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JD MOTORSPORTS



Official Publication of Club Racing  
of the Porsche Club of America.

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**PCA Club Racing News** is the official publication of  
Club Racing of the Porsche Club of America, c/o PCA  
Executive Secretary, PO Box 5900, Alexandria, VA  
22150, and is published six times per year.

Statements made in the PCA *Club Racing News* are  
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**Postmaster:**

Send address changes to:  
PCA Club Racing News  
c/o PCA Executive Secretary  
PO Box 5900  
Springfield, VA 22150

**Printed By:**

Artistic Printing  
Salt Lake City, Utah

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*On the Cover:*  
*The #5, 2003 GT3 Cup Car, #5 of Peter Goebel is captured by the lens of Doug DeVetter at Laguna Seca. For more pictures of the events at Laguna, turn to Page 14.*

**Deadline**  
The deadline for the next issue is:  
**August 15th**

# More on Track Etiquette

by: John Crosby, Chairman PCA Club Racing

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During the orientation meetings I always ask the question, "Everyone knows the flags, right?" Affirmative nods from around the room. And you cannot pass under the checkered flag, right? Silence. On the checkered flag lap, the track is still hot and passing is allowed. It is obviously the time to cool down the car; however drivers may vary their pace. One should exercise extra caution when over taking on the cool down lap, as it is usually not expected. It is not the time to continue on a hot lap in order to take tire temperatures. All other flags must continue to be observed. At the end of one our races earlier this year, an incident occurred after the checked flag. The checkered flag was waiving at start/finish along with a waiving yellow. One of the cars had a mechanical problem as it crossed the finish line and slowed to a crawl about 300 feet down the track. Two other cars in a close race crossed start/finish nose to tail with no regard for the waiving yellow. The first car slowed abruptly when seeing the stalled car on the track and was tapped in the rear by the car behind. The incident would have been much worse if the stalled car had been hit.

This brings up another point. If you are experiencing a mechanical problem such that you are unable to maintain a reasonable pace, the most prudent thing to do is to immediately get off of the racing surface in a safe place. There are several reasons for this. You may be continuing to do damage to your car. A minor problem could evolve into something much greater. You may be dropping oil or coolant and not be aware; and we all know what kind of delays that can cause. Even if the car is running fine and you see smoke in your rear view mirror or otherwise suspect that you are dropping fluids, immediately pull off of the racing surface. Finally, you may not make it to the pits and break down in an unsafe location jeopardizing yourself and others. Get it parked near a corner station. If you are in a safe location, exit the car and get behind the barrier. If you are in doubt, stay in the car, strapped in, helmet on, and signal the corner worker that you are OK. The signal can be a waive or dropping the window net, however if you are in an impact zone, leave the window net up as it is part of your protection. Stay with the car and you will be promptly retrieved at the end of the session. We offer free towing at all races. If you sense something with the car that is not right, there is probably a reason. During the fun race at Sebring earlier this year, I felt a vibration through the shifter. I knew that it was either something in the transmission or a CV joint. I immediately pulled off the track behind the Armco. At the end of the session, I requested that a tilt bed pick up the car since I did not want the car rolled on the ground. Fortunately it was just a CV joint and a minor repair. If I had continued and the CV joint had let go, the damage caused by a half shaft flapping around at speed would have been major.

A time to be especially careful is the first couple of practice sessions of the weekend. There are most likely drivers on the track for the first time ever or at least not in the past year, combined with the locals who run the track year round. Take the time to become acquainted. By that I mean the practice sessions afford the opportunity for everyone to learn each other's capabilities. The driver less familiar with the track may be slow or a little erratic as he or she is endeavoring to

learn the racing line. This person should be especially aware of overtaking traffic. On the other hand, the driver more familiar with the track may be capable of equaling their best lap time right out of the box. This driver should exercise patience and allow the slower car some room. Unfortunately, at more than one race this year, incidents have occurred early in the weekend as a result of this. In these types of situations the burden is normally placed on the driver doing the overtaking. Now that you have everyone figured out, along comes an enduro practice session or race. The cars that you have been racing with all weekend are taking different lines or turning dramatically different lap times because someone else is driving. Keep this in mind as well.

PCA Club Race drivers have a very broad range of talent. The first or second time rookie may be sharing a corner with a seasoned driver or even one of the pros. This is one of the beauties and challenges of the Club Racing Program. We are first and foremost a club of members who share a common interest and there is a place for everyone. It is not unusual to see a 10 second range of lap times even within the same class. If you are a rookie (four races or less), keep that X prominently displayed. It will buy you some extra space. And for you drivers that have been around awhile, heed those X's. Everyone out there has an equal right to his or her space on the track. When someone infringes on the other person's rights that is when the trouble starts. The rules of the road are that the responsibility of making a safe pass lies with the car doing the overtaking and the car being overtaken is expected to drive the normal racing line. This does not mean to close all the way down to the apex when the overtaking car is inside at the turn in point. Leave at least a car width.

One of the things that I still think about each race weekend, that Alan Friedman mentioned along time ago during my first orientation meeting, is that the goal of the weekend is the race itself. There is no point in winning practice. That doesn't even make sense, although you may wonder sometimes what some people are thinking by the way they are driving. I also remember from that first OM that by the time the race comes along the grid order is well representative of the relative capabilities of the drivers and/or their racecars. Nothing miraculous is going to happen when you roll out on to the track for the start of the race. You are not all of a sudden going to be running two seconds a lap quicker and passing everyone in front of you. The objective at the start should be to maintain your position and get cleanly through it.

Keep these points in mind the next time you are confronted with one of these situations, it may make the difference between enjoying a safe weekend or going home early.

See you at the track.

John



# Preserving History at Watkins Glen

by: Patti Mascone, Public Relations Coordinator



Everyone soon knows that central New Yorkers relish their auto racing legacy—both the Schuyler County Visitors Center and the International Motor Racing Research Center at Watkins Glen (IMRRC) are located prominently within the Village of Watkins Glen. So next time you travel up there for an event, it might be well worth your time to visit the center, which is located at 610 Decatur Street (in the library complex).

You enter the center by stepping across “memory” bricks, where you’ll notice many recognizable names (several PCA-related) and entities engraved in the red walkway. Inside, you’ll find a great collection of photos, memorabilia, books, magazines and a computer station to help you research the particular genre, marque or venue of motorsport you desire, or Porsche, perhaps.

While you are at it, pick up a brochure and find the markers placed throughout the village to honor famous drivers, whether they drove the 6-mile street course or the 4-mile purpose-built track—Andretti, Gurney, Petty, Hill and Argetsinger. While you are on foot, locate the yellow posts that mark the original Watkins Glen Grand Prix finish line on Franklin Street. You’ll discover them on the main drag between Ninth and Tenth Streets, right in front of the Schuyler County Courthouse. If you prefer to travel by car, try navigating

the original street course, using the provided map—as the circuit winds through nearby hills, across railroad tracks and around the water.

Other destinations surrounding the nearby Finger Lakes include family-owned lodges and inns—from the days before hotel chains—and all sorts of vineyards ([www.fingerlakes.org](http://www.fingerlakes.org)). During the Formula 1 and racing heydays—as pictures covering the lobby walls attest—the Glen Motor Inn was the drivers’ place to stay. Its Montage Restaurant offers a great view of Seneca Lake while you dine and relax (hours vary according to season). For those wishing to combine interests in both wine and cars (but not driving and drinking at the same time!), the Bully Hill vineyard, on Keuka Lake’s west side, may be just the place to visit. Bully Hill has sponsored both racecars and events. Lastly, the Tiki Bar on Seneca Lake, at the dock in front of the Anchor Inn, is a casual, outdoor place to gather and unwind.

Wherever you might come across motorsport history, keep in mind the IMRRC is integral in helping preserve it. As a fundraiser for their efforts, the IMRRC is raffling off a vintage 1981 Porsche 911 SC, supplied by Brumos Porsche. You can purchase tickets for a drawing, to be held on October 2, 2004, or obtain further information about the IMRRC, by calling 607-535-9044, visiting [www.racingarchives.org](http://www.racingarchives.org), or e-mailing [research@racingarchives.org](mailto:research@racingarchives.org).

Patti Mascone



*Pictured left:*

A completely restored and rebuilt 1981 Porsche 911 SC coupe is the grand prize in a major fund-raising raffle to benefit the International Motor Racing Research Center at Watkins Glen (N.Y.).

# Oasis in the Desert

Story by: Steve Cleverley, J-Class 914 Pilot, Intermountain Region

Photos by: Paul Larsen, Intermountain Region



*Ray Pruitt is pictured talking with one of the Blue Race Group drivers on pre grid.*

I really love the tech job and all its demands.

Our race chair this year was Tim Martin, a great guy and a terrific racer. For this weekend, Tim proved himself to be a very mobile one legged man, as he found what was a not so hidden rock, or stump while spring skiing in the days prior to the event. His Achilles tendon lost out on this discovery. For those of you who know what it takes to be the race chair, having this person also be a racer can be quite a juggling act. Luckily for us, and not so for Tim, he traded his F class 911 for a Cushman golf cart for the weekend. I believe Tim may have logged more miles in that golf cart than he would have actually had on the track. We missed Tim on the track, but thank him for all of things he did to keep things running during the weekend.

For those of you who have never met our *Club Racing News* Editor, make a note to never look him directly in the eye unless you are prepared to send him an article from your latest on track experience. As this article will attest, he does not take no for an answer once he has you in his sights. I tried to explain to him that my role at the Las Vegas race was to run our tech program for both the race and drivers education cars. Furthermore, I had only hopes to find my way to the track in time for the actual races. And once I got there it would only be the point of view from a J class 914. But like I said, none of these things worked with Andy Jones.

For anyone looking for track time whether it be just for the experience, or for those needed track days towards you Club Racing license, Las Vegas is a great track to run. My duties for drivers ed tech started at the host hotel parking garage Thursday evening. (Also known as the parking garage of the Sahara.) We see many of the same people year after year who just enjoy running the big track at Las Vegas. And we also see those new drivers, who I really derive enjoyment from, when they try and get me to help them convince their wives that what they are about to do with their rather new street car, which run Audi to Z, and everything in between, is safe for driver and car. I always have to laugh when I tell them that they will see it is a wonderful track, wide and safe, and that they should take the opportunity to do the lunch time drive for charity so that they can see it all for themselves. The comment I love the most after explaining the virtues of the track is, "Are you kidding? I'm going to go shopping and be pampered while I'm here in Las Vegas, I'm not going to the track."

And while we are in the thanks mode, another huge one goes out to our registrar Kathy Black who has this magical way with personality and charm to find a way to handle every twist, turn, and lost registration while simultaneously making everyone race ready and happy.

Friday is a test and tune sort of a day that is run under the drivers ed rules. This is also the time when we try and recruit every willing racer to lend their talents to first time students, and those that are just a little bit more comfortable having someone with a little more understanding of the track with them. Lance Weeks was in charge of coordinating our drivers ed program this year, and had come up with a program that had a different driver/student combination every day. This worked well with both students and racers/instructors. It is always nice to see people who I had met while teching their cars, and getting the chance to ask them how it was going out



*A shot rearward from the pace car reveals a brief moment of relative order just prior to the start of a race.*

on the track. Without fail, I get to see that wide smile, lots of hand gestures explaining how they were driving their lines, and telling me they can't wait to get back on the track.

At Vegas we run a two race format. (If Lance Weeks was to have his way would include a night race. Lance has looked into what it would take to pull something like that off, and that I will never discount it as long as that thought rolls around in his head.) Saturday includes our usual four driver sessions, for both DE groups, and four sessions for each of the race groups which include the practice races necessary for first time racers to get their rookie licenses. I always enjoy the driver meeting before the first race of the weekend where those new race licenses are given out by the Steward to our new racers. I still remember when I received mine, and remember what a thrill it was, and enjoy seeing others enjoy that same thrill.

I actually thought I would make time to go on top of the media center to watch some of the Red Group action before the Blue Group I was in went out, and it was a very entertaining race to watch up front with Mike Doolin holding off Jim Collier by just over two seconds for the overall win in the Red Group, Race 1. I was not able to see the second race of the Red Group, but when I checked results for the race I noticed that the overall win went to Dan Pastorini. For those of thinking to yourselves is that they guy who used be quarterback for the Houston Oilers, well yes he is one in the same. And if I understood him correctly you can look for him in a Grand Am race near you in his new Porsche GT-3. Don't forget to start packing those old football cards with you in your race gear next time so you can have Dan sign them. I know I'll have mine.

In preparation for my "Epistle to Mr. Jones", I was looking at all the race results looking for some way to incorporate them into the article and realized that there would be no way to do justice to what was some terrific racing. It's rather amazing that after 40 to 50 minutes of racing that you can throw a blanket over the first two cars in some of the classes. Check the results of your favorite driver to see how they did, or better yet call them, and hear some real stories as we all have them, and they get oh so much better with time. I hope if you are looking for some track time next year you will come to Las Vegas and experience a fast, safe track. The entertainment overhead in the form of the comings and goings at Nellis Air Force Base across from the track (More specifically, those neat looking black aircraft.) , or the Vegas night life. The Vegas night life can include a wild ride on the "Speed" roller coaster next to the Sahara hotel as I can personally vouch for that being quite an intense ride. Who knows, you may even spot Elvis or the CRN Editor. Thanks to all who attended, and a huge thanks to those volunteers from



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*A little "new school" versus "old school" is well illustrated by this pairing of a 968 versus a modified 914.*

the Intermountain region who drive down to Las Vegas every year to help put this race together. As it is always said, we would not be able race without them. I hope we see you next year.



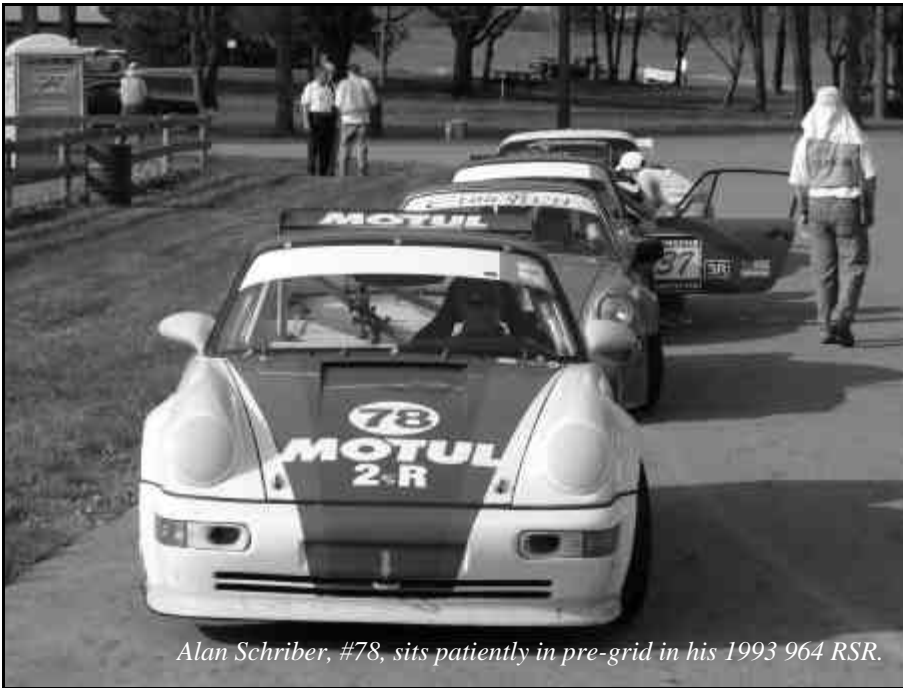
*Even an M-3 or two were seen running around the track at Vegas.*

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# A Decade at Mid-Ohio

Story by: Jeff West, MORPCA Club Race Chair

Photos by: Ron Carr, Event Photographer



*Alan Schriber, #78, sits patiently in pre-grid in his 1993 964 RSR.*

This year marked Mid-Ohio Region's tenth effort at sponsoring a PCA race at Mid-Ohio Sports Car Course in Lexington, OH. Yes, it was on Mother's Day AGAIN, like the last several years. But there was an interesting twist to this year's races: IT DID NOT RAIN! This is not a misprint. The weather had everyone smiling, and also resulted in four great sprint races on Sunday with very few "incidents". Group 4 raced first on Sunday afternoon, and GT5S class led the field with four very fast drivers. Richard Deman took the class win and first overall in the group, while Bill Bauman received the Worker's Choice Award.

The Group 3 race featured the largest field, E and F classes. Justin Draper and Steve Schardt in E class battled in a great race from start to checker, with Justin getting the win by a close 2.485 seconds. However, Steve was thrilled to be awarded with the Group 3 Worker's Choice Award. The F class was also closely contested, with Terry Heath edging out Karl Poeltl by a scant 4.099 seconds.

The Group 2 race was also exciting to watch, with perennial frontrunner Tim McKenzie taking the checkered flag, and 2<sup>nd</sup> place finisher Gary Boss receiving the Group 2 Worker's Choice Award. Notice a pattern here?

The last race of the weekend, Group 1, featured the fastest Club Racing classes. As he typically does at our event, Don Stiles

piloted his 962C around the course quickest, taking the overall race win. Another exciting dual occurred between veteran racers Chip Vance and David Schardt, with Chip getting the win in GTA class. Steve McNeil finished second in class behind Don Stiles, but took home the Group 1 Worker's Choice Award.

This year's race was the first ever for eight new rookies, and Jim Todaro received the Forgeline Rookie Racer gift certificate. Two MORPCA rookies also completed their first event at Mid-Ohio. Bruce Wentworth and Chip Henderson did not even know each other before our event, but spent the entire weekend wheel to wheel on track. Chip finished Sunday's race just one position ahead of Bruce, and then shipped off to Kosovo to serve his country.

Other award recipients this year included Randy Evans (GT Racing Best Prepared Car), John Mueller (Trailex Novice Racer), and Thomas Holmes (Northstar Award). Once again, MORPCA put on a great event at one of the country's premier tracks. Please plan on attending our event next year. We hope to offer the same great weather, and maybe even on a different weekend! (Subject to track approval, of course!)



*Many models from many different years lined up for some laps around Mid-Ohio.*





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Be sure to ask for the "PCA Group Block Rate" of \$65/night  
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Special thanks to our sponsor Prestige Imports, Denver

*Prestige Imports*

# T.G.I.Saturday

Story by: Scott Foremaster, Mardi Gras Region

Photos by: Gary Small



*Coming out of Turn 1, the field begins to spread out for the race ahead.*

What a difference a day makes. If you attended the club race at Barber the first weekend in June, you know what I'm talking about. Friday was one of those rare days at the track that kept a driver wondering if it was going to be their turn next to have an on-track incident.

Things got off to a rough start before the track was even officially opened. Entrance to the track was to begin at 5:30 PM on Thursday but because of a misunderstanding or miscommunication, the track entrance was not opened until 7:15 PM. The Alabama region put this time to good use, however, by starting registration and log book tech outside the front gate. The delay unfortunately meant that everyone ended up setting up their paddock in the rain and the dark, both of which descended on the track around 8:00 PM.

The weather Friday morning (and for that matter, the rest of the weekend) was beautiful. At the driver's meeting, race chair Bill Mitchell took complete responsibility for the snafu the evening before (though one had the feeling that the blame belonged to the track management). Chief steward Dick Lane, then told everyone that the track had a layout that could easily catch a driver off guard and did not allow much room for error. Who knew he would be so prophetic? He then asked, "By a show of hands, how many people had never driven the track before?" Easily seventy percent of the drivers' hands went up.

Friday was a rough day with numerous incidents and oils spills delaying the schedule. Because of this, the chief steward imposed a stop and go penalty for anyone who went four wheels off or had a spin on track, regardless when it occurred. If it happened during qualifying or the race, you had to answer a black flag.

Thankfully, Saturday was a race day that most of the drivers were accustomed to experiencing. Good, close, clean racing. Most everyone kept their snouts clean and the schedule remained intact.

In the Orange Group, Leh "the kid" Keen, set the fastest lap during qualifying and earned the honor of sitting on pole in GTC3, with a 1:32.8. Followed closely by Brent Martini, who turned a 1:33.3, while Jim Collier turned a 1:35.3. GTC3 comprised the largest class with a total of fifteen entrants, while the entire orange run group had a total of thirty-six cars.

The fastest qualifier in GTA was Paul Mortimer, who turned a hot lap of 1:33.3. The GT3S pole belonged to Michael Feltus with a 1:33.6 and GT2R pole went to Robert Jarvis, with a 1:36 flat. GT2S had Bruce Busby as the sole entrant and he qualified with a 1:39.6. GTP2 had ex-NFL quarterback Dan Pastorini holding their pole spot with a 1:39.6 as well. GT4R was headed by David Baker with a 1:38.4 and GT4S had in its' leader spot, Dave Baum at 1:38.8.

In the forty minute sprint race, the first five finishers (all in GTC3) were separated by less than a minute, with Leh Keen crossing the line ahead of Brent Martini followed soon after by Steven Johnson. The GT2R class was won by Robert Jarvis, Dan Pastorini brought home the GTP2 crown, Dave Cowan won GT3S, Brian Barr won bragging rights in GT4R, and GT4S was won by Dave Baum.

The Blue Group had a total of forty-one cars on track and was comprised of GTC2, C through F, and one car running exhibition (out of class). GTC2 pole was held by Brad Gilsdorf with a fast lap of 1:39.1. The C class pole went to Barry Ellis with a 1:41.5 followed by Dennis O'Keefe and Hank Cohn. Robert Dunn, in D class, set pole at 1:46.2 with Michael

Grande less than a second back. The E class pole was hotly contested but ultimately won by Justin Draper, with a lap of 1:43.7. F class rounded out the field with Karl Poeltl laying claim to the pole spot with a fast lap of 1:44.4 while nipping at his exhaust tip was Doug Roach with a lap only three-tenths slower.

The Blue Group sprint race had several good on track battles throughout the entire event and was entertaining to watch. First overall, as well as the GTC2 class winner, was Brad Gilsdorf who had constant pressure from C class winner Barry Ellis, who finished less than two seconds back from Gilsdorf. The D class winner was Robert Dunn in his 993RS. The E class winner was Justin Draper, who finished just over a minute ahead of second place Patrick Small, who was able to beat John Crosby to the line by four tenths and complete the 944 turbo sweep. The final and largest class in the field was made up of sixteen F class cars with Karl Poeltl winning from pole and four seconds ahead of Doug Roach.

The Green Group had a total of thirty-two cars with the ultra-competitive I class fielding nineteen cars alone. GT5R, GT6S, G,H,I, and K were all represented and acquitted themselves quite nicely, thank you very much.

The GT5R pole went to Jim Troxel and his 911 with a 1:45.1. GT6S pole was held by John Cox in his yellow 912. Jim Buckley blistered everyone in G class with a 1:45.1, leaving the closest G class competitor nearly six seconds off Buckley's pace. The H class pole was almost a dead heat between Mark Nasrallah with a 1:52.085 and R.L. Mitchell who ran a 1:52.194. In I class, another near even time was set by pole winner Kerry Singley with a 1:50.067 and outside pole sitter Brian Landried, who had a fast lap of 1:50.087. Talk about close. The K class pole winner, driving a bright orange 914, was Michael Wright.

The Green Group sprint race was filled with several close fights and lots of nose to tail action. The overall race winner was Jim Troxel in GT5R who finished only four seconds ahead of G class winner, Jim Buckley. John Cox won GT6S and H class was won by R.L. Mitchell. Jon Grand won I class with Brian Landried close behind. The K class was won by Michael Wright.

On Sunday, the mood was altogether different. Everyone seemed to feel more upbeat and excited about the prospect of running a ninety minute enduro on a track that finally seemed to have been tamed. Adding to the warm, fuzzy feeling permeating the driver's meeting was news from Dick Lane that he was rescinding the rule about spins and cars that went four wheels off. They no longer would have to answer to a black flag during qualifying or the race. Things finally seemed to be back in order.

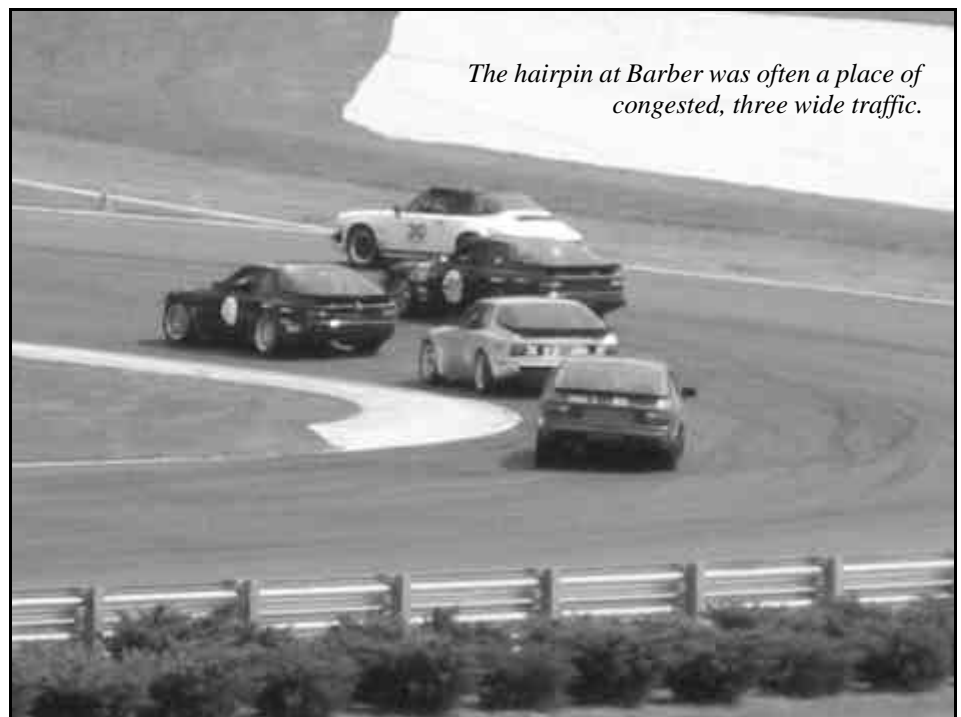
The Black Run Group had thirty-six cars, running classes E through I. In qualifying, the entire field was separated by thirteen seconds from fastest to slowest. Once again, E class pole was set by Justin Draper, who improved on his pole time from the

sprint race to run a 1:42.082 while John Crosby was right behind him with a 1:42.775. Karl Poeltl also had his second pole of the weekend in F class with a time of 1:42.9. The G class pole once again belonged to Jim Buckley with a fast lap of 1:45.4, while H class had Jack Balthasar sitting in the pole spot with a 1:49.6. Finally in I class, Kerry Singley was again the man on pole, this time turning a 1:48 flat.

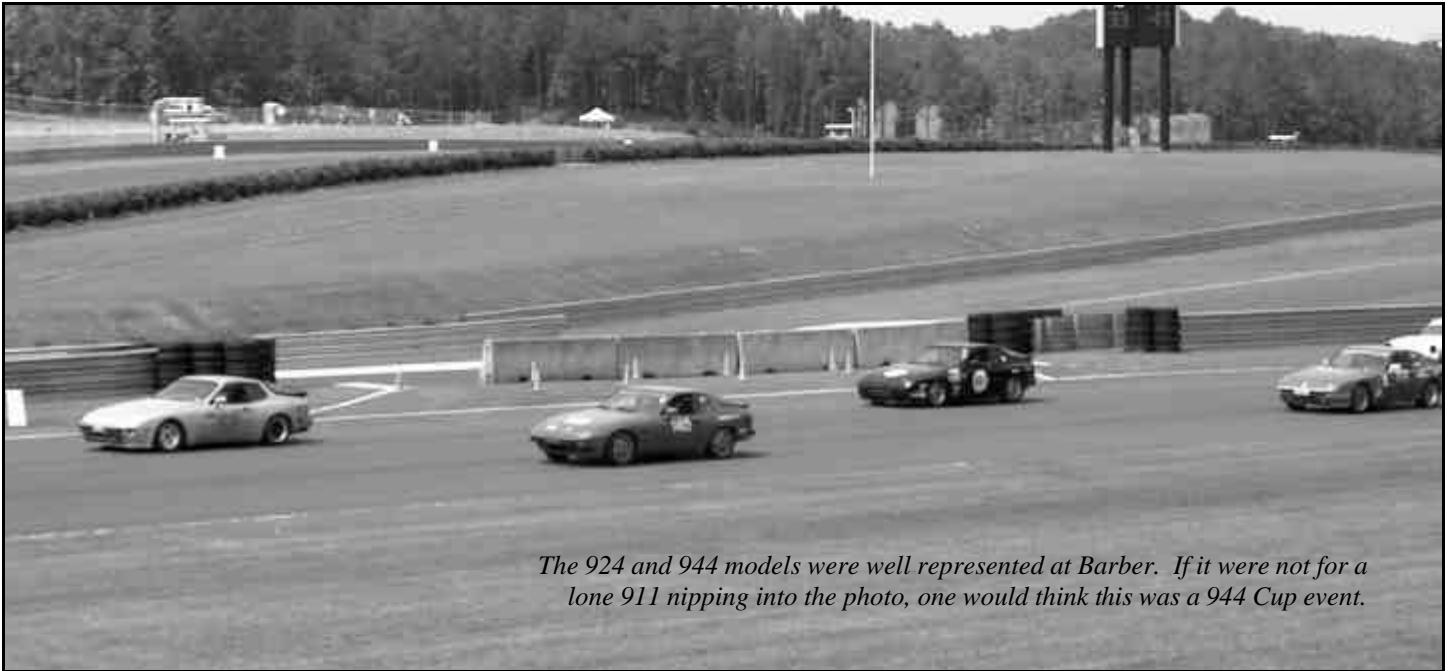
The race ran about as smooth as one could hope a ninety minute race could run. There were no full course cautions or black-all flags and there was great racing just about everywhere on the track. The overall race winner, not to mention E class as well, was Justin Draper, who made it two for two. John Crosby did his best to make sure that Draper did not have an easy race, as he finished about forty-five seconds behind, in second place. The F class winner was Doug Donsbach, who had qualified fifth, proving that claiming pole is only a part of the winning equation. The second F place car, driven by the team of Pam and Robert Viau, finished only eleven seconds behind Donsbach. First place in G class went to Mark McGuire. The H class winner was Mark Nasrallah. Tim Betteridge brought home the first place trophy in I class, beating Kerry Singley (2<sup>nd</sup>) and the team of Stan Padgett and Scott Campbell (3<sup>rd</sup>) across the stripe.

The Red Group was comprised of all the GT groups as well as classes C and D. The largest class was GTC3 with twelve cars making the grid. In qualifying, the top three cars (GTC3) were separated by less than half a second. Pole was set by the team of Buckley/Collier at 1:32.2, followed by the pairing of Friedman/Keen and then by the team of Martini/Gatlin. GTA pole was set by Randall Alexander with a 1:32.9. Michael Feltus represented GT3S on pole while Robert Jarvis held the honors for GT2R. Phil Gilsdorf was the sole runner in GTC2. The pole in C class was held by Barry Ellis with a 1:39.7. David Baker was the only entrant in GT4R while Wayne Brown held that distinction for GT4S. Dan Pastorini

*Continued on Page 12...*



*The hairpin at Barber was often a place of congested, three wide traffic.*



*The 924 and 944 models were well represented at Barber. If it were not for a lone 911 nipping into the photo, one would think this was a 944 Cup event.*

*...Continued from Page 11*


held the pole for GTP2 and the team of Thompson/Grande won the pole for D class.

The race finished on time and was exciting to watch, especially when you consider that some of these cars averaged ninety miles per hour throughout the race. The overall race and GTA class winner was Phil DeAngelis who covered fifty-two laps in the ninety minute event and turned his fastest lap while completing circuit fifty-two. The real battle however, was in GTC3 where Friedman and Keen won the class but finished only five seconds ahead of Buckley and Collier who finished nine seconds ahead of Martini and Gatlin. So your top three finishers were separated by fourteen seconds after completing almost one hundred and twenty miles. That's pretty close! Robert Jarvis won GT2R while Michael Feltus won GT3S. Barry Ellis stood on top of the podium for C class and GTP2 was won by the team of Murphy/Pastorini and Mac McGehee brought home D class honors.

After the event all the winners were given very cool trophies that looked like cogs from a gear set and machined entirely from solid billet. Everyone I saw had smiles on their faces and looked to be very satisfied with the weekend.

Overall, I think the weekend would be ruled a success, although it certainly looked like it might turnout otherwise after Friday's shenanigans. The Alabama region did a fine job coping with some challenging conditions presented to them early on. Remember, this was their inaugural event. Once the driver's got themselves in check, the racing was excellent, on a track that is truly world class. I've already got Barber on my race schedule for next year and you should too.






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- > Saturday Dinner & Social at the track!
- > Club Racing  
 Saturday practice, fun races, Sunday practice, qualify, sprint races & 60-minute enduro.

**Entry Information**  
 For information about the event or to pick up driver education, race registration entry forms, visit our website at [www.pca.org/cim](http://www.pca.org/cim) or contact our sensational Event Registrar, Chirsty Thomas, by phone at 918-622-9123 or by e-mail at [autoexam@cox.net](mailto:autoexam@cox.net).

# Postcards from Laguna

by: Doug DeVetter, Reliable West Coast Shutterbug

***Pictured Right:***

Mat Lowrance (#44) led the Group 2 race from start to finish. Even with a spin coming out of Turn 11 near the end of the race, he won by over 19 seconds.



***Pictured Left:***

The "best prepared car" honors went to Dennis Singleton and his 1973 RSR.

***Pictured Right:***

Tom Provasi brought his mightily modified 1970 914-6 to the track to contend with the GT2-R crowd.





***Pictured Above:***

The Workers Choice Award fro Group 1 went to Lisa Thomas and her immaculately prepared and painted GT3S 911.

***Pictured Left:***

A trio of bright yellow (use your imagination) 911s are framed by Doug DeVetter at the top of the infamous Corkscrew.



***Pictured Right:***

Race Chairman Masuo Robinson (#24) and Group 1 pole-sitter Gary Boss (#336) duked it out on the track. Masuo made a pass with 2 laps remaining and took the checkered flag.

Masuo Robinson (left) and Gary after the race. This is what it's all about.



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## TRAC 2004

*12<sup>th</sup> Annual PCA Club Race  
Drivers' Education  
Concours Dinner Party*

Road America in Elkhart Lake, WI

Friday, September 3<sup>rd</sup> – Monday, September 6<sup>st</sup>

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Friday *optional* 'TEST & TUNE' (DE rules)  
Saturday (practice/PCA Club Racing School  
Sunday (**Sprint Races**)  
Monday (**90 minute Enduro Races**).

### Drivers' Education

Friday - Sunday  
Monday optional

TRAC 2004 Club Race Registration form is available at [www.pca-chicago.org](http://www.pca-chicago.org),  
from the registrar at 847.604.4795 or [TRAC2004CR@aol.com](mailto:TRAC2004CR@aol.com). Club Race Registration  
forms may be returned to the TRAC 2004 Club Race registrar with a postmark date  
NO EARLIER than July 12<sup>st</sup>.

TRAC 2004 Drivers' Education Registration form is at [www.pca-chicago.org](http://www.pca-chicago.org),  
from the registrar at 847.929.1831 or [nowakowskim@permapipe.com](mailto:nowakowskim@permapipe.com).  
Drivers ED Registration is now open. Drivers ED Registration will close August 28th.

TRAC 2004 Concours, Dinner and Party – Saturday evening, September 4th,  
at Siebkens Resort in Elkhart Lake.

Additional TRAC 2004 information is available on the 24-hour Information Hotline  
at 847.604.4795.

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*TRAC 2004 Event Chairman*

*Keith Clark*

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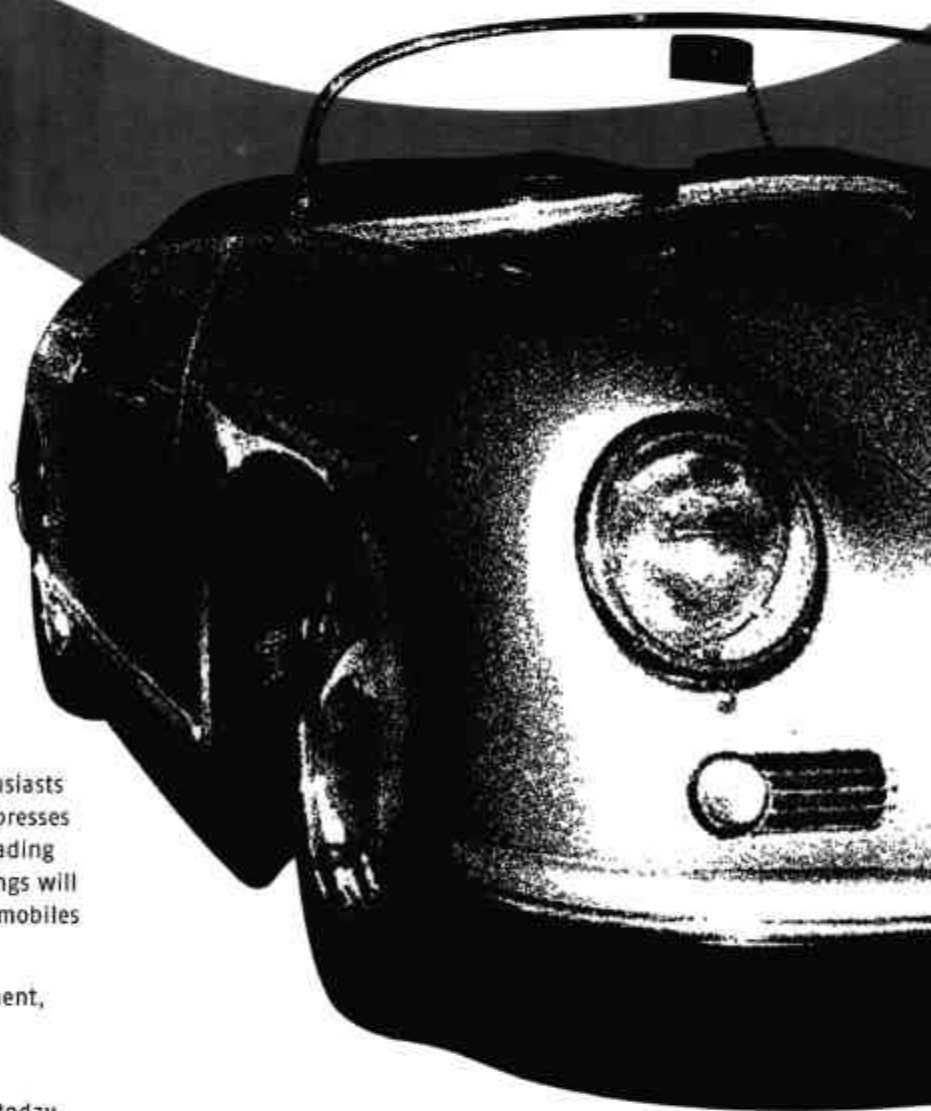
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# 2004 Club Racing Calendar

<u>Date</u>	<u>Event</u>	<u>Region</u>	<u>Contact</u>
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
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@cvrpga.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	Nick Hingel 504-782-3530 nick@hingelpetro.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](http://pca.org/pca/clubrace); "\*" indicates an enduro.*

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# The Classifieds

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