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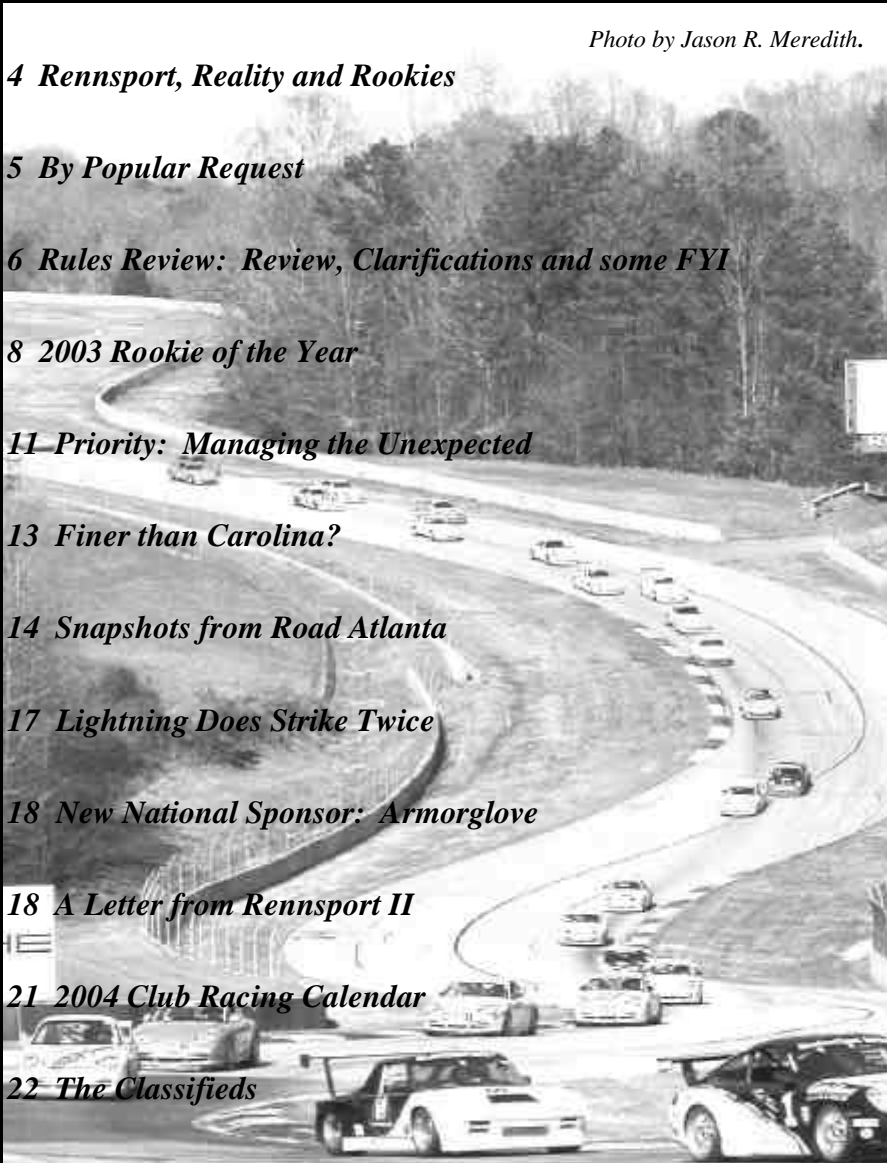
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<http://www.pca.org/pca/clubrace/>**

On the Cover and Above:

Jason Meredith not only captures the action at Road Atlanta but the elevations as well.

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

Rennsport, Reality and Rookies

by: John Crosby, Chairman PCA Club Racing



Variants of the 911 RSR in Martini colors were just some of the many cars that came the Rennsport Reunion II in Daytona.

I am writing this as I return from the Rennsport Reunion II in Daytona. What an event! Even though not officially a PCA race, I consider it be our 31st race of the year with over 200 PCA Club Racers participating. Donna Amico and Dave Maynard handled the tech inspection of not only the PCA Cars, but the other 150 vintage and historic Porsche race cars participating as well. They were both very professional. I was truly proud to walk the paddock and hear nothing but compliments about our racers and scrutineering staff.

At the Texas World Speedway race this past March, during the Sunday morning warm-up session, one of our drivers sustained a very severe impact with a concrete wall. The car was a GT1R 911 being driven by Andre Toennis, a very experienced and former IMSA pro driver. It occurred on a damp track while all alone in the middle of a straight away where off track excursions are very rare. The estimated speed at the time of the impact was in excess of 100 mph. Andre was unconscious when the rescue crew arrived and was extricated from the car through the roof. He suffered a basal skull fracture as a result of hitting the back of his head below the helmet line on the diagonal roll cage brace behind the driver's seat. He was not wearing his neck restraint, although it is unknown whether it would have aided in lessening his injury. The seat and belts did their job; however there was significant flexing and movement of the seat within the cockpit. Several weeks later and finally out of the hospital; Andre is undergoing speech and vision therapy to regain those functions impaired by the accident. By the time you read this, Andre will be back to work and is expected to fully recover.

Andre is lucky. Six years ago while I was a scrutineer a race at Lime Rock, a very similar incident occurred. An experienced driver, all alone, going down the front straight on a damp track, lost control and impacted an earthen backed Armco barrier. In this case he was not afforded the opportunity to seek rehab.

This incident should all give all of us pause for a reality check. This sport of ours is dangerous. Evaluate your safety equipment. Are you using it properly? If you choose to go out on a wet track, is the car properly setup for the conditions. Funny thing about a wet track, not only is the loss of control more likely, once it happens, the car does not slow down like it does when the track is dry. And when encountering wet grass, the car even seems to accelerate, although the sensation is actually a reduction of deceleration.

PCA Club Racing sets forth MINIMUM standards to which a driver must adhere. These rules and regulations by no means guarantee your safety. The PCA scrutineers collectively are a wealth of information about the safety components of a race car. Often times they will make a suggestion even though it may not pertain to a specific rule. Listen to what they say and by all means if you have a question or a concern about your car, please feel free to discuss it with one of them.

Later in this issue of the *Club Racing News* you will read about our 2003 Rookie of the Year. Congratulations to the thirty four eligible rookies, which is by far our largest number ever, and to Terry Morris of Wichita Region for being selected.

See you at the track.

John



The Le Mans winning #7 956 of Joest Racing was one of many 956 and 962 variants on hand at the Rennsport Reunion II.

By Popular Request

by: Donna Amico, Chief National Scrutineer

Wow. Ever since my January/February *CRN* article on “protesting in PCA,” the scrutineers have heard from a number of H- and I-class 944 and 924 drivers. We’ve heard from you via e-mail; we’ve heard from you at races; we’ve heard from you while dropping off wheels at a tire shop. You get the picture.

It seems that lap times from normally aspirated 944s have gotten faster. Even at “horsepower” tracks like Road Atlanta, I-class cars are running with F cars. I still maintain the driver is the biggest difference. However, it is definitely our responsibility to check. I think the applicable phrase here is “Trust, but Verify.”

Right now, we’re collecting the list of all the items alleged to be modified on various 944s including turbo and 968 models in E and F class as well. We don’t want to leave anyone out! I admit it isn’t readily obvious how all of these can be found during limited inspection at the track. However, generally either the modification can be seen, or the effect of the modification can be measured somehow. We agree to take up the challenge to work on this. In the meantime, here’s our current list. Feel free to send me an e-mail at donnaamico@comcast.net and help me add to it.

Things We Don’t Want to See on a Stock-Class 944:

- Modified fuel regulator and use of the Turbo version for higher pressure
- 3.0 liter crankshaft and/or use of the "knife edge" remachined crank to remove 7-14 lbs (opinions on the weight savings differed!)
- Remolded/reground factory labeled camshafts
- Shaved/polished and ported heads (extrude honed included)
- J&E Pistons or other non-stock shape domes or reliefs
- Bored-out throttle bodies and “expanded” air meter boxes
- Modified DME boxes and rerouted associated vacuum lines
- “Piggyback” DME boxes
- Audi Ring and Pinion
- 924S 5th gear
- Holes in the underside of the intake manifold corresponding to vacuum plumbing

The scrutineers did give a little extra attention to I-class at Road Atlanta, but we know more is needed. In the specific instance of the car cited in January/February, the only “anomaly” found was the rather common confusion about our position on adjustable camber plates,

resulting in a move to “prepared” for the weekend. Several of you pointed out, correctly, that the specific car in question could be identified from the article, and I should not have done that. Hopefully this follow-up sets the record straight.

FIA Approved Seats and Seat Back Braces – A Clarification

The 2004 rules offer an option to racers that allows a safety system that does not require a seat back brace. For those with relatively recent GT3 Cup and GT3 R/RS cars, this is straightforward. So long as you have the original factory-installed seat, seat mount, and seat rails in the car, you do not need a seat back brace for 5 years after manufacture. If you replace the seat now with a different FIA-approved seat, you also do not need a seat back brace. If you do not replace the seat in 5 years, you will need a seat back brace.

If you replace an FIA-approved system that is more than 5 years old, OR if you are installing a current FIA-approved system in a car that did not have one, you must replace the seat, the seat mount, AND the seat rails at the same time. Since this is difficult to inspect, save your receipts, and keep them with your logbook. If you cannot use the original seat mounting points when you install your new system, then you must reinforce the new mounting points for a safe installation.



Note: Photos on Pages 4 and 5 were provided by Wayne Dempsey of Pelican Parts. To view more photos from the Rennsport Reunion II, goto: www.pelicanparts.com



This 914/6 GT was one of several GTs present at the Rennsport Reunion II.

The Rules: Review, Clarification and some FYI

by: Lance Weeks, Technical and Rules Chair

Rules Review Procedure

May 1st marks the start of the Rules Review Procedure. The timetable is on Page 22 of the *Club Racing Rules*. This is the time for racers to provide valuable insight for possible rule changes for next year. With your proposed changes, if you will provide technical documentation, if necessary, to help the committee in the review process, it would be greatly appreciated. We value and review every response we receive during this time. Your proposed changes keep this program growing and in pace with the latest safety requirements. The Club Racing website will provide an e-mail efficient way to provide your suggestions via the following link:

http://www.pca.org/pca/clubrace/rule_changes.htm

The SNELL Foundation and Helmet Ratings

The SNELL Foundation anticipates the release date of the SA2005 helmets to be October 1, 2005, barring any problems with certification testing. So start planning for an update pertaining to the requirements for helmets.

KUMHO Tire Recall

KUHMO has announced through a press release that the ECSTA V710 tires are being recalled. These tires are not legal in PCA Club Racing until such time as the manufacturer reissues this tire or retracts this statement. If you own these tires, you should contact your KUHMO dealer for more information.

Rule Clarifications and Explanations

Stock Class 1.A. Engine.

The 964 and 993 motors were notorious for throwing alternator belts with the two-pulley alternator/fan arrangement. It is legal to change only the alternator/fan pulley to a single pulley type with a locking device that locks the alternator shaft to the fan. The single pulley must be the same diameter as the original fan pulley. You **cannot** change the crankshaft pulley. What this means is that the alternator is spinning at a slower rate than originally designed, but the increased single belt tension required to drive both actually uses more power than the stock arrangement. Thus, this change is not a performance advantage, but certainly is a reliability improvement.

Safety 18.

I have seen a number of cages which are being installed which have a bracket to mount the cut-off switch inside the car for easy access for the driver. However there must be a means for the corner workers on the outside of the car to be able to activate the switch. Having the corner workers reach through the window is not a viable answer. You must have an externally accessible means for the safety personnel to shut off your car. If your car is lying on its driver's side, they simple cannot get to the switch inside and you may be unconscious.

Hope to see you soon at a Club Race, be safe and have fun.

Lance



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Great area.
Great fun.**



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.

2003 Rookie of the Year

by: The Nominating Committee & Terry Morris, Rookie of the Year

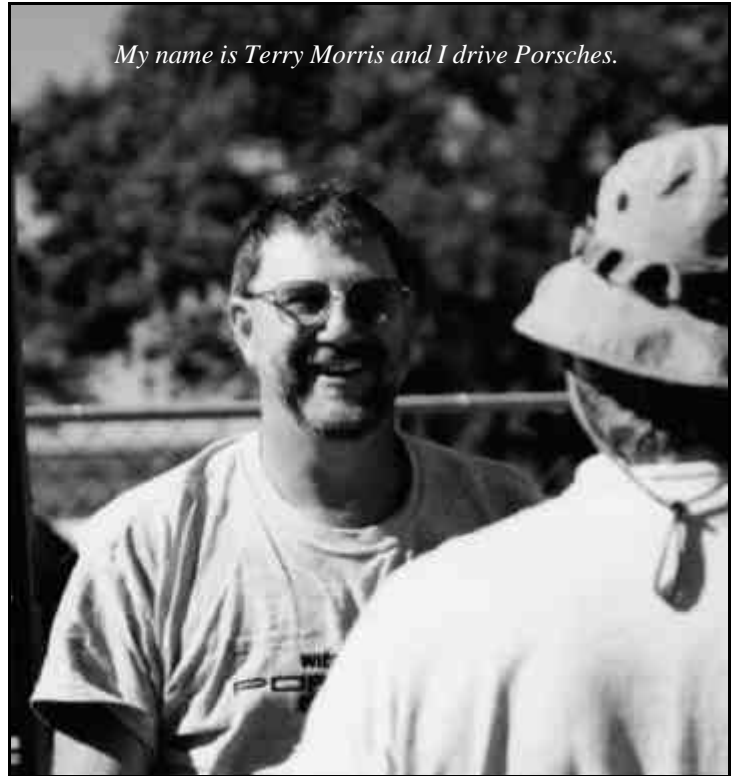
The Rookie of the Year Award annual award is sponsored by the friends of Mike Melton at European Performance Engineering in Massachusetts. Mike was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the "Rookie". Of the numerous Rookies who joined the Club Racing Program in 2003, thirty five were eligible for the award by completing five or more incident free races during their first year. We congratulate the following racers who were eligible for the 2003 award:

JAMES P. ACHARD	MARK MC GUIRE
BRIAN A. AMOND	TERRY MORRIS
DAVID BAKER	STEVE PATTI
DUANE A. BALL	JEFFREY N. PHILLIPS
JON BEATTY	RICHARD T. PRICE
JAMES R. BREAKEY	CHRIS REINSBOROUGH
GREGORY BROWN	STEPHEN ROACH
JIM CHILD	HARVEY W. ROBIDEAU
DOUGLAS CROSSMAN	GARY R. SMALL
SCOTT FOREMASTER	F. GRAYDON THORNE
MARK FRANKLIN	CALVERT TOWNSEND
JOHN T. FRIED	JOHN VENINGER
PHILIP C. GILSDORF	STEPHEN R. WATKINS
JEREMY GOLDBERGER	STAN R. WENGER
SCOTT H. JOHNSON	MARK WHITE
STEVE E. JOHNSON	LAWSON C. WILDER
GEORGE KOPECKY	OSMOND J. YOUNG
ROBERT W. LUNDE	

After careful consideration, the 2003 award was awarded to Terry Morris of the Wichita Region. John competed in his I class 944 at 11 races, kept his nose clean and showed what the spirit of Club Racing is all about.

Terry's involvement with Porsches goes back over 30 years. Terry describes his long journey beginning with the text to the right and continuing on to Page 11.

My name is Terry Morris and I drive Porsches.



My history with Porsches goes back a long way, -over 30 years. I was first exposed to Porsches as a teenager in Winfield, KS in the early 70s. A neighbor had a light blue 914. I always had to stop and look at it a minute and sometimes I was lucky enough to see him driving it around. I learned to drive in a '66 Beetle and often thought about the common ancestry. Driving the '66 Beetle also began my training on how to get the most out of a slow car. I'm still driving a slow car and still trying to get the most out of it. I had a friend in college that also had a blue 914 and I got to drive it a lot. I was hooked and so my junior year, 1978, I bought a real nice '73 914 with about 60k miles. I still have that ball and chain today, although it has evolved into a project in waiting.

In '82 I finally joined the PCA and found a whole

Continued on Page 10



Terry Morris in action at Hallet.

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While at TMS, Terry Morris, with the assistance of family and friends, scrambled to fix an oil leak which plagued him throughout the weekend.

new crowd of friends. They must have saw me coming because within a year they conned me into doing the region newsletter. I finally got out of that job about two years ago. During that time, in addition to doing the newsletter, I was president several times, VP, secretary, treasurer and safety chairman. I ordered a 944 in October of '82 and got it July of '83. It was probably the longest wait of my life. I started autocrossing that fall and continue on with that thru today. In the '80s I started the local PCA club into autocrossing and began the process of converting them from "shiners" to "drivers." As a side benefit of setting up and organizing the PCA autocrosses, I could get in as many laps of practice as I wanted, which paid huge benefits when I would go to SCCA events and the Parade. I won the 944 class at the Parade autocross, in '86 at Dallas and '87 at Colorado Springs as well as every Fiesta Del Porsche event that I attended. (Five total). I was the Wichita SCCA solo chairman for five years in the eighties as well.

During the autocross years I was always willing to take riders during my runs and ride with others as much as possible. I developed my ability and love of driving instructing accidentally this way. I found I learned a lot by riding and helping others become better drivers. In '86, Don Mayer and I went to our first DE, a Dick Turner school at Hallett and we were hooked. Heartland Park opened in the fall of '89 and I was like a moth to a light. GPR (what a bunch of great people) put on an excellent DE that fall and suddenly autocross became the second burner. Track Time Inc. came to HPT the next spring and the GPR guys gave them my name to help them set up. Once we got acquainted, they let me go thru their instructor school and I had students that weekend.

I wanted to race real bad but didn't want to turn

Whitey (my 944) into a racecar and I didn't really have the funds either. It was still pristine and only had about 60K miles in 2000 when I sold it to Chuck McCoy, (who is now autocrossing it with the Dallas PCA group and having a ball). I bought an '84 944 that was mildly prepared as a club racer. It had a logbook but was very streetable. I had no tow rig so drove it to the DE events as I sorted it out. My dad sold me his '86 Dodge Van. I bought an open trailer and started living large. I was towing to the track! The tow rig arms race with Randy, Don and Chester had long since past me by but that was okay. I at least looked like a racer now. I had accumulated spares, wheels etc. over the years and just had to bite the bullet and buy all the safety equipment. The constant jabs from the racer guys finally got to me, so the fall of '02 I got everything together and entered a couple of COMMA events at Hallett. Now the hook was really set so I set about running the Susan Shire gauntlet to get my license and all the documentation.

My first year of PCA racing was fantastic for me. First off was TWS. I got second in every race, was only two seconds off Steve B.'s time and was several seconds faster than the other local 944 guys. Next was TMS, which was my worst race. I had an oil pan gasket blow out. Thanks to John Crosby, who had a gasket, my daughter and I spent most of the night putting that in. I finished the races but still fought oil leaks. Things picked up nicely at the Omaha race in July as I qualified on the pole and finished second in both races. -Both by mere feet. I was only .2 seconds off the fastest race lap, with close racing the whole time. This event was special because this was the first time my sister and several close friends had a chance to see what I do for fun. At Pueblo I won the first race and got second in the other, again with close hard racing with the locals. My parents finally got to see me race at Hallett. I don't know how much they worried about the whole racing thing but they didn't let on if they were. I had no I class competition but had great racing with four G and H class 911s for the entire sprint race. The year was also very enjoyable because the only track I had ever been to before was Hallett, all the other events were new tracks to me.

The best thing about the year was meeting the people. Having been around autocrossing, DE events and club races, I knew racers were great people but I had no idea how great. Something about being on track with your fellow competitors creates some sort of bond or understanding that I didn't know existed from just doing DE s. One of my friends said it best after the second race at Omaha. He comes from a dirt track/stock car frame of mind. He commented that he was so amazed that after we were out there slicing and dicing with each other, doing all we could to beat each other for 40 minutes, as soon as we got out of our cars in the pits we all hustled to meet each other and do some back slapping. He thought it was just the coolest thing. So do I.



Priority: Managing the Unexpected

by: Patti Mascone, Public Relations Coordinator

One of the best skills a racer can possess is the ability to respond calmly to—or prevail over—the unexpected. Here are some things to consider if you run over these bumps in the road during a race weekend.

Here it Comes: Rain

Believe it or not, one of the better scenarios for a wet event is an obvious rain that, of course, remains somewhat short of flooding. This provides not only ample warning but also opportunity to switch to rain tires. Nevertheless, very few racers prefer a whole day lost to rain. This leaves us with the best scenario: Qualifying and racing sessions salvaged by a dry or drying track and a return to regular tires, better grip and full confidence.

No matter what, if you are caught on the wrong tires for rain, it may be best to skip the offending session altogether, even if it happens to be qualifying. If you add in any of the following: lack of experience (or too much!), some certainty of a small grid, or some guess that the race will be dry—skipping even qualifying is a no-brainer.

Wet qualifying can be a strange situation, especially with regards to physical conditions inside the car, with all the leaks, failing electrical and bad visibility. On top of that, you are asked to do two incongruous things: grit your teeth and go faster. Skill or not, precision or not, consistency or not, the changing conditions can mean disaster at any moment. And it only takes one lap for mishap to occur. But it takes only one timed lap to put you on the grid ahead of those who don't go out at all. Does balance come to mind? Yes.

Because we tend to focus on vision, when we don't see water collecting, we think we're fine. Yet, much like "twilight," the onset of rain can be a perilous time. We tend to react with proper caution once things are completely flooded (or pitch-black dark, etc.). So one thing you can do is to extend this same credence to the full range of conditions, so you can take advantage of them appropriately. Drying conditions may allow you to pick up speed, giving you the best shot later in the session. Or on the opposite, worsening rain may require you to hold back more and more, meaning one early, cautious lap may be the answer.

With the advent of better rain tires, the traditional rain line (deeper braking, late apexing, maximizing the straights) may no longer be the only way around a wet track. However, adages from the past are still worth investigating. Avoid streaming water; look for higher or dryer areas; extend the amount of straight line (straight steering wheel) driving because cornering and braking are

effected most—these are still important considerations.

One trick: In variable conditions, you'll often see cars mounted with two of each tire type. This leaves you with only two to change either way—not a bad idea.

There I Go: Off-Track Excursions or Parking Your Car

There are several things you can do to prepare for or lessen the negatives related to an off-track excursion or ailing car. In your effort to prevent or minimize off-track "events," your proactive attitude provides the foundation. Because you have responsibility for yourself, fellow competitors and workers, think about what you can do to avoid being "along for the ride."

Mental preparation (and review) is obvious, but often forgotten in the heat of battle: Know where all the corner workers are located. Because races are more fully staffed than DEs, many of the workers will not be in tubs. Secondly, locate escape routes, access roads or other places to drive off or park your car, so you can not only save yourself from being hit, but save your fellow racers from full-course flags or ruined schedules.

Another way to avoid an incident is to manage the track with your driving. You can learn where to push—and where not to—simply by locating impediments near the track. There's no doubt that many walls are there because racecars have landed precisely in those spots. So don't test the areas where so many others have failed! Rather, test the limits of your braking (especially left-foot), cornering and acceleration abilities where conditions allow. And most definitely, be precise near those walls, berms and guardrails, picking up speed gradually. Don't let the locals lure you into one of these tight-rimmed turns at a speed you can't handle, until you're ready.

Make sure your car is in good working order, especially if you've just completed a repair. Check and recheck. "Listen" to what your car is telling you while you drive, through sound, sight, feel and smell.

If you rely on mental scripts, the better off you will be when you spin or go four wheels off. In some situations, you may end up only partially off the pavement. And in racing conditions, you always want to resume racing as quickly as possible. Still, no matter how well you recover, once you have lost control of your car, you have lost the right to your previous running position—or any track position at all. If you can not see a

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Continued from Page 11

full view of the track from where you are (and most likely you won't), assume that traffic will be blocking your way back.

This is where the corner worker becomes both your eyes and director for returning you to the action. If you are not in sight of a worker, you can most likely get within sight of one (off track, in a slow manner) without looking very far. If you end up one of those strange in-between places, you should, only as last resort and in a controlled manner, return to the smallest portion of the track, one that allows you to rescan the vicinity for cars before resuming your pace. In every situation, wave any inkling of even a shadow of a competitor by.

Why are you asked to pit after a spin or four-wheels off in practice—and under race conditions, perhaps, asked to answer a black flag? Because both your car and your driving must be under control once you resume. Use the opportunity to take a deep breath!

When, Where and With Who: Schedule Anomalies, Run Group Groupings, etc.

Always be prepared for schedules, procedures and customs to be different at any moment. Generally,

events run like clockwork, with lots of similarity from event to event and year to year. But don't get lulled to sleep. There remains the chance that something might not go as planned, whether you have been to the same event 14 years running or are on your 14th different race. With all the cell phones available, you may want to take advantage of a "buddy" or mentor to help keep you oriented. (In fact, the information tent at the 40 Hours of Sebring is awesome!)

Some schedule idiosyncrasies include weather reshuffling run group order; track clean-up; mandatory quiet hours; or one day starting earlier than the other. Whether it's scheduling or the lack of working restrooms, race groupings you think are odd, incorrect grid sheets, missed announcements or noise parameters, something will throw you a wrench—a surprise beyond the control of anyone present. If you think about the amount of preparation, care and sweat the volunteers put in, yelling or criticizing one of them will never come to mind.

There is one overriding piece of advice that will get you through anything unexpected: Be prepared, then roll with the punches and go with flow. It will certainly keep your heart rate and blood pressure down, so you can save the adrenaline for the race.



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Finer than Carolina?

by: Rock Webb, Resident of The Carolinas



Group 2 on the start of the 30 minute sprint race.

Photos by Dave Zipkin of Fast Forward Photography.

“NOTHING COULD BE FINER THAN TO BE IN CAROLINA.” Great lyrics, especially fitting for our March racing weekend at CMP. Except for a brief rainy episode on Saturday morning, it was gorgeous. More about practicing in the rain later.

The Carolinas Region put on a unique event, with a DE Solo group, two Sprint races and an Enduro. Saturday we had practice, fun races and qualifying—in preparation for the 40-minute sprint races on Sunday morning. The hour and half enduro would follow on Sunday afternoon. After a fun day, everyone returned to Camden for low country shrimp, known here abouts as Beaufort Stew, that’s Bew - fort, not Bow – fort. Boiled shrimp, sausage, and corn on the cob, delicious. Camden is a horse town, home of the Camden Cup Horse Races—a nice southern town with big oaks and southern mansions. Stay over at the Green Leaf Inn and you will

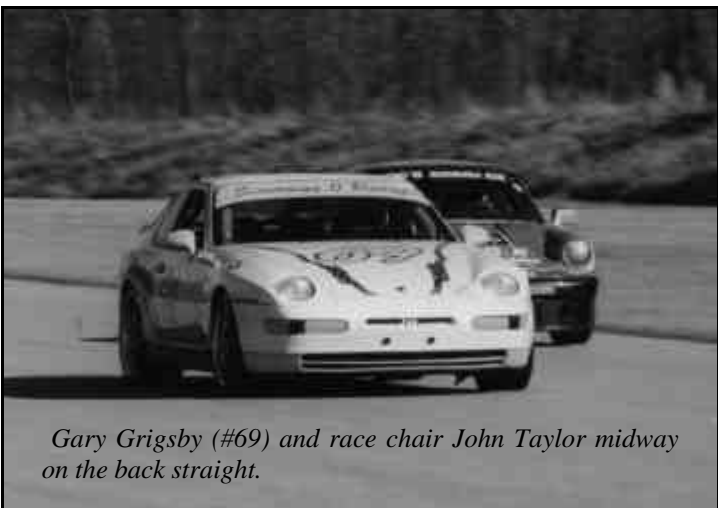
not be disappointed.

The Blue Group was out first Sunday with some 26 entrants and car classes from C to J. A wide variety in speed made for some interesting racing, especially going through the kink. Dennis O’Keefe jumped to the lead and finished ---ahead of Greg Merrill, Charles Price and Jamie Levy. Back in I-class there was a battle between Brandon Sick and Eugene Swartz, with the lead changing every lap. Jamie Levy had a brilliant drive from 17th to 4th overall and was picked for the PCNA Corner Workers Choice award.

Next up on the grid were the faster GT cars, with Andy McNeil’s awesome 914 turbo on the pole. But it wasn’t to be, the clutch failed at the start. Tim McKenzie, in his GT4R 914, went into the lead and then on to win the race. Next at the checkered flag was Tom Barrasso in the first cup car, followed by Paul Orwicz and R. Duncan. Tim McKenzie received the Workers Choice award for his outstanding drive

After lunch and then 90 minutes of racing in the Enduro, Tom Barrasso had the lead, followed by the team of Leh Keen and Cory Friedman, Gary Pennington third and Van Sayler finished 4th.

Practicing in the rain, well watch it. During the rainy practice session on Saturday morning, I choose to hone my wet driving skills—no—I spun coming out of eleven. Not a big deal, stayed on the track facing backwards. But the car behind me slowed down to avoid me and was struck from behind. In the words of the Race Steward, “If it wasn’t for my spin, the events would not have occurred.” Lesson learned.



Gary Grigsby (#69) and race chair John Taylor midway on the back straight.



Snapshots from Road Atlanta

Photos provide by: Ken Hill, Jason Meredith and Mark Gay



Below, top: Race Group 3 sets out to qualify. Steve Pattee, #31, finished 2nd in GT4S and #19, Gary Knoblauch finished 3rd in GT4S.

Below, bottom: The pit lane saw many nicely prepared mounts pass through as they made their way to and from the circuit.



Pictured top: An impressive group of GTC, 4S and C entries heads into Road Atlanta's first turn. Although it looks like they won't all fit, Turn 1 is a fast, uphill sweeper. Turn 3 they have to worry about!

Above, middle: Bill Berard gets the checkered flag in Class C: Road Atlanta's finish line is so close to the final turn, overtaking is always a threat at the last minute.

Above, bottom: Leh Keen, "The Kid" sits patiently waiting for the call for Race Group 2.

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Lightning Does Strike Twice

by: Patti Mascone, Public Relations Coordinator

Despite an all consuming fire on the way to Sebring, Chris Musante and crew were back in action at Road Atlanta.



They say preparation is key at Sebring, but this perennial PCA season opener always throws up some sort of dilemma no matter the amount of planning or effort. In fact, the first two months of 2004 were quite bizarre for two teams related to the PCA.

In January, on the way to the 24 Hours of Daytona, The Racers Group transporter suffered wheel bearing failure and serious damage from the resulting fire. The cars were raceable, albeit with a unique aroma. Then fire struck again. This time, a PCA transporter, Sebring bound, was totally consumed by fire, which destroyed all the contents, including the team's several Porsches. "Heck of a way for two PCAers and their teams to start the season," reports Chris Musante, owner of Musante Motorsports in South Windsor, Connecticut, whose GT4S racecar was among those lost.

Just as Kevin Buckler and The Racers Group team made a good comeback, so did Chris Musante and his longstanding customers—the former making the show at Daytona, the latter regrouping and presenting five cars for the Road Atlanta race. These stalwart drivers included: Peter Boll, Vermont, F-class 911 Carrera; Russ Castagna, Massachusetts, GTC2 Cup Car; Bert Cossaboon, Pennsylvania, D-class 930; Jim Lewis, Massachusetts, Class G 911SC; and Steve Wood, New Hampshire, GT3S 911.

Lessons can be learned, both about good insurance and about personal perseverance. First, let's get the "fine print" out of the way. Musante (speaking from

his own experience) explains, "Unless you have line item coverage on your homeowners policy, as you would for a piano or jewelry, the trailer is simply 'naked' personal property, in terms of coverage. The racecar is in similar peril." That means everyone who owns a non-street-registered automobile, trailer and/or tools, should look into their existing insurance coverages (or lack of). If you use the services of a transporter, you'll need to investigate whether the trucker's insurance covers your car and its contents. In any case, contact your agent or an expert in "collector car" insurance to make sure your racing property is covered.

Now for perseverance. "The New England contingent (+ 1 from Philly) made a commitment shortly after the February disaster to make things happen for the April Road Atlanta race," Musante says. "Transporter services were scheduled, waivers signed, calendars marked and cars prepared." Although Chris couldn't replace his own car that quickly, the five stalwarts requested his talents and services in support of their efforts. It took Musante Motorsports fabrication whiz and electrical guru, Andrew Hobbs, to get things back on track. And to ensure the trip south was productive and enjoyable.

"All drivers did exceptionally well (no DNF's, three Firsts in Class)," beams Musante, who put the five cars back on the transporter in fine shape, ready for the next race. As the team leader, Chris—who has too many class and overall titles to count—handled his own downtime at Road Atlanta with grace and humor.

But Chris says that without the compassion, empathy, loyalty and, lest we forget, the good humor of Musante Motorsports customers, none of them would have gotten through the worst of it. Accordingly, Chris sends out a public THANK YOU and adds, "It's OK to stop asking for 'Smoky' when calling the shop."



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by: Steve Rashbaum, Sponsor Coordinator



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and is being used and seen on over 20 teams in the ALMS and Grand Am series, including the new prototypes in Grand Am. Look for the Armorglove logo on these cars! In the 2004 NASCAR season (Cup-Busch-ARCA-truck) over 46 teams have switched over or begun using our special race film. This year alone over 55 Porsche club racers are using the films.

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A Letter from Rennsport II

by: Tom Bobbitt, President, PCA

Fellow Club Racers,

I just returned from the spectacular Rennsport Reunion II at Daytona at which hundreds of PCA Club Racers had the opportunity to race on the high banks in the races Brian Redmond produced. I want to express my immense pride in the performance of all my fellow PCA Club Racers who participated with distinction. We had something approaching 300 of our members participating, the majority of whom had never driven at Daytona, and we competed in the best spirit of Club Racing, without incident and with great camaraderie.

Truth be told, there were those who were skeptical about our ability to drive at this level and on this track. I believe through your performance you should have silenced the doubters. I have received very positive

compliments from the Redmond's (always our supporters), Daytona management, and Porsche Cars North America. I want you to know that we should all take pride in our level of professionalism and our racing ability.

I hope you had as much fun as I did at Daytona.

Regards,

Tom Bobbitt
President, PCA



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<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
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 4/5/6	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	OhioValley	Dave Schardt 937.299.0610 dschardt@wheel1.com
Jul 30/31 Aug 1	Mosport	Upper Canada	Susan Davis 313.506.5659 spdavis911@msn.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@cvrpa.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 29/30/31	Heartland Park*	Kansas City	Sean Reardon SReardon@glpma.com
Nov 5/6/7	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.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

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