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2008 Rookie of the Year

Page 14



Three Generations, One Track

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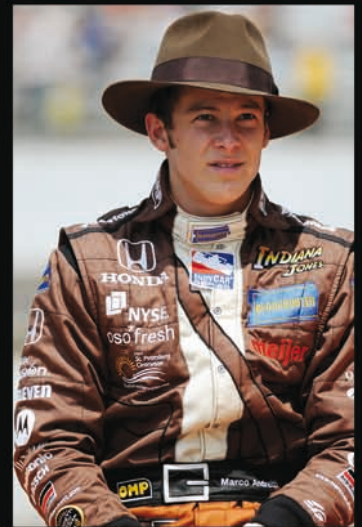
NEWS

Volume 09.2

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On the Cover

Wet & Wild Racing at Texas World Speedway
Cory Jump #713 splashes Claus Neilson #15
Photo by Cafe Photo www.Cafe-Pics.com

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Deadline for article submission for the next issue is July 31, 2009

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State of the Program

By Bruce Boeder, Chairman PCA Club Racing



Registrations for Club Races have been surprisingly strong this year. Yes, across the board the majority of our races have had lower attendance than years past. However, taken in light of the general economy, I'm pleasantly surprised at how many of our racers have turned out. Perhaps it says something about our general addiction to this sport.

Interestingly enough, the general numbers I am hearing from other sanctioning bodies is a much more significant drop off. Some of the other sanctioning bodies have had a number of races cancelled. There apparently is some concern about the health of some of the sanctioning bodies in general.

More importantly, the general tenor of our races has been great. I had the pleasure of attending the Sebring Club Race, albeit without a car. Sebring was a wonderful race with lots of close competitive racing and very few incidents. The reports I have received from other races have also been great. Sure, Road Atlanta had rain and cold, but the general attitude was great.

We were also pleased to get back to northern California with the first race hosted by the Golden Gate region at Thunderhill Raceway Park. Thunderhill Raceway Park was a success and the Golden Gate region has two more races scheduled this year, one at Buttonwillow Raceway Park and another at Thunderhill Raceway Park.

The general feedback I have received about the experimental non-enforcement of the single car incident rule has been great. My sense is that will become a permanent rule, but we will have to see how it comes out during the rules change period.

We've also been a bit surprised as to how few rules change proposals we have received this year. The last couple of years we have had a large number of changes. Perhaps we do not need to make many changes to the rules this year? [Ed. Just a reminder, the deadline for submitting proposed rules changes is June 1]

If you have not gotten on track so far this year, please plan to do so. We have a number of races coming up as we get into the middle of the season and any of them can be a fun race.

On a personal note, I am pleased to report that my cancer continues in remission. In March I had a "second generation" bone marrow transplant at the Mayo clinic, using the stem cells from my own blood. The transplant went better than could be expected and my recovery has progressed faster than we had hoped. By the time you read this John Crosby will have shifted the full duties of the Club Race Chairman back to me. Heck, I actually expect to race a few times this year. All in all, life is good.

See you at the track. 🏁



Photo by Ian Scott

Rookie of the Year? Not hardly. The faces you see are PCA National Club Racing Scrutineers Mike Mulligan (L) and Ray Newman (R). Our Mr. "X" is none other than Rookie Scrutineer Scott Slouson. Scott Slouson was captured in the hot pits at Road Atlanta by photographer Ian Scott, the Peachstate Region Club Race event chair.

Club Racing News

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2009 Club Racing Schedule

Dates	Event	Region	Region Contact
May 23-24	Buttonwillow	Golden Gate	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
June 12-14	Rose Cup Races at Portland International Raceway	Oregon	Peggy Ann Walker 503.913.7987 peggyw@99westtrailers.com
June 26-28	VIrginia International Raceway*	Zone 2	Tom Bobbitt 757.259.7823 jthomasb@cox.net
July 4-5	Gingerman Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
July 18-19	Putnam Park Road Course*	Ohio Valley	Rich Rosenberg 513.530.9090 rjrol@aol.com
July 31-Aug 2	Mosport International Raceway*	Upper Canada	Wayne Spiegelberg 905.825.2853 spieg57@gmail.com
Aug 1-2	Brainerd International*	Nord Stern	Roger Johnson 763.557.9578 rogerdjohnson@comcast.net
Aug 15-16	High Plains Raceway*	Rocky Mountain	Joe Rothman 720.596.4845 joe@goqms.com
Aug 28-30	NJMP Thunderbolt Raceway	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sept 5-7	Road America*	Chicago	Keith Clark 630.690.3381 kc_design@sbcglobal.net
Sept 5-6	Thunderhill	Golden Gate	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
Sept 26-27	Miller Motorsports Park*	InterMountain	Steven Brand 801.944.0051 hillsidetire1801@aol.com
Oct 3-4	Summit Point Motorsports Park*	Potomac	Kevin Oyler 240.505.4332 kevino@scmanage.com
Oct 3-4	Hallett Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott11@aol.com
Oct 9-10	Daytona International Speedway	Florida Citrus Florida Crown	Dave Rodenroth 904.251.9552 racer914@earthlink.net
Oct 30-Nov 1	Carolina Motorsports Park*	Carolinas	John Alpaugh 803.736.3950 jpa914@aol.com
Dec 4-6	Roebing Road	Florida Crown	Bob Linville 904.272.2998 cblinville@bellsouth.net

* Indicates an Enduro event

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor



Did you notice the new Club Racing News (CRN) logo on the front of this issue and on the Table of Contents page? Jill Beck, the National Newsletter Committee Chair, created the new logo after I asked her to add some color to the existing logo. With CRN appearing in color on the PCA website, I wanted to incorporate the colors found on the PCA Club Racing logo into the CRN logo. Jill created something new and fresh, adding color, a new font and layout.

I received many compliments on the new format of CRN, especially the use of color in the website version. I did however receive one criticism about “The Classifieds” section – it contained too few ads. Well, “The Classifieds” section contains ads submitted by PCA members. If there are only a few ads submitted, then the section will correspondingly be light. This issue does contain some additional ads, and even two photo ads, but the classified section is one section where the content must come from the membership.

Racing this spring has been wet.

The previous CRN Volume 09.1 contained a list of the 2008 OG Racing Safe Racers award winners. The list of 402 winners was impressive, but unfortunately was incomplete. After continued review of the race data, 17 more names have been added to the list of 2008 PCA Safe Racers. Let’s congratulate these additional winners whose names appear on page 13.

Racing this spring has been wet. The Club Races at Texas World Speedway, Road Atlanta, and Heartland Park had rain – some more than others. In Texas, most of the weekend was spent wet, while both Road Atlanta and Heartland Park started wet and ended somewhat drier. This makes for some interesting stories and photos.

The first of these stories comes from the Texas World Speedway Club Race. Noby Takahashi and John Gladwill shared Noby’s Spec Boxster and were two of the 12 SPBOX classed cars racing during the weekend. John, racing in-class as SPBOX managed a podium finish in each of the four sprint races. Noby, racing in the next higher class due to the shared car rule, managed two class wins in GT4S. The story of their weekend appears on page 18.

Another story occurred at Road Atlanta. History was made within PCA Club Racing this year as three generations of racers participated in the same race. The Taylor family, John, Wes, and Xan braved the elements to tackle the track as veteran drivers

John and Wes helped Xan through his first Club Race weekend. You can read about their adventures on page 22.

The photos in this issue from the Texas World Speedway race are courtesy of Doug Pawlak of Café Photo (www.Cafe-Pics.com) who captured incredible racing in both the wet and the dry. Likewise, the photos of a wet Road Atlanta come from Bill Ibsen. My thanks to both of these photographers who braved the weather to take some remarkable photos of the racing in the rain.

On page 16 of this issue you will find a list of winners of the Hard Charger award from the first seven Club Race venues of the season. CRN 08.3 provides a detailed explanation of what the award represents and how one earns the award. Since these awards are presented post-race, the winners have remained unannounced – until now. Review the list of winners, find your competition, and next time you see them, ask them how they managed to pass so many cars during a race.

Speaking of award winners, the winner of the prestigious Michael Melton Memorial Rookie Award appears in this issue on page 14. Bruce Boeder also provides some background about the award along with announcing the winner. You can then read the story of the Rookie Racer who was honored to receive the award for the 2008 season.

*I was reminded why the PCA slogan is
“It’s not just the cars, it’s the people.”*

Finally, while I was attending the Heartland Park Club Race hosted by the Kansas City Region, I was reminded why the PCA slogan is “It’s not just the cars, it’s the people.” I must give a very special “Thank You” to Greg and Kathy Wright for letting me use their 911 Turbo Saturday night. No, I did not drive the car on the track or even go romping through the streets. Rather, I made an early evening of the social activities after the track dinner and drove back to the hotel to get some very needed sleep. (It is the people, but that is also one very nice car.) I also must give another special “Thank You” to James Phillips for letting me use his Cayenne Sunday. Yes, this time I did drive on the track to give my wife a track tour. I can not help but wonder if James thought I might need the 4-wheel drive feature on my track tour given the amount of rain that fell during the weekend. Alas, I remained on track and did not get to experience the Cayenne off road features. Yes, it is indeed the people.

Read and enjoy. 🍷



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View From the Tower

By Bryan Henderson, Chief National Steward



The 13-13 single car incident test period is going well. Unfortunately Road Atlanta was an anomaly since it rained hard much of the weekend. There were an unusually high number of single car incidents due to the rain but only one multi-car incident and only one 13-13 was issued at that race.

As promised I will continue to review real world incidents in this column to assist everyone in achieving a better understanding of the rules.

A Case for Video

Two cars were involved in a side by side incident. Just after the start of the sprint race, the two cars approached a left turn which was immediately followed by a right hand carousel. Contact occurred in the carousel. Physical damage to the cars showed the car on the right (Driver-A) had damage to the left side. The car on the left (Driver-B) had damage to the right side. When the damage was matched up, it indicated that the car on the left was slightly ahead at impact. Neither of the cars had video.

The driver immediately behind the incident had video...

Driver-A reported that he had started ahead of Driver-B and therefore Driver-B was the car making the pass and must be found at fault. He indicated he was on the right side and ahead of Driver-B as they entered this combination of turns and Driver-A held the inside line for the last turn. He reported that the car on his left was still behind as they entered the right turn. He reported that he stayed on the inside of the right hand turn and was hit as they reached a point about two thirds of the way through the corner. He believed Driver-B had attempted an unsafe overly aggressive pass on the outside of the right hand carousel. He stated that Driver-B was never ahead until the contact point.

Driver-B reported that he was even or slightly ahead entering the left hand turn. He reported that he maintained that position through the turn and through the entry of the right turn. He claimed he was on the outside edge of the turn throughout the right hand carousel. He indicated the car on the inside moved out and hit him about two thirds of the way through the corner. The driver immediately behind the incident had video and believed Driver-B was at fault.

The Steward assigned fault to Driver-A based on a practiced eye at watching video displayed on a small screen, and a corner worker report that agreed

with Driver-B. Driver-A vehemently disagreed saying that the video clearly showed his version of the incident was correct.

The incident was appealed so the PCA Chief Steward received a copy of the reports and the video for review. Software that allowed the Chief Steward to use slow motion, stop action, and extract still shots from the original video was used and displayed on a 50-inch monitor to review the incident.

Each driver had a completely different and contradictory viewpoint from the other.

The video indicated that Driver-B was actually slightly ahead when the cars entered the first of these turns, the left, and then stayed at least even until contact when he was slightly ahead. Perhaps more importantly, the contact occurred with Driver-B at the far left edge of the track in the right hand turn. The fact that the cars were very close to even going through both turns meant that neither driver had the corner. Therefore, both drivers were required to give the other racing room. With Driver-B on the far left edge of the track, he had obviously given Driver-A plenty of racing room as Driver-A had about 25 feet to his inside at the point of contact. The fact that Driver-A started ahead of Driver-B did not come into play here as the cornering rule controlled the situation (i.e. the driver ahead at turn in has the corner). The Steward at the track had made the correct call.

If video had not been available, the decision would have been very difficult. Each driver had a completely different and contradictory viewpoint from the other. There was a corner worker who supported one driver and a driver who supported the other. Physical damage only indicated that the outside car was slightly ahead at the point of contact. There were no skid marks on the track as neither driver locked the brakes nor spun. Without video, given the starting positions of the two cars, it would have been very easy for the wrong driver to have been penalized.

I do not believe that either driver intended to misstate the facts. It is my experience that drivers involved in and avoiding incidents make very poor witnesses. I suspect that your mind is too involved in trying to be safe or to stay out of the situation that you do not have time to properly assess and analyze what happens or what you see. An in-car video system can now be purchased for less than the price of one tire. Make sure yours is turned on.

BE SAFE! 



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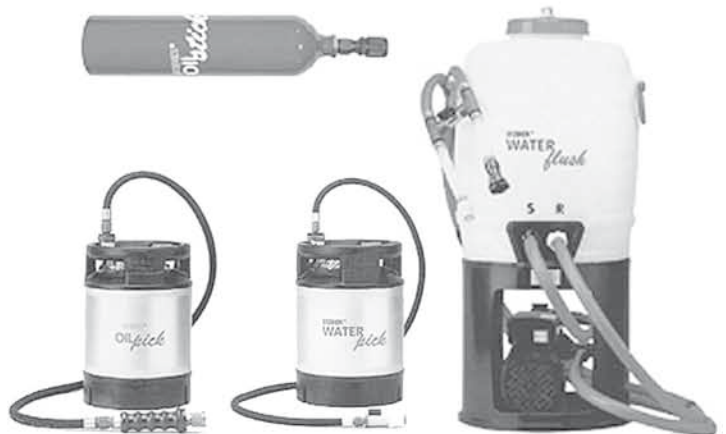
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The DNF

By Michael Wingfield, Chief of National Timing & Scoring



I received a question from a competitor about why a particular race result showed the competitor marked with a DNF. The competitor believed he had finished the race and wondered, if he indeed completed the race, why did the race result show him with a DNF. To understand the scenario described below, one must first understand the meaning of DNF and what is required to complete or finish a race.

*A DNF is not a penalty,
but rather an indicator of a competitor's status
at the conclusion of a race.*

In racing parlance, the acronym DNF stands for "Did Not Finish." The term, when applied to a race competitor, indicates that the competitor did not finish the race for any of a variety of reasons. Competitors may receive a DNF for such obvious reasons as pulling into the paddock, or pulling off track before the race ends. A DNF is not a penalty, but rather an indicator of a competitor's status at the conclusion of a race. Subsequently, what defines a race finish?

To finish a race, a competitor must pass over the Start/Finish scoring line while the checkered flag is displayed. A competitor may pass the Start/Finish scoring line on either the race track or on pit road. The competitor must make the pass across the Start/Finish scoring line in either first position, or some position behind the competitor in first position in order to finish a race.



Photo by David Hawley

However, there is a scenario where a competitor may think he completes a race, but does not actually finish the race. This scenario occurs when a checkered flag appears at the Start/Finish scoring line and the competitor in question is in front of the race leader by either a narrow margin alone or in a pack of cars which includes the race leader. It is this scenario where it is important for every competitor to look for a number board displayed from the Start/Finish flag stand. The number board, when used, indicates the car number of the first car to receive the checkered flag to finish the race.

In previous articles, I have written about keeping up with your race, describing why competitors need to keep abreast of the competition and current race position. Taking the checkered flag is one of those occasions where knowing your position and your relationship to the race leader is important. It is each competitor's responsibility to know whether or not they are in front of or behind the race leader

*If you are in front of the race leader when the
race leader receives the checkered flag,
you are entitled to "race to the Checkered" ...*

when approaching the checkered flag. You need to know your position relative to the race leader as you approach a checkered flag since the Starter may not use a number board. If you are in front of the race leader when the race leader receives the checkered flag, you are entitled to "race to the Checkered" and complete your last lap. Failure to make this final lap will result in a DNF. This typically occurs to racers about to go a lap down to the race leader, but the checkered flag waves before the race leader can overtake and lap the other competitor.

Failing to make the final lap may or may not affect your overall finishing position. However, by taking the last lap, you finish the race. In finishing the race, you race to the checkered flag and have the opportunity to overtake other competitors on that last lap and advance your position. In contrast, by not taking the last lap you will end your race at the very best a lap down to the leader and marked as DNF for not having taken the checkered flag to finish the race.

In PCA Club Racing competitors do not move to the bottom of the finishing order when receiving a DNF. A competitor receiving a DNF will maintain the last position scored unless other cars still on track advance past the DNF car as those competitors continue to race to the checkered flag. Losing positions
continued on page 21



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A Few Random Thoughts

By Donna Amico, Technical & Rules Chair



There isn't really a single theme to this article, but instead it is a collection of my "top 5" items based on some issues that have arisen so far in 2009.

You will not be allowed on track without your head and neck restraint.

First, and probably most important: It isn't enough to own safety equipment, you also have to use it. At the Lime Rock Park race, I happened to spend a few sessions walking the grid and checking safety equipment. Lo and behold, several racers showed up on the grid with old-style foam neck collars instead of an approved head and neck restraint. The head and neck restraint rule went into effect at the beginning of 2008. A head and neck restraint complying with the SFI or FIA specifications has been required for over a year. Sure enough, these racers owned one – you could see the mounting posts on their helmets. However, the device was left in the trailer. Please be advised that there is a zero-tolerance policy on your safety equipment. You will not be allowed on track without your head and neck restraint.

Second: While we are on the safety theme, there was also some good news from the Lime Rock Park race. All cars had roll cages, which are required for all cars in 2009. There was a one-year phase-in period in 2008, during which cars with logbooks could race without a cage. However, at the beginning of 2009, the phase-in was over and we now require a roll cage. From what I can see, compliance with this rule is excellent. Now that you have the cage installed, please get those bars anywhere near your head covered with high-density padding. This includes the bar that runs along the A-pillar. Although you may think that your head cannot reach the A-pillar when you are in harnesses and in a head and neck restraint, please be aware that in a very severe impact, the harnesses will stretch more than you think and the seat will flex more than you think.

Third: All cars have characteristics that limit their performance. If you are racing a stock class 987 or 997, that limitation is very likely your ABS/PSM system. Those of us in the PCA rules and compliance business are grappling with this issue right now, but be advised that the programming in these ABS control units did not contemplate that the cars would be modified with stiff race suspensions and very sticky tires. A combination of stiff suspension, sticky tires, and the ability to drive right at the limit of both of these may result in a condition where the

ABS/PSM programming believes that brakes need to be selectively applied to one or more wheels of its choice. The condition is quite rare, and the current best assessment is that three things must be present for it to occur: suspension, tires and driving on the edge. If only two of these three elements are present, then you should be okay. Consider this when making your suspension and tire upgrades to these cars.

PCA Club Racing wants to be friendly to Porsche-based Spec series.

Fourth: You have probably noticed that we have two new Spec classes this year: Spec Boxster and Spec 911. PCA Club Racing wants to be friendly to Porsche-based Spec series. A good question is how are we going to evaluate Spec series for addition to our rules? So far we have been looking for an existing series with an established and relatively stable set of rules, with a good contingent of cars built to those rules. What is a good contingent of cars? I don't know exactly, but it is definitely more than 10 and less than 100. Another interesting question is will PCA consider starting its own Spec classes? So far we have not. I have not wanted to try to decide what model should be the next candidate for a Spec class. Right now we are letting the external market decide which grass roots effort results in a viable Spec series. However, we are in the rules change process now, so if you have other ideas, please let me know.

GT cars can be fast, competitive, reliable, and affordable to build and run.

Fifth: Several GT-class racers have been working on a separate article about GT cars, which is not ready for this issue, but look for it in a future issue. GT cars can be fast, competitive, reliable, and affordable to build and run. So far this year, there are a couple of GT3R cars that have been giving the GTC4 and GTC3 cars a run for their money, and this isn't just on short courses like Lime Rock Park, but also on horsepower tracks such as Road Atlanta (yes, both before and after it dried out!). So if a GT3 Cup car is not in your budget, consider GT again. New technology for engine development means that you can build a very competitive car with a reliable motor.

That is all for this installment, and I wish you much safe, fun, and competitive racing! 🍀

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2008 OG Racing Award (reprise)

By OG Racing

OG RACING

OG Racing, an eight-year National Sponsor of the PCA Club Racing Program, is proud to recognize the following Club Racers who competed in at least five races throughout the 2008 season with no incidents by awarding each of these racers the **OG Racing Award**.

The **OG Racing Award** winners will receive the following to recognize their accomplishments: A Certificate of Excellence, an **OG Racing Award** patch, a year patch and a gift certificate for a one-time 15% discount on all current products purchased from OG Racing. Additionally, all **OG Racing Award** winners will participate in a drawing for a customized Sparco Tech-Light driving suit – a \$1500 value.

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Please join OG Racing in congratulating the following recipients of the **2008 OG Racing Award**:

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Gary L Wimmer
Charley Wolk



Michael Melton Memorial Rookie Award - 2008

By Bruce Boeder, Chairman PCA Club Racing

I am pleased to announce that the recipient of the Michael Melton Memorial Rookie Award for 2008 is David Fry of Upper Canada Region. But first, for those of you who did not have the privilege of knowing Michael Melton, a couple of comments on him.

Michael was an international law professor at Boston University Law School, after having worked for the IRS and various firms earlier in his career. Michael was an avid supporter of PCA and specifically PCA Club Racing. He also was a school boy athlete (football and lacrosse), dog lover, lover of good food and drink, raconteur, and quietly the life of any party or group he ever attended. After attending and volunteering at numerous Club Races, his friends at European Performance Engineering (EPE) convinced him to jump into PCA Club Racing in his 1969 911T, running in J class. Michael thereafter

disparagingly referred to himself as “The Rookie.” Michael was the second editor of Club Racing News but unfortunately passed away in 1999 of pancreatic cancer. His friends at EPE in Natick, Massachusetts have given this award in his memory ever since.

The award has been the same since its inception, a plaque which resides at EPE. The plaque is a permanent trophy and each year, the winner’s name is added to the plaque. Jerry Pellegrino, the owner of EPE, was also a close friend of Michael and has sponsored the award from the beginning.

The award winner is chosen by the stewards, who review a large group of rookie racers who have participated safely and successfully in at least five races during their rookie season. This year David Fry rose to the top of that group. I’ll let him tell the story in his own words in the article that follows. 🏁

2008 Rookie of the Year

By David Fry, PCA Club Racer (Upper Canada Region)



I decided to go racing last year for the simple reason that I felt that I had given everything I had in a car at the various track days I had attended, and wanted to push myself further in developing my skills in the car and in my life. I am a 41 year old father of three young children (ages six, four and three), and am one that also spends a great deal of time at work and on the road. I am one of the fortunate ones to work in a senior level position in finance (global markets for a bulge bracket global firm), and still be lucky enough to remain employed and generally enjoy what I am doing this year.

It is about what we all have in common: the love of Porsches, the love of competition, and the knowledge that we are in it for the fun...

With family and work commitments, I am not left with a lot of play time. When I do play, I like to play hard and play safe. PCA Club Racing gives me the opportunity to do both. PCA Club Racing provides me with access to the best tracks in North America, in the best cars in the world - Porsches. Likewise, the racing is conducted in a safe environment, where people want to take home what they brought in one piece (car *and* driver). There are no prizes, no big egos, just fun, clean racing with guys you only see

on race weekends, but with whom you inevitably develop strong relationships.

I have only participated in two race weekends thus far, Mosport and Daytona. Some of the guys I have met with MantisSport and other teams are guys that seem like I have known for much longer. It is about what we all have in common: the love of Porsches, the love of competition, and the knowledge that we are in it for the fun, and the only people we have something to prove to are ourselves.



David on the grid at Mosport, before his first race. Not nervous at all!



David with daughters, Haley and Katie

I have only been driving Porsches since 2003 (C4S), but it was my 2004 GT3 (street) that really got me into track days, and from there the itch to compete. After a few track days with Upper Canada

Region in 2004 and 2005, we moved to the UK in early 2006 to take an opportunity with another bank; of course, my GT3 followed. Not only did my wife and I get to experience England again, but it was the first time for our three children. My GT3 and I got to experience some amazing UK tracks like Brands Hatch and Silverstone, with many other GT3 cars accompanying me, I might add. Unfortunately, I could not work out the logistics of getting to the Nurburgring and Spa.

My GT3 and I got to experience some amazing UK tracks like Brands Hatch and Silverstone...

We moved back to Canada in the fall of 2007. That winter, I decided it was time to give racing a go, but wanted to do it in a way to minimize costs and really make sure that racing was something I wanted to do. Ernie Jakubowski at MantisSport was happy to oblige with an "arrive and drive" in the (in) famous Cayman. This was a fantastic car in which to compete in my first race at Mosport, a track where I had learned and had lots of time with my GT3. My objective was to finish the race incident free and to make sure to finish. Mission accomplished. I managed to pick up a lot of time

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2009 Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



The Hard Charger award bestows recognition upon the driver in each Club Race that has the greatest overall improvement from the start of a race to the finish, and completes the race incident free. Award winners receive a frameable certificate, a decal, and a driving suit patch, provided by the award sponsor and Club Racer Chris Inglot of Inglot Electronics Corporation.

After each race weekend, each race at the event is reviewed and each racer is assigned an index indicating the racer's improvement during a particular race. This index is the difference between the racer's finishing position and either the assigned qualifying grid position or the actual starting position, whichever is less. This index is called the Hard Charger Index. The racer who meets all award criteria and has the highest Hard Charger Index wins the award for that race. When more than one racer achieves the same highest

Hard Charger Index (a tie), each racer receives an award. A complete and detailed description of the award and the calculation process appears in CRN 08.3.

The Hard Charger Award is currently a post-event award and not presented at the track. The award recipients are notified after the event, and the stash of goodies mailed to each winner. Thus, you may not know you have won the award until sometime after the race. In order to recognize these post-race award winners, the winners thus far this season appear below.

Now, as you walk the paddock, socialize with fellow racers, and attend the drivers' meeting, take a look around for the Hard Charger Award decal and patch. When you see one, walk up and ask to hear the tale of the race that won the wearer the award. You may be surprised and entertained by the story.



<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
Sebring International Raceway							
Gregory J Turek	CHO	G	S 89 951 S	56	31	25	Black Enduro
Marcos E Amongero	OHV	GTC3	GT 04 GT3 CUP	57	22	35	Pink Enduro
Timmy Tyrrell	POT	F	S 91 CARRERA 2	38	18	20	Checkered Blue
Antonio Rivera	LST	GTA2	GT 07 997 CUP	23	5	18	Checkered Red
Stan Crawford	MOH	GT2R	GT 74 911 RSR	26	13	13	Green Sprint
Douglas Crossman	CHO	E	P 79 911 SC	56	24	32	Orange Spint
Normand Houle	REN	GTC4	GT 07 GT3 CUP	67	35	32	Red Sprint
Texas World Speedway							
Bill Bernick	MAV	E	GT 88 911	28	11	17	Blue Sprint #1
Steve Coomes	MAV	E	S 89 944 S2	22	2	20	Blue Sprint #2
Pat Heptig	MAV	E	S 87 911	22	11	11	Blue Sprint #3
John L Gladwill	MAV	SPBOX	P 97 986	8	4	4	Blue Sprint #4 *
Chris Blazer	KSC	E	S 86 951	16	12	4	Blue Sprint #4 *
Guy O Danielson	MAV	GTC3	GT 00 GT3 CUP	26	4	22	Red Sprint #1 *
Nobuyuki Takahashi	MAV	GT4S	P 97 986	28	6	22	Red Sprint #1 *
Keith Olcha	MAV	H	P 93 911 RS AMERICA	21	11	10	Red Sprint #2
Guy O Danielson	MAV	GTC3	GT 00 GT3 CUP	26	10	16	Red Sprint #3
Philip S Harris	HCT	GT3S	GT 86 951	16	8	8	Red Sprint #4

Photo by Leonard Turner

Thunderhill Raceway Park

Andrew Forrest	GG	SPBOX	P 99 986	37	28	9	Sprint #1
David Loop	GG	SP911	P 82 911 SC	17	14	4	Sprint #2

Road Atlanta

Eric Pratt	CHO	GTC3	GT 03 GT3 CUP	12	8	4	Group 1 Sprint 1
Jack Gilsdorf	PST	GT1R	GT 96 993 GT2	13	7	6	Group 1 Sprint 2
Peter J Bassett	NER	GTC2	GT 96 993 SUPER CUP	11	8	3	Group 2 Sprint 1 *
Alain Goulet	REN	G	S 88 951 CUP	13	10	3	Group 2 Sprint 1 *
Craig Smid	CHO	F	S 88 951 S	18	15	3	Group 2 Sprint 1 *
Greg Pickeral	CAR	I	S 02 996	19	6	13	Group 2 Sprint 2
David E Barton	PST	SP3	P 89 944 S2	32	9	23	Group 3 Sprint 1
Brandon Sick	CAR	SP3	S 90 944 S2	22	7	15	Group 3 Sprint 2 *
John W Wade	MSK	SP2	P 83 944	26	11	15	Group 3 Sprint 2 *
Rick Fairweather	CIN	F	S 88 951 S	39	9	30	Group B Sprint
E Thomas Collins Jr	CHO	F	S 92 968 FIREHAWK	43	9	34	Group B Enduro
Steve Washburn	NST	GTC4	GT 06 997 GT3 CUP	46	11	35	Group A Sprint
Matthew Einstein	SHN	GTC4	GT 06 997 CUP	18	8	10	Group A Enduro

Auto Club Speedway

Steven C Gerken	SDO	G	S 93 911 RS AMERICA	26	13	13	Blue Sprint 1
Ethan Dahlkamp	SDO	GT4S	GT 01 986	18	7	11	Blue Sprint 2
Bill Lusk	LVS	J	99 996	22	6	16	Blue Sprint 3
Michael Copp	SDO	GT1R	GT 78 930	27	17	10	Green Sprint 1
Behrouz Salehi	SDO	GT3S	GT 73 911 S	19	15	4	Green Sprint 2
Michael Copp	SDO	GT1R	GT 78 930	8	4	4	Green Sprint 3
B Holden / J Sofronas	OCR	GTC4	GT 09 GT3 CUP	20	1	19	Enduro

Heartland Park Topeka

Bradley Lano	NST	GT3S	GT 76 911	20	8	12	Blue Sprint 1
David A Roberts	NST	G	S 87 944	9	8	1	Blue Sprint 2 *
Gary Yee	NST	F	S 08 CAYMAN	15	14	1	Blue Sprint 2 *
Randal S Cassling	GPL	J	S 04 GT3	16	15	1	Blue Sprint 2 *
Jack W Baker	GPL	G	S 93 911 RSA	17	16	1	Blue Sprint 2 *
Randal S Cassling	GPL	J	S 04 GT3	10	7	3	Blue Sprint 3
Harvey W Robideau	NST	D	S 83 911 SC	26	15	11	Red Sprint 1
Dick Scariano	RMT	D	S 78 911 SC	21	14	7	Red Sprint 2
Bret Bailey	NST	E	S 86 911	25	17	8	Red Sprint 3

Lime Rock Park

Peter W Boll	CTV	E	S 86 911 CARRERA	18	11	7	Green Sprint
Bill Farrell	CTV	GTC3	GT 03 GT3 CUP	10	6	4	Orange Sprint *
H Roger Funk	CTV	GT4R	GT 76 911	17	13	4	Orange Sprint *
Michael D Ferra	CTV	G	S 93 964 RS	27	21	6	Yellow Sprint
Philip Paisnel	NNJ	E	S 00 986	25	13	12	Blue Enduro
Wal Jarvis	CTV	GTP1	GT 70 911	14	7	7	Red Enduro *
H Roger Funk	CTV	GT4R	GT 76 911	15	8	7	Red Enduro *

* Indicates a tie

Texas Two-Step 2009

By Noby Takahashi, PCA Club Racer (Maverick Region)



Ahhh, Texas weather in March - it can be so unpredictable. The annual PCA Club Race event at Texas World Speedway (TWS) has been

I had to make an emergency run to Academy Sports ... for a rain parka and a pair of galoshes.

held in mid-March as long as I can remember. For 2009, it was a wee bit chilly, windy, and rainy most of the weekend. I had to make an emergency run to Academy Sports prior to leaving Dallas for a rain parka and a pair of galoshes. I spent so much time checking the weather forecast from work leading up to the event that I was shocked that my employer did not block my Internet access. Who forecasted 0% chance of rain on Sunday? The forecaster only missed the mark by about 100%.

As always, a great contingent of racers and Driver Education students gathered at an old, but a very exciting track in College Station. TWS is the first race of the season for most of us Texans. A group of guys also trekked down from Colorado to try and "warm up." They are great folks and it was nice catching up with them.

The total field for the race was almost 80 and thus large enough for two race groups. We had seven Rookie candidates and three Provisional candidates which kept Dave Rodenroth, the Race Steward, pretty busy handing out certificates before the first race. For the second year in a row the event did not have an Enduro; rather the weekend consisted of four Sprint races. In other words, we racers had tons of seat time.



Photo by Cafe Photo www.Cafe-Pics.com

Noby crosses the S/F line in his SPBOX

I switched racecars at the end of 2008. I used to race a 2001 Boxster-S in Stock F class. For this year I decided to campaign a 1997 Boxster running in the up and coming Spec Boxster (SPBOX) class. Last year there were only two SPBOX cars at the

race, driven by Steve Watkins and Jay Walker. Steve and Jay returned in 2009 accompanied by 10 other SPBOX cars. These "Barbie cars" have multiplied like bunnies in Texas, producing a total of 12 racecars (with 14 drivers) entered in the 2009 event. We even had guest driver John Gordon from San Diego Region fly in to drive Rob Cohen's SPBOX car. It was nice to be racing against so many cars in class. With 12 cars in class, you really have to earn a podium finish. The competition is only going to get tougher as we have 18 SPBOX cars purchased or in the process of being built in Texas.

These "Barbie cars" have multiplied like bunnies in Texas

My good friend John Gladwill drove the car in class on both Saturday and Sunday. I ended up being the lone GT4S car in the other run group, having to bump up into a higher class as a shared car. I enjoyed watching Mark Plummer, Steve Watkins and John Gladwill duke it out for the class win. The best part of the weekend was watching "Mr. I Never Spin" John Gladwill make a move on Steve Watkins while entering Turn-1. John completed the pass, but with the car pointed in the wrong direction. What the heck, it's a Boxster - you can't tell if it is going forward or backward.



Photo by Cafe Photo www.Cafe-Pics.com

John Gladwill leads Mark Plummer and Jay Walker

Any weekend at the track is a great weekend. With that said, I would like to thank the Club Race Chairs, Jim Troxel of Lone Star Region and Chris Alvarado of Hill Country Region, the National PCA Club Racing staff, the countless number of volunteers, all of the Corner Workers that kept us out of harms way, and the Sponsors that helped make this another brilliant PCA Club Racing event at TWS. What a great way to start the 2009 season! 🍀

A Growing Class - SPBOX

Photos by Cafe Photo www.Cafe-Pics.com



A



B



C



D



E



F



G



H

A - Chad Hallmark (Lone Star) #46

B - Stephen Watkins (Maverick) #116 takes to the grass in turn 10

C - John Gordon (San Diego) #90

D - Brian Amond (Maverick) #513 leads Rocky Johnson (Maverick) #530

E - Richard Hansen (Maverick) #81

F - Chris Amond (Maverick) #131 on three wheels

G - Mark Plummer (Maverick) #18

H - Eric Shaffer (Hill Country) #283 drags a bottom panel

Slippery When Wet - Texas Two-Step

Photos by Cafe Photo www.Cafe-Pics.com



A - Ole Peter Blom (Lone Star) GTA2 #51 '08 997 leads Paul Norwood (Hill Country) H #3 P '94 RSA at the start of a wet sprint race



B - Richard Waller (Lone Star) #78 wades through the Esses in his D '78 911



C - Wally "Dr. Spinola" Ruiz (War Bonnett) #03 lives up to his nickname in his G '93 RSA



D - Christopher Camut (Rocky Mountain) D #75 '83 911 SC leads #139 Earl Schott (Cimarron) in his D '80 911 SC off pit road



E - Michael Globe (Lone Star) #170 climbs the curb in his '00 996 GTB



F - Rusty Tilton (Lone Star) #125 '76 914 GT6S spins in front of #714 the E '87 911 of Pat Heptig (Maverick)

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is then possible if a competitor does not take the final lap to finish the race.

Finally, do not confuse a DNF with earning a race credit. To earn credit for competing in a PCA Club Race, you must pass across the Start/Finish line under green flag conditions and then subsequently complete at least one full lap. A DNF does not automatically prevent you from earning credit for participating in a race. If the race result indicates you have a lap count of one or higher, you receive credit for participating in the race regardless of whether or not you receive a DNF or a podium finish. 🍀



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**The Ohio Valley Region Announces
TOP GUN CHALLENGE 2009
July 18 & 19 2009
Test and Tune and DE on Friday July 17
Putnam Park Road Course**



Ohio Valley Region's Porsche Club Race is once again scheduled at Putnam Park Road Course. The format will be the same as last year with lots of practice, two sprint races and a one hour Enduro. Putnam Park Road Course is located 40 minutes west of Indianapolis. It is a very safe, well maintained 1.8 mile course. **Putnam Park has paved a good portion of the paddock. The stones are gone.**

We will be having a party Saturday night at the track. Lots of food, fun and door prizes. One ticket will be included with your entry and extra tickets will only cost \$15.00 each.

Practice Day: Practice in run groups held under Drivers Ed rules will be held on Friday.

DE Drivers: This DE is for A, B and instructor level drivers.

For more information contact:

Registration is open at <http://register.pca.org>

Race Co-Chairs: Larry Lindgren at llindgren@fuse.net

Rich Rosenberg at 513-530-9090, rjrol@aol.com

Registrar: Mary Louise Bauman at 513-272-2452, mlbauman@fuse.net

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over the weekend and got within less than a second of the leading class time.

My second go was at Daytona. For my second race weekend and my first time at Daytona, I found the competition stiffer. I also found myself in the middle of the competition, with strong times in qualifying and in the first sprint race. I then qualified on the class pole for the second sprint race. Unfortunately, the gearbox blew after a few laps during the second sprint race while I was in second place overall! End of race, end of weekend. But I had a great time nonetheless!

This past fall, I sold my GT3 with the view to buying my own race car. I was hooked! With the economy doing what it had been doing (and still is), I decided to wait until recently to buy. I found a clean 2006 GT3 Cup in the UK, which PMUK is rebuilding for me. I will campaign in four or five races this year including Watkins Glen, VIR, Mosport, Road America, and maybe one other, but sadly not Daytona. I am hoping that as my children grow, I can turn the PCA race weekends into more of a family affair, but at the children's current ages, it is a bit logistically challenging! 🍀

Three Generations, One Track

By John Taylor, PCA Club Racer (Carolinas Region)



I have been racing with PCA for about ten years but the race this year at Road Atlanta was a special race for me and one I will not forget. It was the first time I was able to have my son and grandson racing with me. My son Wes has been racing for about four years. Although our cars run in different classes we have been on the track at the same time in the same run group, me in D stock and Wes in G stock. Thus, I only see him as he laps me but I will get to that later. The Peachstate Region Club Race 2009 at Road Atlanta was the first PCA race for my grandson Xan who turned 18 this past February and became eligible for PCA racing.

Motorsports Park (CMP) in Kershaw, South Carolina. My wife Claudia wasn't real happy about me driving at high speeds on a race track, but I went anyway. When I returned home alive and in one piece, Claudia seemed to somewhat accept my new passion and attended some events with me.

At that first DE I heard about PCA Club Racing and began the process of obtaining my competition license, without Claudia's knowledge of course. Having gone through the required DE process I was signed off to enter my first race weekend at Roebing Road near Savannah, Georgia, still without Claudia's knowledge. The weekend plan was for me

to go to Savannah on Friday, Claudia would come down Saturday, do some shopping in Savannah and come to the track on Sunday to watch me run a DE. I had been out on the track for an early warm up session Sunday morning and was relaxing in the paddock with some of the guys. I was surrounded by brightly painted race cars, enclosed trailers, and several eighteen wheelers, all with "PORSCHE RACING" emblazoned on their sides when Claudia arrived around lunch time. She very calmly got out of her car, came over to us

and said, "this isn't Drivers Ed is it?" I confessed, "no, it wasn't," but I had gone through the rookie school and had just received my competition license. She handled it all very well. She watched the races

She very calmly got out of her car, came over to us and said, "this isn't Drivers Ed is it?"

that afternoon and realized that I was not a complete idiot and I was not going to kill myself. She has been very supportive ever since.

It took about a year to gradually turn my beautiful street car into a full blown, non-street legal race car, but the race track is where I have most enjoyed driving the car. I loved the competition,



Three generations of racers: Wes, John and Xan Taylor

My introduction into PCA racing began in the spring of 1999 when I purchased a beautiful 1980 911SC, in *almost* concours condition. I had not owned a Porsche for ten years prior to that so I was somewhat out of the loop when it came to PCA activities. During the 1980's when I owned another 911SC and then a Carrera, only autocrosses were available. I must say PCA autocrosses were more of a challenge to me than previous parking lot events which I had run before. We ran higher speed courses on airport runways in Tennessee, abandoned taxiways at McEntire Air National Guard Base in South Carolina, and at Lowe's Motor Speedway in Concord, North Carolina.

When I bought the 1980 911SC, I rejoined PCA and heard about Driver Education (DE) events. I immediately signed up for my first DE at Carolina

so it seemed a logical process to me. These past ten years have included wins, losses, corner workers award, 13/13's, blown engines, several transmissions, crushed body panels, and a roll over at Watkins Glen a few years ago. I have also had the pleasure

Wes bought a 1996 993 and began the process. Once he got on the track, he too was hooked.

of developing many new friendships through PCA racing. Those friendships are what make PCA Club Racing unique and are what I enjoy most.

Prior to his joining PCA Club Racing, my oldest son Wes had tried his hand at motocross. I told Wes that at his age, if he wanted to race, he needed four wheels not two. After injuries to his back and knees, he decided to give PCA Club Racing a try. Wes bought a 1996 993 and began the process. Once he got on the track, he too was hooked. I was his instructor for his first DE but I think we both realized that would not work. From then on, I took a more hands off approach, giving advice and encouragement only when needed. As I said earlier, we have been on the track together but his car is much faster than mine. I only notice him as he passes by. Note that I said his car was faster, not that he was faster. I hope that one day we can settle the question of who is the faster driver. Wes is a very competitive racer and he is just as concerned about how his car looks as how fast it will go - and it goes pretty fast. He has put as much effort into the aesthetics as with the mechanics. This is evidenced by him receiving the Best Prepared Car Award at the CMP race the year before last.

I think Wes' wife Candy has reached a comfort level with his racing a little more quickly than my wife did with me. I'm not yet sure about either Candy's or Claudia's feelings toward my grandson Xan racing.

Xan's experiences on the track began almost three years ago shortly after he received his restricted

driver's license. Xan, Wes and I attended an open test day at a southeastern road course. Wes and I spent a day riding in the right seat with Xan driving a borrowed race prepared 944. First, Xan and Wes rode together for 20 minutes, then Xan and I rode together for 20 minutes, with five minute rests in between. We alternated like this for the entire day. I was very impress with how quickly Xan caught on to the concept of driving the line, braking points, turn in, apex, track out, etc. He must have gotten five or six hours of track time that day. He was also hooked.



John & Xan, a pair of D stock racers

Less than a month after his 16th birthday, Xan attended the Panoz Driving School at Road Atlanta through which he obtained his SCCA competition license. Later he attended the Skip Barber Driving

She said, "I think I'm going to throw up!" Those were my feelings exactly.

School and continued on the same weekend by participating in one of the series races, also at Road Atlanta. The Skip Barber School uses 2.4 liter, 1600 lb ground effects Formula cars capable of 160 MPH on the back stretch at Road Atlanta. Wes, Candy, and I, all in attendance for the race, were a little uncomfortable with that situation. We were standing at the fence watching the cars come under the bridge in a four wheel drift down through turn 12 when I asked Candy if she was alright; she had a somewhat worried look. She said, "I think I'm going to throw up!" Those were my feelings exactly. However, Xan made it through, so on to our first PCA Club Race together – Road Atlanta, March 2009.

Road Atlanta was wet, very wet, with four inches of rain in two days. Autometrics Motorsports provided track support for the three of us, serviced our cars, and kept us dry for the most part. I attended the orientation meeting with Xan Thursday evening

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Granddad instructs Xan during his first "track day"

Peachstate 225 Toad Strangler

Photos by Bill Ibsen



A - Cory Friedman (Palmetto) #114 GTA2
B - Scott Daiger (Pacific Northwest) #39 GT3S



C - Craig Finley (North Florida) #711 GTC4
D - Deems Riddwle (Tennessee) #155 GT6S
E - Delbert Auray (Connecticut Valley) #521 D



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To order race tires for this event, contact Eric at eric@megawheelz.com



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and we both looked forward to our first track session Friday morning. Friday morning it started raining as soon as I arrived at the track and didn't stop raining until Saturday night. I was looking forward to racing with Xan since he was driving a D stock 911SC the same as me. It didn't happen.

Wes and I did not realize that since Xan was participating as a provisional licensee, his only requirement was attendance at the orientation meeting. We thought Xan was there as a rookie candidate, believing he had to participate in all practice sessions. Xan went out for his first session in heavy rain – not good. About 20 minutes into the session he spun in the down hill esses and crushed the back of his car into a concrete wall. The car was un-drivable and we thought his weekend was over before it had begun. Wes and I both went with him to report to Vicky Earnshaw, Chief Steward for the weekend. After some consolation from her, she told Xan that since he was a provisional candidate and the new single car 13/13 rule was in effect, he was eligible to race the rest of the weekend. So, I offered to have Xan co-drive the Enduro with me Sunday afternoon.

Due to the heavy rain Saturday, I went for a practice session only once and spun in the same place as Xan, but luckily I did not hit the wall. Wes did not make it out on track at all Saturday. Neither of

us made it for the Saturday sprint race. There was just too much rain.

Sunday brought cloudy skies with no rain and a dry track. Due to the heavy rain Saturday and generally rotten conditions, a 30-minute sprint race was squeezed into the schedule early Sunday morning with run groups divided as per the Enduro groups. Wes and I both were in the same run group and did well.

The Enduros were run Sunday afternoon. Xan and I decided I would drive the first 30 minutes and he would drive the last hour since he had had very little track time for the weekend. My first 30 minutes went well as I swapped places with the first place car in our class – that is until I went off track twice in turn one and lost several spots. Xan took over for the last 55 minutes. He was doing well until the last ten minutes of the race when I noticed smoke coming out of the back of the car during braking and deceleration. Xan came into the pits on the next lap and we realized his race was over. We think the car has bent valves, but we will find out for sure soon. As they say, "that's racing." It is not "if" but "when." Wes was having a good drive but broke a half shaft two laps before the end. Not a good weekend from an equipment and pocketbook standpoint, but I was extremely happy and proud to be racing with my son and grandson. We had our picture taken, and I got to spend an entire weekend with Wes and Xan and I hope to do it again many more times. 🍀

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Dinner time at Heartland Park

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Porsche Tricycles?

David Speights (Rocky Mountain) #29 above in his '78 911 SC and Earl Schott (Cimarron) #139 below in his '80 911 SC at the Lone Star/Hill Country Club Race at Texas World Speedway, each using only three wheels to get around turn 10.



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