon.



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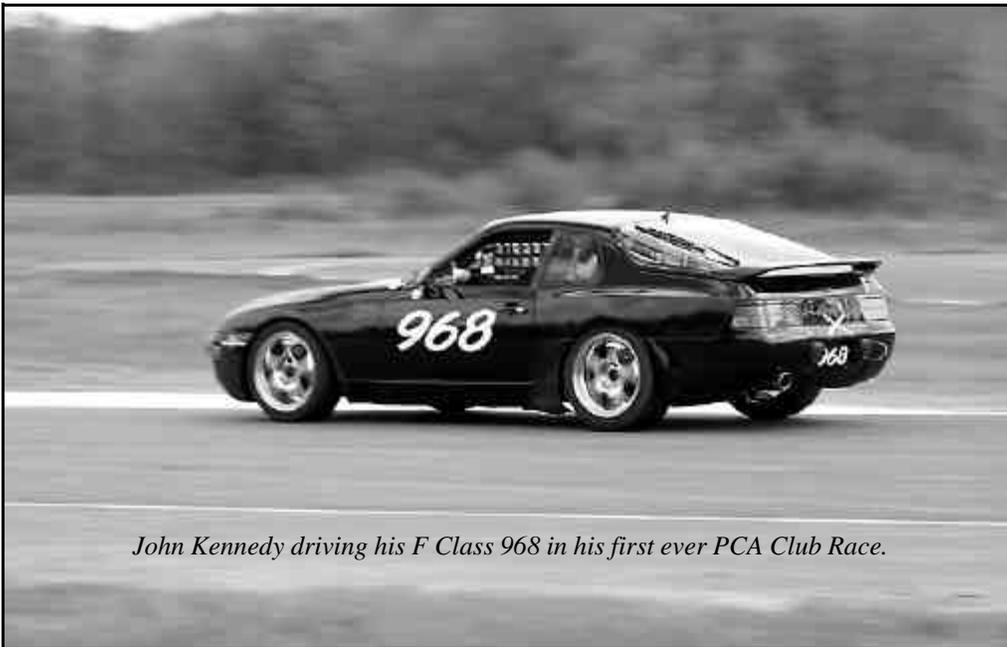


Cup car owners: don't forget to register for the Challenge series by January 15th. Nord Stern plans to put on a very special Challenge race. Be sure to include Brainerd in your Challenge schedule! It will be well worth the tow.

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.

Blastin' the Bayou

by: Scott Foremaster, Member of the Mardi Gras Region



John Kennedy driving his F Class 968 in his first ever PCA Club Race.

Deep in the sugarcane fields of Southeast Louisiana resides the 1.8 mile, 14 turn road course known as No Problem Raceway Park, which served as the venue for the Second Annual Blastin' the Bayou Club Race presented by Greff Motors and hosted by the Mardi Gras region PCA. Unlike last year, when the race was run in April, the decision was made to move the event to the weekend before Thanksgiving, when the temperatures are very mild and the Club Racing schedule has only one other event for the month of November.

This proved to be a good move, because the weather was indeed mild. In fact, the weather was beautiful and the race attracted a total of 44 racers, almost doubling the field of the inaugural event. The race was run in conjunction with the last of six DE's the Mardi Gras region hosted this year which helped to make sure the paddock was always full. Friday was a test and tune day that was run under DE rules and allowed those who had not previously visited NPR the opportunity to learn the technical challenges that the track provides.

One remark that was commonly heard about last year's race was that the Mardi Gras region knows how to put on a party and it was viewed as a challenge by this years race committee not to disappoint. Friday evening, after the track festivities were over, everyone was invited to attend an oyster barbecue with all the fixins at the sports bar located at the start of NPR's drag strip. It did not look like too many people passed up that opportunity.

Saturday opened to cool temperatures and sunny skies and promised to be a beautiful day. There were two race groups and two DE groups for the weekend. Race Group 1, which consisted of classes F through J and a lone GT5S car, took to the track for their first practice session followed soon after by Race Group 2, which consisted of the rest of the GT cars and stock classes B through E.

The three practice starts and fun races were run without incident in both run groups and provided spectators

near turn one, a fine example on how to run close together and still leave competitors room to get through safely. Once the action on the track was complete, the Mardi Gras region arranged for a police escort from the track into nearby downtown Donaldsonville for all the competitors who were so inclined to drive their racecars to dinner, as well as anyone else who wanted to be part of the convoy to Café Lafourche. This turned out to be great fun and we ended up with approximately 130 people who packed the restaurant, which was open only to the PCA. And how was the drive back? All I will say is, the police escorted only those who drove their racecars to the restaurant and it was a return trip that will not soon

be forgotten by those who participated.

Sunday's weather was a carbon copy of the day before, if not a tad warmer. Fastest of the qualifiers in Race Group 1 was Texan James Buckley in his very clean 1970 G class 911 with a time of 01:23.9, followed closely by local Tom Quinlan in a borrowed 88 944 Turbo that normally runs in E class. But because the owner, Chris Wilken, was running it in Race Group 2, Tom ran out of his class in Race Group 1 and set a time of 01:24.2. Another Texan, Bryan Henderson, was third overall on grid and fastest of the F class runners with a time of 01:28.8 in his dark green 1984 911. Steve Bujenovic, who is no stranger to NPR, was eighth overall and first of the I class runners with a very respectable 01:27.5. Starting fourteenth on grid and first among the H class cars was Gary Small in his Euro spec 944. Although Eric Engles of Tulsa was only a tenth of a second back in the other H car. Trusty Joe Macon McGlohen, in his bright yellow 914, was the first of the J cars with a qualifying lap of 01:33.4. Yours truly, was busted after qualifying for being under weight and had to start my 1985.5 I class 944 at the back of the pack. In the future, I've got to start remembering to put my ballast in before heading to grid! Nudge, nudge, wink, wink.

Race Group 2 put everyone on notice that, not only were their cars fast, but they were evenly matched. Title sponsor, Randy Greff, was the fastest qualifier and set the fastest lap of the weekend with a 01:17.3 in his 1979 GT2R 911. Ronnie Randall, who made the drive from Tennessee, qualified his 1976 911 GT4R second overall with a 01:17.4. Mike Hardage, in his beautiful 2002 GT3 Cup Car, was third on the starting line with a time of 01:17.5 (are you beginning to see a trend?). Dan Pastorini, one of six drivers competing in their first PCA race, was fourth fastest with a time of 01:17.7 in his 1996 993, proving that playing quarterback is not the only thing he's good at. The first seven overall qualifiers were all in GT classes and were separated by only 1.7 seconds. Scott Bolduc

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Phil Blackstone in his rare 993 RS Club Sport.

drove his B class 2003 996 twin turbo to a time of 01:20.5. The first of four C class drivers was Jim Collier out of Dallas, driving his white 1993 RS America to a fast lap of 01:20.9. Mardi Gras region president, Chris Wilken, drove his 1988 944 Turbo to his first ever E class pole with a lap of 01:22.6, just edging out John Crosby by just under a second.

The racing in both groups was close but as it had been all weekend, proved to be clean. Both run groups participated in two heat races consisting of a twelve-lap race followed by a fifteen lap finale. First to the finish line in group one in the first race was Tom Quinlan followed by Dave Beauregard in his F class 1986 911 Targa. James Buckley was 2.4 seconds behind Dave with Michael Lapp 0.8 of a second behind James. Jon Grand was the first of the I class runners across the line in his 1984 944. I was fortunate enough to finish eighth overall (second in class) after starting twentieth, so I was thrilled.

In the first race for the folks in Race Group 2, Mike Hardage and Randy Greff had an epic battle up front. Greff started on the pole but Hardage finished first, only 0.4 tenths of second ahead of the hard charging local hot-shoe. After Greff, the finishing order was Dan Pastorini, Bruce Busby, Hank Godfredson, Scottie Bolduc, Jim Collier, Phil Blackstone, and Byron Burkhardt rounding out the top ten, all of whom finished within a minute of each other.

The fifteen-lap race in group one was won by James Buckley who started second. The next five finishers were all fellow F class competitors with Jon Scheurich the first among this group followed by Bryan Henderson, Michael Lapp, Dave Beauregard, and Corey Jump in his white 1987 911. As in the first race, Jon Grand took I class honors and seventh overall followed by Ricardo Goncalves in his G class 911. Joe Macon McGlohen in his J class 914 finished 1 second ahead of his J class rival, John Cotter.

The second race for group two had the exact same finishing results through the first six positions as the first race with Mike Hardage and Randy Greff continuing their battle from the first race. Keith Olcha broke into the top ten in his 1993 911 RSA and your faithful national PCA Club Race Chairman (John Crosby) finished first of the E class runners and eleventh overall.

The workers choice awards were as close as the racing on the track. Rusty Tilton in his GT5S 1976 914 won in group one for his clean and skillful driving. Randy Greff won by one vote over Mike Hardage. Both Mike and Randy suffered mechanical problems Saturday afternoon (Randy's tranny ate second gear while Mike broke a half-shaft) and had to work late

into the night to fix the problem but still managed to put on quite a show for everyone the next day.

In all honesty, everyone was a winner at this event. The racing was close, the evenings were spent with good friends or new acquaintances, and no one went home with bent sheet metal. Hope to see you next year.

Note: Photos Courtesy of Shawn Bosarge of Action Photos.



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924/944 Modifications

by: Patti Mascone, Public Relations Coordinator

Money, obviously, remains a major force in guiding the upgrade process. You may not be able to build a competitive, modified H car overnight, but Arzola, owner of a race prep shop also in the DC area, says, if you are taking a car from I to H, "you need to be prepared to go the whole way."

No matter the budget or class, safety should always be the first priority. The control arm is one component you should consider carefully--and keep an eye on after each race. As often is the case, the car you purchase may have its original control arm in place, never mind that the early and late-model 944s are also different beasts in this area.

In fact, continual factory tinkering to the suspension can be found throughout the NA and Turbo (T) models, and several variations to the M030 option as it evolved. The M030 options, however, provide you with proven Porsche factory limits (ball joint angle, ride height and sway bar size) for both safety and performance. A knowledgeable racer/mechanic can help you wade through what you have, suggest upgrades and help you avoid common pitfalls. Arzola maintains that, along with keeping the control arm level, a brand new Porsche control arm or one of the aftermarket versions will put you in good stead.

The wing also draws much attention to the platinum 944 Arzola piloted at the Summit Point race. If you want a wing for your car, Arzola explains, balance is of key importance. A wing simply pushes the rear of the car down at high speeds (such as in Turn 10 at Summit), so the resulting effect to the front end has to be considered in tandem.

As far as the engine goes, oil starvation is another concern, a result that is often the function of the RPMs and/or G-loads being too high. High RPMs, such as those allowed by

chips, may feel great under foot, but they don't necessarily translate to efficient power on track nor do they contribute to extending engine life, while a chassis that leans too much can slosh the oil back and forth.

Believe it or not, the driver is the simplest solution to this problem: Find the peak power range in the car, drive there and then shift accordingly. For example, when driving the #20 H-car at Summit, Arzola explains, "I did not drive at the ragged edge red line, but at peak torque."

One great feature H cars can use to full advantage is the addition of bigger brakes, either from the late 944T M030 option or from a 928 S4, as Murphy did on the #20. Interestingly, this type of racecar can hold the braking and power to the road with typical 8" rims and 245-45-16 tires.

Because race weekends over the past two years have been rather wet, Arzola weighs in on his success in the rain. While many drivers are unnerved by the prospect of slipping and sliding, Arzola has taken every opportunity to practice and race in the rain. And this experience, along with a somewhat compliant car and fresh tires, gives him a comfort level, even when rain comes unexpectedly, as it did at Summit. "You've got to try it," he says. "You have to feel the car in every turn at medium speed, to see what it allows you to do."

It's hard to argue with any of this advice. No one *wants* to park his or car—for any reason—that's for sure.

(For those of you driving other types of Porsches, look for future installments about your car.)



The 2004 Season Takes to the Road

by: Patti Mascone, Public Relations Coordinator

All of us would attend every race if we could, but there are always decisions to make and other demands to schedule around. The PCA Club Race schedule (as of February 6) boasts 28 races, so maybe there's room for just one more race on your schedule...

If you want to experience the thrill of co-driving with family members or friends, PCA offers so many opportunities—the first five races of this season include enduros, not to mention five more of these longer races are scheduled later in the year! There are quite a few other interesting items of note for the 2004 Club Racing season. The non-PCA Daytona Rennsport Reunion, on April 23-25, offers a once-in-a-lifetime opportunity to participate in a world-class event, not to be outdone, of course, by the Alabama-hosted race at the brand-new Barber Motorsports Park over the June 4-6 weekend.

If you look further into the season, the Potomac Region race has shifted back into summer, with the dates of August 21-22 at Summit Point. Soon after, First Settlers takes

PCA racers back to Virginia International, with an October 1-3 slot. Another race not to miss is the Connecticut Valley race, which has moved to the wonderful racing month of September (17-18), relegating the danger of 'spring showers' to the past. The Zone 7 Laguna Seca race on April 30-May 2 brings a spring race to the balmy West Coast instead.

Many of the 'stalwart' races still anchor the schedule, so please see the full schedule inside this CRN or the most up-to-date version at www.pca.org.

See you there!

--Patti Mascone



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(eve) 801-265-2364



2003 Northstar Motorsports Award

by: Steve Rashbaum, Sponsor Coordinator



On January 17, 2004 Steve Rashbaum, PCA Club Racing National Sponsorship Coordinator and Susan Shire, PCA Club Racing Program Coordinator came to Northstar Motorsports to conduct the drawing for the Year End Winner of the Northstar Award.

To recap for those of you unfamiliar with this award. Northstar Motorsports has sponsored an award which is conducted by a drawing at each PCA Club Race. To be eligible to win, each racer must have Northstar Motorsports decals on both sides of their racecar. The winner at each of the year's Club Races won a certificate good for a 20% discount on any one time purchase of merchandise sold by Northstar Motorsports. In addition to winning a 20% discount certificate each race winner of the Northstar Award had their name placed in a year end drawing good for a Snell SA 2000 Bell Dominator Helmet with a custom paint job provided courtesy of Mike Madden at Razor Image – War Paint for Real Racers. The retail

value of this year's award is \$1,200 which was won by Jim Buckley of the Maverick Region. If you didn't win but want one of the best helmet paint jobs around give Mike a call at 630-257-8006.

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2004 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
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 http://www.gorace.com/
Apr 23/24/25	Rennsport Reunion at Daytona	Non -PCA	
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@cvrpca.org
Sep 18/19	Putnam Park	Central Indiana	Jason Collins 317.858.1864 jcoll-1@rocketmail.com
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
Dec 4/5	Roebing Road	Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net

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

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