



News

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On the Cover:

*Matt Stanton at the Summit Point Club Race.
Photo Courtesy of Ken Hills.*

Deadline

The deadline for the next issue is:
May 1, 2007

Lap 1

by: Bruce Boeder, Chairman PCA Club Racing

By the time you are reading this our first event of 2007, the Sebring club race, will be over and the second event, the next two races, at Barber Motorsports Park and Texas World Speedway, will be close. If registrations for the Sebring race are any indication, PCA Club Racing is healthy. Sebring will have set a new record for attendance, with 300 or so racers registered. Club Racing in 2006 ended the year financially in the black on the national level. We held 27 races, with two very successful races at new venues for us, Miller Motorsports Park and Daytona International Speedway. The number of new rookie candidates joining us in 2006 were up from the previous several years. There are currently 25 races on the schedule for 2007 and a 26th race is anticipated to be added shortly. All in all a healthy program.

That's not to say that we couldn't do things better in PCA Club Racing. Although our rules have been largely the same for a number of years, as Donna Amico points out in this issue, car classification in Stock Classes B-D needs some revisiting this year and likely will end up with the creation of four rather than the current three classes. We are seeing some thinning in the GT classes. We are still hopeful that the Spec 944 classes will be as successful as we originally anticipated. Cost for racers and races themselves is always an issue. Although this is a wonderful program that has been extremely successful over its 16 years of existence, that doesn't mean that nationally we aren't looking at ways to improve the experience for our racers.

I've asked Andy Jones to include in this issue a reprint of "The Guiding Principals of PCA Club Racing." These are the principals that Alan Friedman presented to the PCA Board in the early 1990's as a framework for the program that he envisioned. They are the principals that still guide us every day. It's worth the two minutes to re-read them.

Whenever someone asks me what sets PCA Club Racing apart from other venues I bring up several things. Among the things I point to is the fact that the Porsche Club of America was a car club which had been in existence for over 35 years before it decided to go racing. We are still a club first, racing organization second. I firmly believe that the

camaraderie that we see in every paddock at every club race is something that sets us apart from almost any other racing venue. Sure, we race hard when we are on track and I don't see anyone giving anyone else any quarter but we also all know that when the racing is over we will be in the paddock socializing with our fellow racers. I'll write in future columns about other things that set us apart from other venues and make our venue, in my opinion, a better place to race. Number one is the fun, socialization aspect. I hope all of us remember that and can experience that at our events.

John Crosby mentioned in his last column in the last 2006 issue of Club Racing News the retirement of a number of long time members of the national staff. Alan Friedman, the founder and driving force, has retired from being a steward. Jay Culbertson, a long time steward, has retired from working as a steward but as with Alan, will continue actively club racing. Harry Hall, who was there from the beginning regarding rules and technical issues. They will all be missed. In addition, recently Ray Pruitt informed me that he was having to step down as a scrutineer. Ray, our only Canadian member of the national staff, will be missed for a number of reasons, including his stories about riding motorcycles over Rogers Pass on the Trans-Canada highway, in driving snow storms. During this next year we will be adding a number of new faces to the national staff. More to follow about them in the next issue.

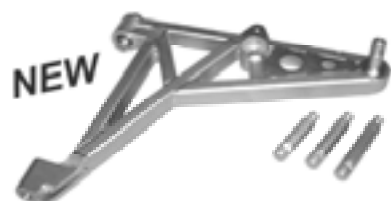
Have fun and see you at the races!





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RACER'S EDGE

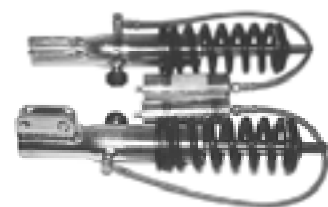


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Preparing for Change

by: Donna Amico, Technical and Rules Chair

Yes, we just started the 2007 racing season, but I'm already going to start talking about 2008. My last article on the 2007 rules changes discussed completing a more thorough GT study for GT-class rules proposals next year. I also noted that it is increasingly obvious that we need to look at Stock Classes A-C (and maybe D), because the performance inequities within these classes seem large.

There are also rule changes already in the works for 2008. They are considerably less-sweeping than GT and Stock reclassifications, but if you are one of the racers affected, it's better to know about them now rather than in November.

SP1: First our SP class rules follow the rules of series run by other sanctioning bodies, and we work together to keep these rules consistent. The whole point is to be able to run a car competitively in both series. We were able to get the SP2 and SP3 rules synchronized for 2007, but the West Coast NASA series that is the basis for SP1 just published their 2007 rules recently. Note that the significant changes in these rules won't go into effect in their series until June 1, 2007. We don't change rules mid-year, and so we will not make any of these changes until 2008. However, if you are planning to make upgrades that are about to be banned, I bet you want to know about it. You will be required to retain stock headers and stock DME chips, and the Bilstein Firehawk threaded front struts will no longer be allowed. These are the AK part numbers under the shocks rule, so Bilstein AK1110 and AK1111 will be removed from the list of allowable shocks.

Updating and Backdating: I can hear you now – here she goes again! Many of you know this is my least favorite rule. It can be hard to interpret at times, and it is common to get e-mails after events from befuddled scrutineers trying to figure out if an update or backdate is correct. Recently, this started a conversation among us about updating and backdating across the '73-'74 model body style change. There are a few of these out there, since the mechanical changes aren't difficult, but I don't think anyone has correctly changed the body with it. A "duplicate in all regards" does include body style,

and you should have a correct hood style to match the model that you are running as. So, expect this to be clarified next year, but without penalty to those who already have logbooks for the conversion. If you have one of these cars under development, make sure that you finish it and get it a logbook in 2007!

GT3 Weights ('99-'00 and '03-'06: An alert racer couldn't figure out where we got 2920 lbs (without driver!) for the weight of a '03-'06 GT3. That's before my tenure, but I do know what it is like to try to get a Porsche-published weight on a brand new model (not easy). I imagine that we needed to put the car in the book and took a guess, assuming that it was lighter than the base 996. Well, we were wrong. Recently, I spent some time researching this weight, and every source I found had 3042 lbs for the '03-'06 GT3. This will have to go through the 2008 rule change process (as 3192 lbs., with driver), but it is rare that we don't adopt the factory weight once available. So if you are racing a later U.S. GT3, stop looking for ways to get weight out of your car. You will probably just have to put it back next year.

There is a report that we may have the opposite problem with the Euro GT3 from '99-'00, and our published weight may be higher than the Porsche-published weight. This weight is being investigated, and I don't have an official number yet, but it could be a significant change. Please note that weight corrections up or down, will be factored into any reclassifications that occur among the A-D cars for 2008.

So, there's a few "heads-up" for likely rules changes in 2008 – if you are one of those potentially affected, I hope you appreciate the advance notice!





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Space is limited to 60 motorcars, so we urge you to register early. Visit www.carolinatrophy.com for complete details.

September 9-14, 2007



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View from the Tower

By: Bryan Henderson, Chief National Steward

This is the first of what will become a regular column in Club Racing News. As we move along I plan to talk about a bunch of different subjects mostly from the Stewards point of view. I intend to look at things such as, passing situations, incident investigation, National Staff duties, race-craft, blocking and more. If you have something you would like to hear about drop me an email or corner me at the next Club Race where I'm working or racing.

Several items seem to bring a lot of blank stares at Orientation Meetings when I ask questions intended to get the attendees thinking about the actual on track operation of our rules and procedures. For example, Can you pass under a white flag? One of the more important questions that elicit quizzical looks is, "During a pass attempt when is the pass complete".

So just to get things started lets look at when a pass is complete. My first answer would be it depends. Let's say I come out of a left hand corner on to a long straight that is followed by a right hand corner. I am going to pass a slower car prior to turn in for the next corner that is staying on line. He tracks out to the right edge and I follow. He moves to the left edge to get set up for the right ahead. I stay on the right and use my superior straight speed to make the pass. He stays on the left edge. My pass will then be complete when I completely clear the other car with my rear bumper in front of his front bumper. This one is pretty simple. If I move to the left edge where he is before I am clear and we make contact, it is my fault. I did not make a safe pass. He did nothing wrong.

Now let's assume that after he moves to the left edge he decides to take a defensive line into the next corner and moves back toward the right. If I am behind him and moving up to pass, this move to the right would be blocking since he has already moved toward the left edge. However, even if he is blocking, I still can't hit him. I still have the responsibility to make a safe pass. I must also coexist and he should be clearly visible to me. If we have contact and I have not achieved a position along side of him it will most likely be my fault.

If the Steward believes he knew or should have known I was there, it could be his fault as well

for not coexisting. A double 13-13 could result. We have both the safe pass aspect and coexistence for both cars to consider here.

If I achieve a position along side of him and stay on the right edge while he continues to move to the right and we have contact it is most likely going to be his fault for failure to coexist even though I was making a pass. Just because you are being passed and the other car has the responsibility to make a safe pass you do not have free reign to drive wherever you want. Occasionally a driver will take the good advice of "stay on line when you are being passed" to a bit of an extreme and continue that line regardless of the position of the passing car. So in this case you might say the pass is over when I achieve a position along side of the other car.

You might say any pass attempt on a straight would be over by turn in for the next corner since another passing rule would apply. Using our previous example the car I am passing stayed on the right at track out from the left hander to set up a defensive line into the next corner which is a right hander. I move back to the left to pass on what would be the outside line for the next corner. I move up to a position even at the turn in point. He tries to get as wide as he can to maximize exit speed so he moves back toward the left edge. We have contact just past turn in with me on the left edge. Even though I was the overtaking car on the previous straight the contact would be his fault. If we are even at turn in for the corner, we must coexist. Neither car would have the corner. In this situation if an incident occurred the investigating Steward will be looking for where the cars were positioned on the track and who was doing what to determine fault. In these situations someone did not leave racing room. Who was squeezing the other guy off the track? If both drivers push the issue and contact occurs at center track a double 13-13 could result.

If I am ahead at turn in, I "have the corner" and the passing part is over but we still must coexist. I can't just drive where I want to without regard for the other car. If I am ahead at turn in and there is an Incident, I can expect that the investigating Steward would favor my line as long as it was reasonable and

Continued on Page 10...

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Continued from Page 8...

I leave racing room for the other car at all times until we are no longer overlapping. Racing room is room for his car to stay on the track.

Coexistence is our often forgotten "Guiding Principle". You just can't go where you want without regard for the other car even though you may be "in the right". I saw a tape several years ago when John Crosby was still driving the 944 that exemplifies the correct frame of mind. John was dicing with another car in class for position at Road America. He was leading the other car down the straight into turn 8 and expecting him to make a pass attempt. He drove through turn 8 in the middle of the track. My first thought was, "What was that?" The explanation was great. John could not find the other car in his mirrors so he left room on both sides. The other car had gone off into the gravel trap.

And yes you can carefully pass under white. You should expect to see a yellow with the white as you near the slow moving vehicle. The yellow flag would then prevent passing.



Jessica Voitik evaluates dad's ride at Road America.

A large advertisement for Chicken Hawk Racing. The background is dark with diagonal lines. The text 'Go Fast from the Green Flag' is written in large, bold, white letters. Below it, 'Supplying ALMS, Champ Car & SCCA since 1996' is written in smaller white text. On the right, there is a logo featuring a chicken hawk's head inside a circular frame with checkered flags. Below the logo, 'CHICKEN HAWK Racing' is written in a stylized font. In the foreground, there are two tires: one is a standard road tire, and the other is a racing tire with a multi-spoke wheel. To the right, a white race car is shown from a side profile, with the number '27' and the name 'Alexander' on the window. At the bottom, there is a list of benefits and contact information.

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Racing Component Failures

by: Dick Dobson, Chief National Scrutineer

I have learned from my experience that a driver can detect almost all of the causes of mechanical failures from close physical examination of the failure. Often using low power magnification to see the mode of failure more closely is a great asset. Inspecting the failure will usually show the forces involved and whether the load was cyclic or a single overload. You can find the direction of the load and the influence of outside forces such as corrosion or residual stresses--those stresses remaining after the original cause of the stresses has been removed. The original cause of the stresses may be from forming, forging, casting, heat treating, or machining. Stress relieving and other methods such as normalizing or shot peening can remove many of these stresses remaining from the manufacturing process.

The 2006 Club Racing season saw several failures that could have been prevented by routine examination or replacement of the highly stressed components. Racing cars including Porsches have many components that are highly stressed from the forces generated during racing. For example, forces acting on the suspension are from the tires adhesion to the track surface and the weight of the car. Another type, Dynamic forces, from accelerating and decelerating, also develop stress in the components of a race car.

At Lime Rock last year there were three tie rod failures in one weekend--two of those failures on the same car, a GT1 class 911(993). Both a left and right tie rod failed--one on Friday and one on Saturday. Another car, a G class 911SC, had a left tie rod failure. Both drivers were lucky; neither was hurt. The G car was totally demolished, a complete write-off. The GT1 only sustained body damage and rumpled sheet metal.

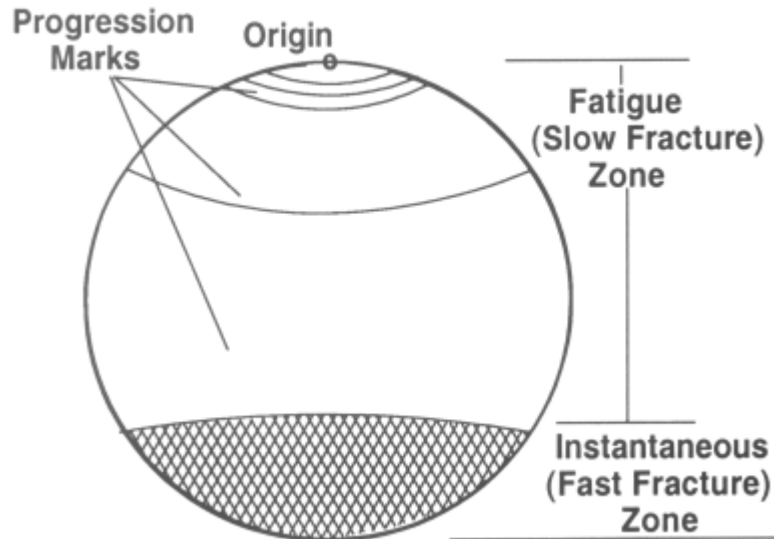


Fig.1 Example of plane bending fatigue failure

Fatigue loading is normal in many parts of a race car. When the fatigue strength of a part is exceeded, a crack can develop. This fatigue crack can slowly work its way across a part until a fracture occurs. Race car components can fracture from either a single overload force or from fatigue forces. Examining the failure face will tell which of these was involved. A single overload can result in either a ductile fracture or a brittle fracture.

A ductile failure is one involving a great deal of distortion of the failed part. A ductile part commonly fails when it distorts or bends and can no longer withstand the load. On the other hand, a brittle failure comes when a part is overloaded and breaks with no visible distortion. This can happen because the material is very brittle, such as gray cast iron or hardened steel, or when a load is applied extremely rapidly to a normal ductile part. A severe shock load on the most ductile part can cause it to fracture like glass.

Continued on Page 12...



Continued from Page 11...

Some failed components from last season:



Fig. 2 A broken 944/968 M030 hub



Fig. 3 Another M030 front hub



Fig. 4 Another broken hub



Fig. 5 A broken 964 steering linkage



Fig. 6 Broken tie rods from the same car



Fig. 7 Close up of one side



Fig. 8 Close up of the other side

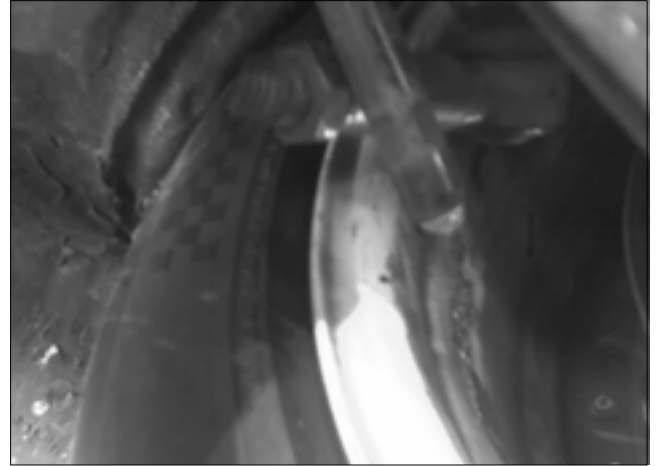


Fig. 9 Broken tie rod on a 911SC



Fig. 10 A broken 944 control arm

The conclusion is--watch your parts! A routine inspection and replacement parts program for highly stressed components can pay dividends in more ways than one.

Dick Dobson
Chief National Scrutineer



The start of Sprint Race#1 at the CanAm challenge. Photo courtesy of Michael A. Coates.

It's About Time - The Official Race Clock & Total Time

By: Michael Wingfield, PCA Club Racing Timing & Scoring

Many racers agree that time is of the essence during a Club Race. After all, the quickest or minimum lap time during Qualifying determines the race grid positions. Likewise, during timed Sprint races and Enduro races, the official race clock determines the end of the race, not the number of laps completed. On the official race report at the conclusion of a race (and also available at mylaps.com), racers see an overall elapsed time for the race, as well as a Total Time for each individual racer. What some racers may not know is how the official race clock works, and how an individual racer's Total Time during a race affects scoring and overall finish position. This article explains the race clock and the competitor's Total Time.

The official race clock starts at the drop of the Green flag. A common misconception is that the race clock starts when the first car crosses the Start/Finish line on a Green flag start. However, in PCA Club Racing, racers may begin making race moves once the Green flag waves. Racers with spotters and radios may gain an advantage at some tracks where competitors have limited visibility of the Starter stand, especially when starting deep in the pack. Talk to some of your fellow racers and I'm sure you will find a story of the time someone passed half a dozen competitors at the drop of the Green flag before the Start/Finish line. Likewise, each racer starts an individual race clock when the official race clock starts. This individual racer clock records each lap time and maintains the Total Time for each competitor.

Conversely, if a timed race begins with a "wave off" (the Starter does not display the Green flag during the first pass of the race pack under the Starter stand) the race clock starts at the wave off or when the first car crosses the Start/Finish line, depending on the actions of the Starter. Some Starters are very animated; shaking their head back and forth to indicate "no start," while other Starters stand stoically. In the former case, the race clock starts with the head shaking, while in the latter the clock starts when the first car crosses the Start/Finish line. In each situation, the race begins under a Double Yellow flag. The race clock is running while the pack circulates the track to approach the Start/Finish line for another attempt at a Green flag start.

Concerning each racer's individual race clock, each racer's Total Time (elapsed time) does play a factor in the competitor's position throughout the race. Cars *on the same lap* get scored in ascending time order. Thus, among cars *on the same lap*, the car with a shorter elapsed time gets placed ahead of cars with longer elapsed times. At the wave of the Checkered flag, the racer's individual elapsed time clock stops when the racer crosses the Start/Finish line.

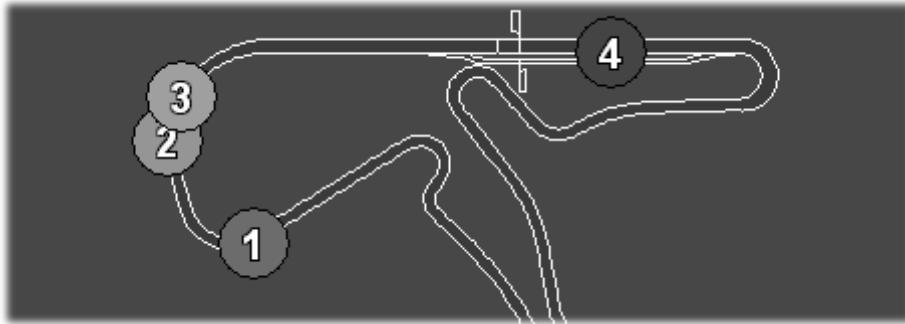
The operative words above, when considering an individual racer's elapsed time, are "*on the same lap*." When a race leader laps a competitor, the car that goes down a lap may have a shorter elapsed time at the end of the race than some cars on the lead lap, or cars on other laps scored ahead of the competitor. This is best illustrated by example. For this example, consider the race order shown in **Table 1** for a 20-lap race distance.

Table 1. Race Running Order & Finish Order

Race Position	Car Number	Race lap
First	3	20
Second	1	20
Third	4	20
Fourth	2	19 (1 lap down)

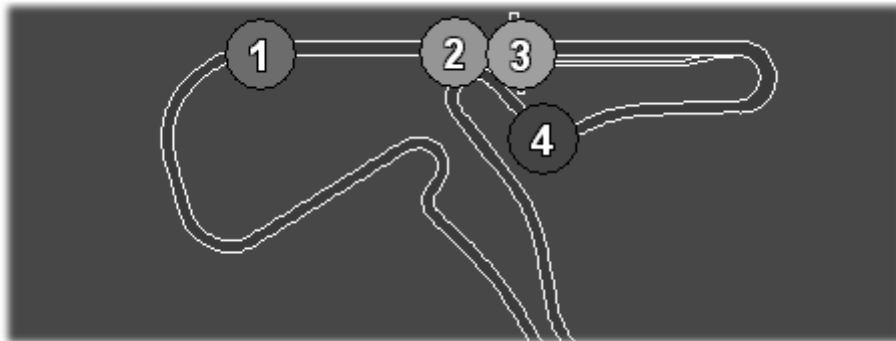
Now consider **Figure 1** illustrating track position of the four competitors listed in **Table 1**. For this example, envision the cars traveling clockwise around the race track. Figure 1 illustrates three cars approaching the Checkered flag to complete lap 20 and end the race. Car #3 is the race leader. Car #3 has just lapped car #2 (the fourth place car), placing car #2 a lap down to the leader. The lapped car #2, separates the leader (#3) from the second place car (#1). The third place car #4, has just crossed the Start/Finish line to begin lap 20 for that car.

Figure 1. Lead car #3 approaching the Checkered Flag



Next, consider **Figure 2** which occurs a few seconds after Figure 1. The lead car #3, has just crossed the Start/Finish line, to take the Checkered Flag. The Checkered Flag will end the race for each car crossing the Start/Finish line, beginning with car #3. Likewise, as each car crosses the Start/Finish line, the individual Total Time for the racer stops.

Figure 2. Lead car #3 takes the Checkered Flag



When car #2, the fourth place car, crosses the Start/Finish line, car #2 records a shorter elapsed time than the second place car (#1). Car #1, crosses the Start/Finish line a few seconds after car #2, and thus records a longer elapsed time than car #2. Likewise, car #4 will cross the Start/Finish line some time behind car #2, but is ahead of car #2 in track position and lap count. Car #4 will have a Total Time longer than car #2 by approximately the time required to complete a full lap. Note that car #4 must still complete the last lap before crossing the Start/Finish line to take the Checkered flag. The finish order, with Total Time for each competitor appears in **Table 2**.

Table 2. Finish Order

Race Position	Car Number	Race lap	Total Time
First	3	20	40:00.396
Second	1	20	40:10.365
Third	4	20	41.40.416
Fourth	2	19 (1 lap down)	40:02.752

Continued on Page 16...

Recall that the Total Time applies to cars on the same lap. Car #2 is a lap down to the other cars in this example. Thus, you can not compare the Total Time of car #2 with the Total Time of the other cars. If you looked only at Total Time, and did not consider laps completed, you would incorrectly deduce that car #2 finished the race in second place. Since car #2 was the second car to receive the Checkered flag, car #2 will have the second shortest Total Time for the race. However, we can not forget that car #2 is a lap down to the other competitors.

The above example can also illustrate how Total Time affects post-race penalties. Post-race penalties may include lap deductions, additional time assessments, or a combination of both. Post-race penalties still follow the lap count and elapsed time rules noted above. Thus, a car that loses a lap via a penalty may drop more positions than just those positions remaining on the original lap (before the penalty). Cars a lap down, with shorter elapsed times, will score ahead of the car receiving the lap penalty.

To illustrate the lap penalty example, consider the finish order given in **Table 2**. Now consider a one-lap post-race penalty for car #1, which originally finished the race on the podium in second position. When car #1 receives the one-lap penalty, car #1 does **not** simply move down the order to become the first car on lap 19 and remain on the podium in third position as shown in **Table 2**.

Table 3. Incorrect Car #4 One-Lap Penalty Finish Order

Race Position	Car Number	Race lap	Total Time
First	3	20	40:00.396
Second	4	20	41.40.416
Third	1	19 1 lap penalty	40:10.365
Fourth	2	19 (1 lap down)	40:02.752

Rather, car #1 will move back to fourth place, behind car #2 because car #1 has a longer Total Time than car #2, as shown in Table 4. Again, recall that Total Time applies to cars *on the same lap* and car #1 has a Total Time greater than car #2. If you examine Figure 2, and envision moving car #1 backwards for a full lap, you will see how car #1 will move backward behind car #2 in track position, and give up the third place podium position.

Table 4. Correct Car #4 One-Lap Penalty Finish Order

Race Position	Car Number	Race lap	Total Time
First	3	20	40:00.396
Second	4	20	41.40.416
Third	2	19 (1 lap down)	40:02.752
Fourth	1	19 1 lap penalty	40:10.365

In conclusion, this article described the official race clock illustrating when it starts and when it stops. This article also explained how a racer’s elapsed time, or Total Time for a race, impacts a racer’s finish order. When considering Total Time, remember that the time influences race position only for cars *on the same lap*. A car with the shortest Total Time is not necessarily the race winner, nor placed ahead of other competitors. To reinforce this point, simply consider those competitors that drop out of a race. Those drop-out competitors have a short Total Time, but obviously do not win the race. Finally, this article illustrated how a post-race lap penalty may move a competitor farther back in the race order than the penalized competitor expected, due to the effect of Total Time.



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Sponsorship Update

By: Steve Rashbaum, Sponsor Coordinator

Club Racing needs your help in attracting new sponsors and keeping our sponsors!

The 2007 racing season is upon us. Our licenses are being renewed and, for those of us who are still enjoying the snow and cold of the Midwest, our race cars are being readied for the new season and our safety equipment is being checked and upgraded. All of this involves, to one degree or another, the help of others and the purchase of equipment. When you are searching for equipment or need help, please think first of our sponsors.

Our sponsors are ardent supporters of our program. Many of our sponsors are fellow racers. Their financial support of our program helps keep our fees low and helps new races get off the ground. Please recall that all of our sponsors are also business people. As such, they wish a return on their investment and we can help by doing business with them and thanking them for their support when we do business with them.

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Registrar: Wendy Shoffit, 972-506-7449, creg@mavpca.org

From the Club Racing Office

By: Susan Shire, Club Racing Program Coordinator

Six Frequently Asked Questions

How do I know if my license is current?

All licenses expired 12/31/06. The 2007 License Renewal Form is available on the Club Racing web page (www.pca.org/clubrace - under the button Rules, Licensing and Forms ... go to the bottom of the page). Please download the Renewal Form and mail, fax, or e-mail it to the Club Racing Office. Licenses may not be renewed on-line.

How do I know if my medical is current?

If you didn't keep a copy, you can send an e-mail at clubrace@pca.org to request the expiration information. The Medical Form is available on the Club Racing web page (www.pca.org/clubrace - under the button Rules, Licensing and Forms ... go to the bottom of the page)

How do I know if my PCA Membership is current?

You can check and renew your PCA Membership at www.pca.org.

NOTE: In order to participate in any PCA Club Racing event, your race record (Club Racing License, Club Racing Medical, and PCA Membership MUST be current all the way through the event weekend.

Isn't my PCA Medicals good for 2 years?

The Club Racing Medical Form gives your doctor the option of a 1 year re-exam or a 2 year re-exam.

Why do I need to complete the medical on-line at www.clubregistration.net if I have submitted the Club Racing Medical Form?

The medical on-line at www.clubregistration.net is used by the Race

Events and is provided to the Emergency personnel at that event. It is a required part of each Race Event Registration. Please review it each time that you register for a race event.

Why do I need to complete the I.C.E. (In Case of Emergency) on-line at www.clubregistration.net?

The I.C.E. on line at www.clubregistration.net is used by the Race Events in case of an emergency at the event. It is a required part of each Race Event Registration. Please review it each time that you register for a race event.

Next issue: Everything you wanted to know about www.clubregistration.net



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The Guiding Principals of PCA Club Racing

By: Alan Friedman, *Retired Steward*

The Guiding Principles of PCA Club Racing

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

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

2. No commercial influences in management, rules or operations. The program does enjoy a good rapport with its National Sponsors and without their support the cost of having a Club Racing license would be much greater. However, when the time comes to make evaluations on rules or operations, the decisions are based on what is in the best interest of you the racer and the program as a whole.

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

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

5. Driver conduct governed by consistent enforcement of 13/13-Rule, and the lack of points/championships. We all know what the 13/13 Rule is, and a key element of the rule is being consistent in its enforcement. The Stewards and Scrutineers go to great lengths in order to achieve this. There are reports prepared after each race and distributed among the staff

members. There are annual meetings to review the rules and procedures. There is also a lot of email dialog whenever there is an issue to address. The 13/13 Rule is as clear and as objective as it can be and there are no favorites. With 2,000 racers and nearly 30 races a year spread all over the country, winning a championship would most likely come down to whoever has the biggest travel budget.

6. Manageable by small volunteer group, with national office support staff. I guess small is a relative term. There are currently 44 members of the Club Racing National staff. The National operation has grown more complex over the years with the addition of AMB timing system, the addition of Medical Committee, and the hiring of full time Program Coordinator. All of the changes were for the better.

7. Open to drivers with substantial seat time (e.g., no separate driving schools as a part of Club Racing) This is not to say that there cannot be separate PCA racing schools, in fact we had one last year. It is to say however that a separate school will not be a requirement. Each Club Race will afford a PCA member, with the required seat time, the opportunity to earn a license. This is why we have the practice starts at each event preceded by at least three practice sessions.

8. No targets relative to growth, etc. (natural growth from the participants and Regions) The growth has been phenomenal, but there hasn't been any set goal. So long as PCA members enjoy the program, it will remain viable.

9. Provide a quality motorsports experience in the 2 or 3-day format. The key word here is quality. There is a growing trend, particularly at some of our smaller races, to host race weekends with other clubs or groups. There have been a few that we have passed on, which did not provide our racers with the track time that they would expect.

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

11. Emphasize participation and clean racing above winning. From the time of the orientation meeting and throughout the driver's meetings you will hear the stewards highlighting this theme. This program is about

enjoying the competition and camaraderie with your fellow club members. These terms need not be mutually exclusive.

12. Allow for participation by cars that can be driven to and from the racetrack. This principle still weighs heavily in the stock class rules. A streetable car with minimal modifications can be raced competitively. This is the reasoning behind the stock class rules requiring interiors, stock weight, lights, etc.

13. Minimize the B.S., maximize the fun. This one is pretty self-explanatory. Although there are rules and procedures that must be adhered to in order to maintain a safe program.

14. Have sound reasons for any deviation from the standard program. Do not cater to small groups and monitor all evolutions of the program relative to the fundamental limits set by the volunteer nature of the program. This is good question to ask whenever something out of the ordinary comes up. Although change can be a good thing at times, stability of the rules is essential in the administration of a successful racing program.

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



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2007 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
Mar 10/11	Barber Motorsports Park	Alabama	Bill Mitchell 205.251.9263 eas930@bellsouth.net
Mar 16/17/18	Texas World Speedway*	Lone Star/Hill County	Jim Troxel 713.529.7050 geotrox@aol.com
Mar 30/31 Apr 1	California Speedway*	Zone 8	Vince Knauf 619.287.4334 vvince@aol.com
Mar 30/31 Apr 1	Road Atlanta*	Peach State	Steve Taft 770.591.1857 clubrace07@peachstatepca.org
Apr 21/22	Heartland Park Topeka*	Kansas City	Sean Reardon 785.766.7585 sean@reardonunlimited.com
Apr 27/28	Lime Rock Park*	Connecticut Valley	Lisa Musante 860.742.6054 lpmusante@aol.com
May 18/20	Mid Ohio Sports Car Course*	Mid Ohio	Dick Snyder 740.775.3477 dicksnyder@adelphia.net
May 26/28	MotorSport Ranch*	Maverick	John Sandusky 817.777.0421 clubrace@mavpca.org
June 1/3	Rose Cup Races at Portland International Raceway	Oregon	Steve Haywood 425/830-5540 steve_haywood@hotmail.com
June 1/3	Watkins Glen International*	Zone One	Pete Tremper 856.881.7049 tremper9146@aol.com
Jun 2/3	Motorsport Park Hastings*	Great Plains	Dave Nelson 402.614.2368 dn15012@cox.net
July 7/8	GingerMan Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
July 21/22	Putnam Park Road Course	Ohio Valley	Rich Rosenberg 513.530.9090 RJROL@aol.com
Jul 27/28/29	Mosport International Raceway*	Upper Canada	Susan Davis 313.506.5659 spdavis911@msn.com
Aug 4/5	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 Rsamerica93@comcast.net
Sep 1/3	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sep 15/16	Pueblo Motorsports Park	Rocky Mountain	Kathy Fricke 303.499.6540 katfricke@msn.com
Sep 29/30	Blackhawk Farms Raceway*	Milwaukee	John Fried 414.453.8653 clubrace@porschepark.org
Sep 29/30	Miller Motorsports Park*	Intermountain	Mark Boschert 801.596.8245 mboschert1@comcast.net
Oct 5/6/7	Summit Point Motorsports Park*	Potomac	Mike Klassen 703.459.5091 clubrace@pcapotomac.org
Oct 12/13/14	Daytona International Speedway*	Florida Citrus/Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 13/14	Hallett Motor Racing Circuit	Cimarron	Gary Bernard 918.254.1104 gary@bernarddesign.com
Nov 9/10/11	Carolina Motorsport Park*	Carolinas	John Alpaugh 803.551.1786 jpa914@aol.com
Nov 18/19	No Problem Raceway*	Mardi Gras	Paul Tellarico 318.487.9874 ptellarico@nbalawfirm.com
Dec 1/2	Roebing Road	Florida Crown	Bob Linville 614.834.2047 cblinville@earthlink.net

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1988 944 Turbo S Race Car: Big Reds, Charlie Arms and caster blocks, new top end, hoses, seals and airlines replaced, 17in Fikse FM/10's, 944S2 ring and pinion, suspension points are Delray bushings, Porsche Motorsport suspension, camber adjustments, rear coil overs, additional oil cooler, helmet cooling system, fiberglass intercooler intake and rear European style bumper and much more. 35K Todd 407-342-0259 or tfosnow@cfl.rr.com

1970 911 Race Car GT4R, w/935 Glass, Fresh 2.7L, 290HP, 901 Trans w/Quaife, Coil Over, Fuel Cell, 10s & 12s, Complete Restoration w/New Roll Cage, w/20' Enclosed Trailer. IMSA, PCA, POC. \$35K Dennis Tholen at dlltholen@charter.net 775-972-3257

1969, 911T-Porsche, Full fiberglass 1974 RSR body. PCA-GT4, CVAR, SCCA GT2 orig. logbook from '79, New white/blue paint, 2.8L engine w/only10hrs, w/linebore/shuffle pin, permatune, rev-limiter, carrillo, 46 webers, 930 brakes, coilovers, ATL, aero-quip, fire sys, full cage tied to suspension, 2030 lbs, '74 fiberglass, \$19k David Beauregard, 15622 Sunfish Dr., Willis, TX. 77318, 936-890-8470 (wk), david@professionalbakeware.com

2002 911 GT3 Cup. Competitive ex Farnbacher/Infineon cup car. Race the car that Marco Werner drove to victory in worldwide Michelin Cup races in 2002. Fast, dependable & hot looking in original race trim. Car is updated to 2003/2004 specs with adjustable shocks, new gearbox & clutch, new exhaust, cool suit, race video, brake cooling ducts, etc. Motor is strong. It is a Porsche sealed Cup engine new in 2002 AFTER the series ended. No races on engine. sets wheels, rains, wand, transport hubs incl. \$92,000 obo. Jeffrey Freeman 206.419.7037

1993 RS America 1993 RS America, 27K mi; C Class w/ log book, excellent condition; strong, fast, reliable. All receipts from 1999-2000 race prep. Maintained flawlessly by EPE. Full custom welded cage, Bilstein RSR suspension, Brake upgrades with SS lines, B&B headers, RS motor mounts, 2 Recaro SPG seats, Steel synchros, 3.8 RSR Carbon Fibre/fiberglass wing. \$48,000 obo. For more details and pics; Bruce Hauben; 978.952.8517 or

bmh993@porsche.net

1987 944 Turbo Cup racecar. Built by Porsche Motorsports in Weissach for Escort series racing use. Maintained and updated by Steinel's Autowerks in Twinsburg, Ohio. Many safety and performance mods. Many race wins in SCCA-ITE and PCA-GT3. Safety, reliability, performance, and collectibility - this car is the real thing. SCCA and PCA logbooks. 2 sets Fikse wheels, 1 set BBS wheels. \$31,900. Don Velcio 440-886-1660.

1994 968 Street Legal PCA class F stock racer: Midnight Blue, 85k mi \$16.5k. Body motion improved and mnt: Quaife differential, camber plates, solid torsion bars, Bilstein coil-overs, aluminum sway bars, A-arms, and associated steering components, a pair of 5 point harnesses & OMB carbon fiber racing seats, weld-in chrome-moly custom fit roll cage; pinion gear replaced; Includes additional set of wheels, orig seats, bra, car cover, radio. Add a Jeep Grand Cherokee Orvis edition and steel trailer for only \$8k more - an entire track package.

2001 GT3 Turbo Cup Car (GT1R class) for sale. 2001 Kadach Cup car, converted by DeMan Motorsports to twin turbo GT1 style engine. Very fast, upgraded brakes, 996tt intercoolers / plumbing / rear bodywork, hybrid turbos, Haltech EFI, engine data logging. 1.25's at Mosport Zero hour complete engine rebuild by Reiser Technik, now ready to go. Approx 5 hours on trans rebuild. \$120k OBO / interesting trades considered. Some spares available only with car. Competitive in GT1R for overall wins. Featherlite 20' enclosed trailer with nitrogen setup & tire rack available. Would separate car from engine for the right offer. Email jssullivan@stny.rr.com or jmreiser@frontiernet.net

1973 RSR look alike - GT4R, 1,970 lbs., 6 events on motor - 2.8 early alum case, Haltech inj, Schrick cams, extra wheels, new fuel cell, 3 nozzle fire, MSD, Bremtek, Quaife, full cage, C/F wing, spares, logbooks & open trailer. Photos avail. \$38,000. Gary McNair, Napa, CA . 707 252 2363. gmtrackman@sbcglobal.net

1973 911 with GT-2 wide body kit and wing. 2.7L 250 HP engine; elgin mod S cams; dual carburetors; turbo brakes; 2.7 It case with time certs and race head studs, Carrera suspension; bilstein shocks; adjustable sway bars, full cage, G-50 combination transmission; front mounted oil cooler. Weighs approximately 2100 lbs. Built and maintained by RPM. Minimal hours driven. Please contact Mark for more information: msilverman@steptoe.com. 202-429-6450.

1974 RSR Replica built on '86 chassis 2.8L, 915 transaxle, ready to race or be shown. Many new parts including; fuel pump, Wevo shift, 27 gal. FuelSafe, Dual Fluidyne coolers, Aeroquip fuel/oil lines, wheel bearings/ hubs, fire system, serviceable dash, pull cable throttle, composite body panels, (2) sets BBS wheels/Yoko slicks, detachable steering wheel, dual mastercyl, cockpit adj. brake bias, Recaro Hans seat, Willans belts, dyno'd 8100 Penskes, quality wiring harness, \$90,000.00 USDContact: Chris Musante 860-291-9415

chris@musantemotorsports.com

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