



NEWS

Volume 11.1

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America

How it Began
Page 16

Rules You Should Know
Page 12



INTRODUCING THE NEW NORTHSTARMOTORSPORTS.COM

Getting all the brands you trust has never been easier!

- Improved & Simplified Navigation
- New Look and Functionality
- Expanded Product Selections
- New Feature – Northstar TV (Video Features)
- Enhanced Search Functionality
- Social Networking Interactivity – Facebook, Twitter, Blog, You-Tube
- Foreign Language Translation Capability
- Improved Shopping Cart Functionality
- Smart Phone Compatibility

Inside

Visit us on the web at
<http://www.pca.org/Activities/ClubRacing.aspx>

Features

- 16 How it Began**
- 22 Rookie of the Year – 2010**
- 24 The Missing Man**
- 26 Outstanding Driver Award**

Columns

- 4 Chairman's Corner**
- 6 Lorem Ipsum**
- 8 View from the Tower**
- 10 From Start to Finish**
- 12 2011 Rules Changes You Should Know**
- 14 Boots on the Ground**
- 28 2010 National Sponsor Award Winners**

Remnants

- 5 2011 Club Racing Schedule**
- 30 2010 Final Hard Chargers**
- 30 2011 Sebring Hard Chargers**
- 32 The Classifieds**
- 34 Advertiser Index**
- 34 National Committee**

Photo by www.colourtechsouth.com

Deadline for article submission for the next issue is April 29, 2011



Page 16



Page 22



Page 24



On the Cover
Carlos Gomez (MNY) on grid at the
48 Hours at Sebring Club Race
Photo by www.colourtechsouth.com

Club Racing News (CRN) is the official publication of the Porsche Club of America, Club Racing and is published quarterly.

Written contributions and photographs are welcome and can be mailed to the editor. Opinions expressed are those of the authors and do not necessarily represent the official position of the Porsche Club of America, Club Racing National Committee, its officers or members. Permission is granted to reproduce any material herein provided full credit is given to the author and PCA Club Racing News. PORSCHE®, the Porsche Crest®, CARRERA®, TARGA® and Boxster™ are trademarks of Porsche AG. The editor shall reserve the right to edit and publish only those articles felt to be in the best interest of the members of the Porsche Club of America. Commercial advertising inquiries should be directed to the CRN Advertising Coordinator.

Postmaster: Address Change to: PCA Club Racing News, c/o PCA Executive Secretary, P.O. Box 1347, Springfield, VA 22151-0347

Chairman's Corner

By Bryan Henderson, Chairman PCA Club Racing

As you may know by now, Bruce Boeder retired as the PCA Club Racing Chairman and I took over as Chairman on January 1, 2011. I already have enough of a sample in the job to realize how great a job Bruce did and how hard he worked on your behalf. Please thank him whenever you see him this year. He plans to keep working races as a Steward and to race his orange number 3 a bit more.



Photo by Christopher Mitchell/Sport Shot Photo

Retiring Chairman Bruce Boeder drives into the sunset in his #3

Club Racing has under gone a few challenges during the last several years due to the economic situation in the country. Some of our long time sponsors are no longer in business. With that issue and rising travel cost to staff races, we raised the licensing fee for returning racers by \$10 and the rookie license fee by \$25.

Even with the economic realities of the last few years, I am happy to report that Club Racing is on sound footing. We will run about 30 races this year. The last quarter of last year saw an upturn in registrations that has continued during the beginning of this year. We are looking forward to a very successful 2011.

During the first drivers meeting at the Sebring Club Race this past weekend it was my pleasure to honor a great person and a critical key part of our Club Racing National Staff. Susan Shire has been our Club Racing

Program Coordinator for 10 years. She received a standing ovation at the meeting. I was honored to present her a certificate of appreciation and a gift certificate to "Two Fish Gallery" on your behalf.

At Sebring we were also able to present Keith Fritze with the Michael Melton Memorial Rookie Racer award for 2010. Keith had a fantastic rookie season and has proved himself to be very competitive while maintaining a gentleman's demeanor on and off the track. Keith's approach to racing has been extremely enthusiastic and his attitude has made the races more fun for those around him. You can read Keith's story on page 22.

The 48 Hours at Sebring Club Race this year was a great weekend in most aspects. Over 267 drivers came together for a superb weekend of Club Racing. The Gold Coast and Suncoast regions performed



practice session. The only issue for the entire weekend was the number of incidents. Based on our averages over the years the incident level was about twice normal.

The single car incidents which now include no penalty (most of the time) were actually lower than expected. The main contributor to the unusual number of incidents for this event was nose to tail incidents occurring on the first lap of races. This type of incident was repeated throughout the weekend. Drivers were just simply being too aggressive at the start of several races.

In one instance, traffic was very dense and the normal side by side lines of traffic continued to turn 7. This is a hard right hander at the end of a high speed right and a straight. Most of the cars came into the corner under control in two lines, one line on the outside for turn 7 and one



Photo by Michael Wingfield (MAV)

A rare glimpse of Program Coordinator Susan Shire receiving recognition for her 10 years of service to PCA Club Racing.

Pictured (L/R): Vicki Earnshaw, Susan Shire, and Bryan Henderson

wonderfully in creating a great fun atmosphere for club racing with outstanding amenities. The weather cooperated with the only negative being a little fog that affected our first

line on the inside. At the beginning of the long brake zone a couple of cars decided to move to the middle

Continued on page 6

2011 Club Racing Schedule

Dates	Event	Region	Region Contact
Apr 8/10	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Apr 16/17	Heartland Park Topeka	Kansas City	Chris McIntyre 816.616.3377 chris@merrillcompanies.com
Apr 29/30	Lime Rock Park	Connecticut Valley	Gary Hansen 203.270.8391 clubracedirector@cvrpca.org
Apr 29/May 1	Thunderhill Raceway Park*	Golden Gate	Andrew Forrest 650.387.4019 grracereg@gmail.com
May 13/15	Mid-Ohio Sports Car Course*	Mid Ohio	Ken Bigham 419.953.8667 uproar@adelphia.net
May 27/29	Watkins Glen International*	Zone 1	Pete Tremper 856.881.7049 tremper9146@aol.com
May 28/29	Buttonwillow Raceway Park	Golden Gate	Andrew Forrest 650.387.4019 grracereg@gmail.com
Jun 4/5	Motorsport Park Hastings	Great Plains	Tom Cooper 402.618.8734 gpr-registrar@cox.net
Jun 17/19	Portland International Raceway	Oregon	Peggy Ann Walker 503.913.7987 peggyw@99westtrailers.com
Jun 24/26	VIrginia International Raceway*	Zone 2	Mike Andrews 215.589.5633 Mra.1954@gmail.com
Jul 2/3	GingerMan Raceway*	SE Michigan	Gary Ambrus 734.558.7810 gla924sem@juno.com
Jul 16/17	Putnam Park Road Course*	Ohio Valley	Rich Rosenberg 513.530.9090 rjrol@aol.com
Jul 16/17 Tentative	BeaveRun Motorsports Complex PVGP Featured Marque Race	Allegheny	Steve Scholze 412.475.7480 stvzs@verizon.net
Jul 22/24	NJMP Rolex/Grand Am	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Jul 29/31	Mosport International Raceway*	Upper Canada	Mike Edmonds 416.230.8789 Mike.edmonds@rogers.com
Jul 30/31	Brainerd International Raceway*	Nord Stern	Roger Johnson 612.310.9578 RSAmerica93@comcast.net
Aug 13/14	High Plains Raceway*	Rocky Mountain	Kathy Fricke 303.499.6540 katfricke@msn.com
Aug 26/28	NJMP - Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 3/5	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 24/25	Miller Motorsports Park*	Intermountain	Darrell Troester 801.209.8702 dstmcd@comcast.net
Sep 30/Oct 2	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 fpfeiffer@atlanticbb.net
Oct 1/2	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 porschenews@aol.com
Oct 7/9	Daytona International Speedway*	Florida Crown / Florida Citrus	Allen Shirley 904.677.2051 turbo91188@comcast.net
Oct 29/30	Eagles Canyon Raceway*	Maverick	Joel Nannis 817.721.6077 clubrace@mavpca.org
Oct 29/30	Carolina Motorsports Park*	Carolinas	Bill Scarbrough 803.600.6704 bscarbrough@sc.rr.com
Dec 2/4	Roebing Road Raceway	Florida Crown	Bob Linville 904.272.2998 blinvilleFCR@earthlink.net

* Indicates Enduro Event

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

As you look through these pages, you will see some changes - changes I trust are for the best. This is my third year as editor and I am stepping outside my comfort zone. I allowed inertia to drive much of the content of these pages over the past two years. Slowly, I added a bit or made a small change to make the style more my own. Beginning this year, with this issue, I am making more drastic changes in an attempt to keep the look of CRN fresh and new. I hope you enjoy the new look and format.

While I added to the look of CRN, I also eliminated something. Gone from this issue are the "Easter eggs" I had placed in issues over the two previous years. I admit some disappointment that no one contacted me to verify an egg find. Nonetheless, I did have fun hiding

the eggs even if it did take a great deal of time. The answer to the question already forming in your mind is, "No, I will not reveal any of the eggs in prior issues." The egg shall remain hidden ad infinitum, and you are welcome to keep looking for them in the archived issues.

*the stories are your
creation and readers
clamor for more*

Thank you for the continued supply of racer written articles which appear in the pages of CRN. I always welcome racer written articles as I intend for those articles to be the staple of CRN content. The compliments I receive almost always

tend toward the content being much more entertaining. I take no credit for the entertainment found in the stories; the stories are your creation and readers clamor for more. Thus, keep those articles coming as your fellow racers enjoy reading about your adventures, trials and triumphs.

Speaking of articles, Duncan McPherson's article "Being Organized vs. Having A Plan" (CRN 10.4, page 26) generated overwhelming positive feedback. Our readers were influenced to put car exits to task, rehearsing the hurried egress. Racers admitted dereliction in this exercise and were grateful to be reminded that racer safety is not just the equipment, but having a plan to escape if necessary.




Chairman's Corner

Continued from page 4

of the track. This was a bad plan due to the narrow racing line into and exiting the corner. When the first guy in the middle realized that driving three wide would be tough in the corner, he slowed considerably to try to keep the situation under control. The car following him in the middle lane weaved back and forth a couple of times, apparently trying to figure out how to get into one of the main lines and out of the middle so he could move faster. The second car then abruptly turned into the inside line into a very small gap between cars. Another car coming up fast on the inside was able to add more brake and miss the car who turned into the inside line. Seven cars behind him were not so lucky. They hit each other nose to tail due to the ensuing accordion effect. We

simply must remember that you can't win a race on the first lap - but you can certainly lose it.

We had several of our new National Staff members at Sebring. Their performance was spectacular for their first race weekend. One of the new guys, Rolland Nieves, actually worked Timing & Scoring in his very first race on the Staff. He came to us with 10 years of scoring experience. Our three new Scrutineers, Nadine Saville, who had been with us in Timing & Scoring for several years, Chester Bailey and Chris Blazer, who both race regularly and have built several race cars each, were virtually indistinguishable from our experienced Scrutineers. They all will be assets to the program. Please welcome them aboard when you see them.

Finally, look for some very exciting news over the next few months. 

Club Racing News

Editor

Michael Wingfield
3805 Clearwater Court
Plano, TX 75025-2094
972.491.2766
ClubRacingNews@PCA.org

Advertising Coordinator

Susan Shire
1897 Mission Hills Lane
Northbrook, IL 60062-5760
847.272.7764
847.272.7785 (F)
ClubRace@PCA.org

Printing

Press Tech
959 Lee Street
Des Plaines, IL 60016-6545
847.824.4485

Copyright 2010
Porsche Club of America

Danbury Porsche Presents
The Connecticut Valley Region Club Race

TWIN Sprint RUMBLE

UNMUFFLED at Historic Lime Rock Park !

April 29 - 30, 2011

Registration opens March 14th - <http://register.pca.org>



Questions?

Registrar: Jennifer Hansen race.registrar@cvrpca.org

Race Director: Gary Hansen race.director@cvrpca.org

or go to www.cvrpca.org for additional information

Advanced DE Thursday, April 28th

(noise restricted)

DE registration opens March 14th at register.pca.org

DE registrar: Susan Vaccaro dereg@cvrpca.org

Note: regular Lime Rock 88 dB noise limit in effect for Thursday DE



View from the Tower

By Vicki Earnshaw, Chief National Steward

As we start an exciting PCA Club Racing 2011 season with Chairman Bryan Henderson, I am filling the chief national steward position. Most of you know me; as a steward in the program for 14 years, it has been my pleasure (most of the time) to work with you. Now I look forward to this new challenge. My goal is to continue to support the program and give you information in this column that will achieve fun, safe, and fair Porsche Club races.

I have had the pleasure to work with previous chairmen Alan Friedman, Monte Smith, John Crosby, and Bruce Boeder, each of whom gave a piece of their soul to the program. I acknowledge Bruce for his accomplishments in the last four years as chairman. The positive movement gave you the racers, the message that we, the program managers, listen to your concerns. The removal of the single car 13/13 rule (in most circumstances) was a huge step and has since shown that it has not compromised safety. Bruce, thank you for listening and giving your time (including family time) and effort to Club Racing.

Another special person, Susan Shire, has been our license coordinator for 10 years. Susan embodies our goals, with unique care of each and every racer. You met her during that initial "interview" to see if you qualified to race with "her" friends. She offers not only her organizational skills but her authentic care and concern for every event and driver, which makes our racing program one of a kind. Susan, we appreciate everything you do for us. Thank you!

Please take the time to read the 2011 PCA Club Racing rules. The rule book is available on the PCA Club Racing website in PDF format for viewing or download.

Here is a clarification of one of the flag conditions, the Black (open - from all corners) as it appears on page 10 of the rule book. Under this condition, no passing is allowed. When the cars enter the hot pits, the national scrutineer will direct the cars into a single file. It has been understood, but is now stated within the rule, that no work on the car is permitted while awaiting the restart. If you have a mechanical issue, you may pull over to the hot pit wall, but then you will re-enter at the back of the group.

***We need to take care of
our fellow racers,
and ourselves
while on the track***

Remember, if this is a qualifying or race session, you may not enter the paddock and subsequently return to the track.

When entering the hot pits from the grid, we want you to keep your pace at 30 MPH until you reenter the track. If the lead car goes down the hot pits extremely slow, that congests the rear of the group. The stewards will determine if the pace needs to change, and the job of the lead car is to reenter the track promptly. During qualifying, extremely slow driving will not allow others to have the session that they deserve.

We need to take care of our fellow racers, and ourselves while on the track. Last year there were two fires, one at Road Atlanta, the other at Carolina Motorsports Park



(thank you, Duncan McPherson, for your article in CRN 10.4). Fire is a huge concern.

I strongly advocate that each of you take fire seriously and practice exiting your car wearing all race equipment, including the head-and-neck restraint and cool suit. One race series tests drivers to see if they can exit their car in 15 seconds. Some race cars, such as the Boxster, have limited exit space, so please practice. Twice, I had to get out of my car quickly while racing in SCCA, and I knew how to get out. The HANS device puts an added step into the "Get me out of here--NOW!" procedure, so please practice.

PCA Club Racing has seen an increase in registration for our events. Before Sebring, some groups had a waiting list. We also have more racers returning to the program. Either the economy is turning around, or it is a "What the heck, I'm going back to racing," attitude. We also have more provisional license drivers, racers from other venues coming into the PCA program. We hope this continues, as we offer over 29 races this year, plus the return of a race at the newly repaved Daytona International Speedway for 2011.

The situation of two drivers using one car has been discussed here before. We need to know who is in the car for every session. Bryan's article in CRN 10.4 explains this procedure in detail. After you register for the event, if your intention is to split the "in-class" races, please notify Susan Shire at clubrace@pca.org. She can inform the steward and timing chief that you will race in class for one of the sprint races, though you ran in a different group for practice and the fun race. You are responsible for filing the change request form at the track to race in a different group.

Mid-Ohio Region PCA Proudly Presents
SPRING AT THE CAROUSEL – 2011



Spring at the Carousel – PCA Club Races at the famous **Mid-Ohio Sports Car Course**. Hosted by Mid-Ohio Region PCA. May 13-15. Featuring Sprint races and Enduros. Driver's Education Session available. See Mid-Ohio region website at www.morpca.org for details.

On-line Registration will open March 28th at 9:00 pm CST:
<http://register.pca.org>

Event Chair: Ken Bigham, (419) 953-8667, uproar@adelphia.net
Registrar: Ginny Barry, (614) 850-9107, MidOhioClubRace@columbus.rr.com

See you at SPRING AT THE CAROUSEL!



I have just returned from the Sebring race where we had over 267 entrants. It was a challenge for many racers and national staff to reach Sebring because of the snow or cold

I strongly advocate that each of you take fire seriously and practice exiting your car wearing all race equipment, including the head-and-neck restraint and cool suit.

weather, but once there, we had dry weather. Great racing was seen in the night races, two sprint races per group, and two 90 minute Enduros. We need to remember that as a driver if you are involved in an incident you must IMMEDIATELY report to the Black Flag station in the hot pits. I

will use Bryan's example of the lead car coming through the second to last lap and the car in front of him

we find you in the paddock it could cause the steward to presume you are at fault.



Pit stops are not the only time a racers needs to exit the car quickly and safely.

spins. There is contact but they can still drive. Do you come in? Yes, even the leader. If one chooses not to exit until after the race or until

May your fastest laps be in 2011! Be Safe and Have Fun!

Vicki 

From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring

It seems each year I begin my first column with a plea to drivers to follow one of the basic rules of club racing. Granted, this rule does not involve driver equipment and horsepower, but it can be argued that the rule does apply to driver safety and it is a rule nonetheless.

The rule is number 14 in the 2011 PCA Club Racing Rules under the section titled “Car Number Requirements.” Violation of this rule will undoubtedly put you in the dog house with Timing & Scoring and ensure you a visit to the Black Flag station and a directive from the scrutineers to make changes to your car. So why not follow the rule before you head to the track and save yourself the time and trouble of the scrutineer visit?

Rule 14 states in part:

All cars must display easily readable numbers (1 - 3 digits only) for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear.

The above rule clearly states that numbers on the side of the car shall be “at least 8 inches high.” This is not a new rule, but one that seems constantly an issue for your scoring crew in the tower.

In previous articles in prior years I asked drivers to perform a simple test on your car number -

the dollar bill test. A standard US one dollar note is approximately 6 1/8 inches wide. Place the bill vertically next to your car numbers on the sides and front of your car. Your numbers should exceed the size

other than “1” will require a width of over three inches. Again, the dollar bill test can apply here. The one dollar note is approximately 2 5/8 inches tall. If you can cover a digit of your car number with the note your number width (stroke) is below the minimum requirement.

In no case should a dollar bill completely cover a digit of your side or front car number, as it does in Figure 2 below. The example car number photos shown here are from the 2011 48 Hours of Sebring. Clearly these car numbers are far below the minimum standards required by our program. Imagine trying to read these numbers from the third story window of the Sebring control tower while the car passes below at speeds in excess of 100 MPH. It is simply impossible.

The second issue with rule 14 is the “contrasting background” clause. Many car numbers at the Sebring race violated this clause. If you have red on red, white on white, or any color numbers on a car of the same color, you are violating this rule. Again imagine trying to read the number from a third story

window as the car passes below at triple digit speeds.

Please take a few moments to examine your car numbers. Do not look at your car number from five or ten feet away. Rather stand 50 feet away, or climb up on the roof of your house, and then spin your head back and forth as fast as you can 30 or 40 times. Can you still read that



The scoring suite located high above the track and behind pit road at the Sebring International Raceway.

Are your car numbers “easily readable” from this location?

of the bill by at least two inches. If you can completely cover your car number, you know your number is more than two inches smaller than the required minimum height. This minimum height is illustrated in Figure 1 below.

Similarly, rule 14 states that the number shall have a “1-1/2 to 2 inch” stroke. This means any digit



ZONE 1 CLASH AT THE GLEN

Come join us for the 11th annual **CLASH AT THE GLEN** hosted by **Zone One Regions**

Watkins Glen in Watkins Glen, NY.

Memorial Day weekend, May 27-29, 2011

Featuring practice sessions and starts and fun races on Friday
 TWO Sprint Races on Saturday
 90 minute Enduro on Sunday.

The Glen has made some run-off improvements to their facility, so come join us at this famous track.

Registration opens on Monday, April 11th at 10:00 p.m. EDT
<http://register.pca.org>

Early registration and hotel reservations are recommended.

Visit the Zone 1 website at www.Zone1.pca.org and <http://register.pca.org> for event details.

For additional information contact
 Pete Tremper at tremper9146@aol.com or 609.221.3854.



Figure 1: Car number failing the dollar bill minimum height test



Figure 2: Car number failing the dollar bill minimum stroke test

number? If so, then I invite you to join the T&S crew. If not, then I ask that you correct the size and contrast of your number so that you can read it after performing the above visual test.

The new nano station radios and antennas worked very well at a track where we have previously had communication problems. Likewise, the new nano stations are smaller and lighter, making placement easier.

Results	Results by class	Unrelated transponders	Hidden competitors							
Pos	No.	Color	Desc	Last Tm	Laps	Gap	Diff	PBull	Class	
1	24	WHITE	GT 11 GT3 CUP	2:12.355	38			5:02.896	GTC5	
2	44	ORANGE/...	GT 08 GT3 CUP	2:11.614	38	13.772	13.772	5:01.651	GTA2	
3	72	YELLOW	GT 72 911	2:14.968	38	14.313	28.085	5:01.925	GT2R	
4	77	WHITE	GT 11 GT3 CUP	2:14.554	38	6.375	34.460	5:08.912	GTC5	
5	08	WHITE	GT 11 GT3 CUP	2:13.059	37	1 Lap	1 Lap	2:38.224	GTC5	
6	46	WHITE	GT 03 GT3	2:16.784	37	4.433	1 Lap	6:04.737	GTC3	
7	125	ORANGE	GT 09 GT3 CUP	2:18.659	37	9.225	1 Lap	5:04.644	GTC4	
8	281	WHITE	GT 05 GT3 CUP	2:16.029	37	26.750	1 Lap	5:21.289	GTC3	
9	863	BLUE	GT 07 997 CUP	2:18.580	37	6.492	1 Lap	5:11.196	GTC4	
10	228	WHITE/BLUE	GT 10 GT3 CUP	2:23.740	37	15.141	1 Lap	5:13.333	GTC5	

Sample screen showing Enduro pit stop times in the PBull column

On a different topic, I have good news concerning the new timing equipment used at the Sebring race to time Enduro pit stops. The equipment worked well right out of the box.

The new integration of the pit stop timing records into our regular race timing software also worked well and delivered the expected results.

Continued on page 14

2011 Rules Changes You Should Know

By Walt Fricke, Technical & Rules Chair

Racers are responsible for knowing all the parts of the rule book which affect their class. This includes the changes from last year which were published in the previous issue of Club Racing News, and are now on the PCA Club Racing website. But I would like to emphasize a few of the changes. The safety rules affect everyone, so I'll start with those.

Suits and Gear

For years, our rules followed the common practice of requiring "fire retardant" personal equipment (driver suits, shoes, socks, gloves, balaclava if required, and, if a single layer suit, long underwear. Last year a bit of a scandal erupted in the world of racing safety equipment, and the SFI withdrew its certification for some of one manufacturer's products. Logically, this should mean these items would no longer be acceptable, but the rules didn't quite cover that. Now, for suits, gloves, and shoes they do – you must show the appropriate SFI or FIA approval, which will appear somewhere on the item (for shoes or gloves, often this is only on one of the pair). The other required items will still be sufficient if obviously made of Nomex or PBI.

Check your gear. The scruts will be looking for the label or other indication of pedigree. There are suits out there with a 1986 FIA rating. I've got one of those, but that is no longer acceptable. All these are at least ten years old by now.

Helmets

As most know, every five years the Snell Foundation comes out with a new SA helmet standard and race organizations update their helmet requirements. The timing of the

implementation of the new standard follows a pattern: the new standard is adopted early in the year, helmets are tested, but no helmets may be sold with the new labels until the fall. From experience we know they won't be readily available in all sizes and models until some time the following year. For PCA, we have set June 1, 2011 as the time to discard your Snell 2000 helmets. Many helmets bearing the 2010 label are currently available, and all should be well before the end of May. My trusty Snell 2000 helmet, alas, will see its last races this spring and will have to be replaced.

Roll Cage

Most of you have one or more "door bars" to protect against T-bone impacts. Starting this year these are explicitly required. We don't require NASCAR bars, and we don't even require that there be at least two on

have just one, I suggest it start up high in the rear and angle down to the front. This more or less follows where your body is, and a lower front makes entry and exit easier. If you put in one on each side, why not put in at least two, with a couple of short verticals joining them? While typically this will require removing some features attached to the door panel, it is possible to configure things so you don't lose much.

Previously, the cage rule called out a mandatory "transverse" bar joining the sides of the main hoop. It appears that some cage builders decided only to install a horizontal "harness bar" between the uprights of the hoop. Proper cage design requires triangulation, and a horizontal bar does not do this. If your cage does not have a diagonal connecting the main hoop from the top area on one side to the floor/lower unibody area on the other, you need to add this. Typically this bar



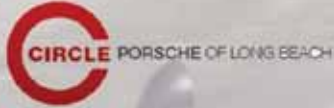
Photo by Walt Fricke (RMT)

Double door bars with two vertical braces and minimal door panel removal

each side (although that is certainly a good idea). Nor do we specify just how they are to be configured, other than that they connect the main and front hoops somewhere below the level of the door window sill. If you

is attached near the base of the hoop on the opposite side, forming an X with a horizontal bar used to hold shoulder harnesses, But it can also diagonal toward the rear.

ROLLING THUNDER



Buttonwillow PCA Club Race Drivers Ed & Time Trial **Race #1** May 28-29, 2011 Saturday - Sunday

If you want a 3rd day of driving
Cal Central Coast Region
May 27, Friday --- Buttonwillow DE



Presented by
Grand Prix & Golden Gate Regions
The Drivers Ed is an entry level event
PCA Club Race - Rookies welcome
Registration opens April 12

For DE/TT info, contact:

Skip Carter
Performance Driving Chair, Grand Prix Region
SkipCarter@pobox.com (619) 992-9927

For Club Race info, contact:

Susan Shire
PCA Club Racing Program Coordinator
clubrace@pca.org

DE/TT registration --- www.motorsportreg.com

Club Race registration --- <http://register.pca.org>

Club Race & DE/TT info: SuesanWay@pobox.com
(619) 992-4287



Interiors

The change to the 2011 rules which may have the most impact on drivers of Stock/Prepared cars concerns what you can remove in the way of interior upholstery. The rules now allow a nearly complete "gutting" of interiors. You must retain a passenger seat, and a stock

dash with its padding, but you can remove rear seats, all the carpet and the vinyl/leather covered panels, all the sound deadening material which is usually under them, and all the interior trim pieces.

But there is a hitch: you have to do a "clean" removal, so your interior does not look like a LeMons/Chump car plucked from a junk yard. The guiding principle is the Cup Car interior: spotlessly painted sheet metal. If you don't want to exert the effort to remove all the old glue and tar sound deadening, then you have to cover it up. You can, of course, just leave the stock panels and carpet in place. Or you can achieve a nicely finished look by covering areas back

up with a light weight carpet, in the style of the fabled RS lightweight. I suggest you consider retaining the interior trim pieces which cover otherwise sharp pinch weld joints. Otherwise, you must scrape and paint. Porsche did not finish these areas, because they were covered up. If you uncover them, you must do the finish work. If it looks like junk inside, you will be gigged.

Ballast

In most cases, if you choose to strip out your Stock/Prepared car, you will not meet your class minimum weight. We don't specify a maximum amount of ballast for these classes, but that day may come (the new Spec 996 class has such a limit). What is required is that ballast be firmly secured. Lead, in particular, is difficult to secure because it is so soft and even large washers can pull through it. Lead has been found on



Photo by Jim Buckley (MAV)

Proper stock class interior removal - cleaned and painted

Continued on page 14

Boots on the Ground

By Ray Newman, Assistant Chief National Scrutineer

The 48 Hours at Sebring has just past, so that means we are at the start of a new year. The scrutineer crew was able to examine about 80% of the nearly 270 cars for safety checks, including the new driver suit specification rule. I know that is probably one of the last things we think about other than getting it back from the dry cleaners in time for a race, but we found some pretty old suits out there. I think the oldest suit found was from 1986! I know mine has to be replaced. I would encourage each of you to check your suit before you get to the race, just as you would your belts, seats, helmets and such.

Seats mounted on sliders should also be checked. Sliders are a wear part and stretch and loosen over time. There are way to fix this



Chris Blazer uses a radar gun to catch pit road speeders

on an existing slider. However, we also found quite a few seats that

moved around more than made us comfortable.

Now, about those cages. The Boxters are a tight fit. Please, take the time to practice the 15 second exit drill from the car. With HANS, Cool Suit connections, and radios, there are a lot more than just the seat belts to deal with on a quick exit. We had one fire on track at Sebring, and I can tell you, the driver had the drill working and was out without injury.

If you have any questions during an event about these or any other topic, just ask the Scrutineer. If they don't know the answer off the top of their head, they will get the answer for you. Our job is to be there making the entire event as safe and fun as possible. We are your boots on the ground! 🏁

From Start to Finish

Continued from page 11

We are now able to see a record of pit stops, and the time spent on pit road for each stop for each competitor. Previously we had this information on a separate computer system, detached from the actual race information. Pit stop information is now integrated into a single system and incorporated into the actual race data.

I included the sample screen capture above of the top ten finishers from the Pink Enduro of the 2011 48 Hours at Sebring club race to illustrate what we in T&S now see when scoring an Enduro. Looking

at the highlighted column labeled "PBull" on the right of the image, you see the pit stop times for each competitor.

The astute will notice in the above screen capture car #08 has a pit stop time of only 2:38. Never fear – this is a second pit stop which occurred on lap 26 for this competitor.

Each competitor now appears on our "Pit stops report" as shown below. Looking at the report for car #08, we see that #08 actually made a 5:18 pit stop on lap 13 to satisfy the Enduro mandatory pit stop requirement. Be sure to watch those pit stop times, because you know T&S is watching you. 🏁

Rules Changes

Continued from page 13

the track after nasty wrecks. Being hit by loose heavy objects in the process is preventable.

The rule for ballast for Stock/Prepared is that it be located in the "driving compartment." Since good race car design dictates that weight be as low as can be, in practice this means on the floor pan and normally on the passenger side for balance. We don't require that it be in the front passenger area if you want it where your hypothetical rear seat passengers would have their feet. But it cannot be placed behind where a rear seat passenger's back would be. You spec class drivers need to consult your series rules on ballast placement, as some are very specific as to where it may be placed. 🏁

Notice: proposed rules changes may be submitted between April 1 and June 1.

Results	Results by class	Flags report	Pit stops report	Sections report	Leaders report	Results of lap
No.	Name	Class	Time of Day	LeadLap	Lap	PBull
08	FERNANDO PENNA	GTC5	14:59:33.340	27	26	2:38.224
08	FERNANDO PENNA	GTC5	14:25:11.495	13	13	5:18.831

Individual pit stop report for car #08, showing pit stop times for two pit stops

GREAT PLAINS REGION CARRERA GT AT MPH

JUNE 3-5, 2011 • SPONSORED BY PORSCHE OF OMAHA



FRI: TEST AND TUNE (DE RULES)
SAT & SUN: SPRINT RACES
SATURDAY NIGHT SOCIAL

MOTORSPORT PARK HASTINGS
2.15 MI • HASTINGS, NEBRASKA

REGISTRATION: register.pca.org
MORE INFO: gpl.pca.org or gpr-registrar@cox.net



CupCar Solutions



Air Jacks

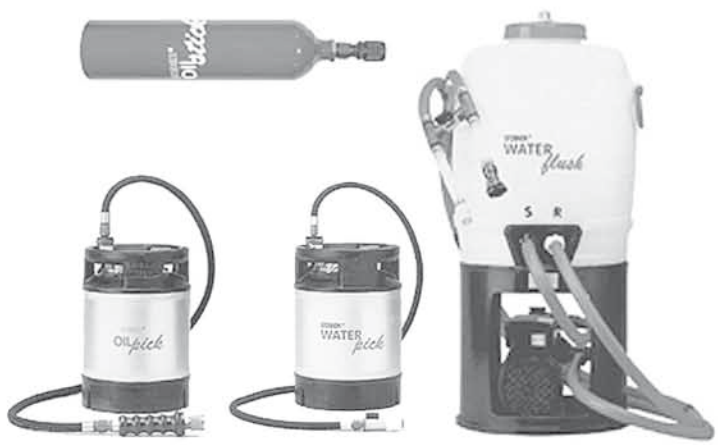
From maintaining older systems to new installations, we stock the parts you need. Rebuilds available.



NEW Safety Collars

Fluid Systems

We stock the **SUBEK** fluid systems necessary to properly maintain 996/997 GT3 variants.



www.CupCarSolutions.com 404.992.0809

How it Began

The Back Story of PCA Club Racing

By Tony Kelly
PCA Club Racer (Potomac Region)

There are 29 PCA Club Races being held this year at tracks around the country, making PCA one of the largest club race programs in the nation. That's a well known fact. What may be less well known is that the origin of PCA Club Racing was within the Potomac region. This is the story of that beginning.

The World before PCA Club Racing

Porsche's reputation was built on its success in international motor racing. From the earliest days of Porsche production through to the present day, Porsche has carved its name on every major racing event the world over. The factory motorsports programs that produced and won with iconic racecars were a major force in world sports car racing. The cars, the designers, and the drivers were legendary. Racing was an essential part of the Porsche brand right from the beginning and a part of the attraction that drew so many to Porsche ownership. The Porsche Club of America grew rapidly from the early 1960s through the 1980s with highly successful autocross and driver education programs attracting members to explore the essence of

their cars that flowed directly from the Porsche racing heritage. And yet, as late as 1991 PCA members who wanted to race had to look elsewhere. There was no racing program in PCA.



Engraved pewter trophy presented to all racers at the first Potomac Region PCA Club Race

By the late 1970s, Driver Education (DE) was a well-established program in PCA regions across the country and was growing fast in the Potomac region. Inevitably, some drivers wanted to take the next step to racing, but that meant moving from PCA to Sports Car Club of America (SCCA) or to Sportscar Vintage Racing Association (SVRA) for vintage racing.

Many good drivers took this leap into a different world. The SCCA

was extremely competitive, especially at the national level. The racing was close, and racing incidents that put a car out of a race were considered simply part of racing. The SVRA was serious about vintage racing and at that time only allowed cars that had documented Trans-Am or FIA history. The cost of entry was high, but the racing was less aggressive. The SVRA had a 13/13 rule, under which a driver could be put on a 13-month probation for causing an incident and disqualified from racing for 13 months for a second offense while under probation. This rule worked to limit contact between cars, and was later to become a fundamental element of PCA Club Racing rules.

Racers from PCA quickly discovered that Porsches were rare in both SCCA and SVRA racing. In the SCCA case, the Porsche reputation as a giant killer meant that all Porsche models were classed unfavorably. It was extremely hard to win an SCCA race in a Porsche, which remains true today.

In the SVRA case, Porsches with the appropriate history were fewer in number and relatively expensive compared to ground-pounders from Trans-Am and some ex-FIA race cars of other manufacturers. The net result was that racers either settled for racing mid-pack with a small contingent of Porsches or switched away from Porsche to a car that was more competitive in class. PCA not only lost racers, it also lost good talent to other marques.

Against this background, the Potomac region DE program was one of the largest in the country, with some extremely capable drivers. In the early 1980s, a Time Trial event had been added to many regional DE programs, including Potomac. The Time Trial gave each competing car



Join us for the fifth annual
Zone 2 PCA Club Race
at Virginia International Raceway

RUMBLE AT THE OAK TREE

JUNE 24-27, 2011

Full Course at VIR /three race format

Event also includes an Advanced Solo DE group

Event website & details: <http://zone2.pca.org>

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

Chairman: Mike Andrews (215) 589-5633 mra.1954@gmail.com

Registrar: Phil Grandfield (757) 635-0892 FilthyF14@yahoo.com

two timed hot laps, with the obvious objective of recording the best time possible. Only two or three cars were on track at the same time, which provided adequate spacing and avoided any suggestion of racing. Cars were classified broadly based on factory horsepower and weight.

Time trial became quite popular in many regions, and in 1983 the Porsche Atlantic Time Trial Series (PATTS) was established. PATTS was a series of time trial events held by Potomac, Reisetoter, Schattenbaum, Connecticut Valley and Jersey Shore regions. Drivers from each region would form a team to compete at each event with points awarded for both drivers and teams. The series ran through 1988 and was extremely competitive. A time trial rule set was developed that covered the classification of Porsche models into equal classes and included the concept of specific modifications being assigned points. Earn enough

modification points and your car was bumped up a class. The rules also covered safety, technical aspects of car preparation and event operations. Bob Russo of Reisetoter region led the development of the time trial rules, and they were refined as the series progressed through the 1980s.

Across the Atlantic, Porsche Club of Great Britain (PCGB) had initiated a club racing program and had held its first races in 1984. This was significant in that it provided a working model for club racing within the international Porsche Club community. By the second half of the 1980s, the ingredients on which to base a PCA Club Race program were in place. It was clear that the SVRA's 13/13 rule was effective in fostering a non-contact form of racing where drivers were more considerate of one another and where excess aggression was not acceptable.

PATTS established that a competitive inter-region series could

draw a strong field of drivers willing to travel to tracks in other regions to participate in the events and had rules that supported the type of cars that most club members had at that time.

The PCGB race program demonstrated that club racing could be run in a way that was attractive to club members and allowed them to participate with their current cars. All that was required was a leader with the vision to see all these pieces plus the determination to create the program and have it approved by PCA. That leader was Alan Friedman.

A Leader Emerges

Friedman joined PCA Potomac region in 1975 and dove into the DE program immediately. His leadership skills were recognized early, when he was elected president in 1979. He was a part of the growth of the regional DE program through

the early 1980s, serving a DE chair for two years then chief instructor for two years and racking up lots of track time.

During that time, Friedman noticed that some of his friends were moving from PCA DE to racing. While the spark of interest was there, the reality of SCCA racing was fender rubbing and aggressive tactics that were not what he was looking for. While serving as PCA Zone 2 representative in 1986, Friedman happened to meet Bruce Jennings who was 'Mr. Porsche racing' in the 1950s and early 1960s. Jennings had recently retired from pro racing and had taken up vintage racing with SVRA, which was the dominant vintage group on the East coast. Friedman said, "Bruce sang the praises of the vintage scene: real cars, neat people, and everyone racing with proper respect for the other driver's machinery. All I needed was an early 911."

The more Friedman learned about SVRA, the more interested he became. Even the rather surprising discovery that SVRA required not just a well prepared race car, but one with documented Tran-Am or FIA race history was not enough to put him off! He acquired a 911 with the appropriate racing provenance in late 1986, and ran his first two SVRA races in 1987 followed by a full season of races in 1988. The hook was firmly set. "I liked the cars, the people, the vintage scene, and most important, the racing itself," says Friedman. "And it was clean – in almost 50 vintage events I've been tapped in the back once at a start,

otherwise the paint is original. I also liked the vintage racing 13/13 rule, which did seem to support the whole concept of clean, safe, fun racing."

Despite having a great time racing with SVRA, Friedman's PCA roots began to seed a thought. "I



Alan Friedman, the founding father of PCA Club Racing, shown here with his 2001 Cup car

found the best camaraderie at vintage races with Porsche/PCA people, and really with the very small 911 crowd (of which there were about six in SVRA)," he says. "So I thought – if this is so neat with six friends from PCA, then consider the potential if there was a similar racing venue in which a goodly portion of the (then) PCA 30,000 members could participate." This thought was the beginning of what would become a very successful club racing program for PCA.

Inspiration is Instant — Creating a Program Takes Time

In 1989, the opportunity arose. PCA President Dennis Thovson called Friedman as the end of his four-year term as Zone 2 representative approached and asked him to take on the position as national safety chairman. While Friedman was not too keen on the position, he suggested to Thovson that he would accept the position if he could also study the concept of club racing and develop a proposal for a national club racing program. Thovson said he would have to call back. He did, and the deal was done. In December 1989, the real work began with the imprimatur of the PCA executive committee.

The core concept of Friedman's proposal was to bring safe, affordable, fun racing to PCA members. Any member participating in the club DE program would be able to participate in club racing with the cars they currently owned. This was important, because most forms of racing required cars that were specifically prepared for the track with roll cages and significant modifications.

The PCA objective was that all Porsche models would be eligible, with a major emphasis on stock cars with modest levels of preparation, appropriate safety equipment for car and driver and modest expense levels comparable with participation in the club DE program. Licensing would allow anyone with an appropriate level of DE experience and a good safety record to participate in PCA Club Racing.

The final critical element was that this would be a hybrid structure comprising PCA national rules, licensing and national officials including a steward and a scrutineer at each race. The races would be hosted and staffed by each region. Each race would be a stand-alone event, with such things as the

schedule and trophies being decided by each region. There would be no concept of a series or points or a championship.

Translating those objectives into a simple but comprehensive rule set was a major undertaking. The rules needed to provide a path for anyone in DE who wanted to race and a safety package that would allow them to race without major modifications to their cars and would support the acceptance of racing coverage under the PCA national insurance program. Finally, the program had to make business sense for PCA. It needed to be financially self-supporting.

A team was formed to work on the rules. Led by Bob Russo, the team grew over time to include Dan McChesney, Tom Tauscher, Harry Hall, and Axel Shield. Over the next 18 months, Friedman and the team worked tirelessly. There was work on the rules, definition of a safety package that would be acceptable

to both the insurance carrier and the majority of racers. There were surveys, presentations, dialog with zones and regions across the country, progress meetings with the executive committee and more. Fortunately, PCA President Dennis Thovsen had raced with SCCA and gave his support to the program. The incoming president in 1991, Bert Misevic, also had a racing background.

In 1991, Friedman presented a complete proposal to the executive board at Parade in Boston. The proposal encouraged fun racing and for participants to enjoy a competitive racing experience with a primary concern for preserving their own cars and those of their fellow competitors. There was a place for all Porsches, and a conscious de-emphasis on winning and 'build-to-win' arms races.

Club Racing was designed to be a rewarding experience anywhere on the grid and at any position during a race and to provide an ideal transition

from DE for PCA members and their cars. This was racing for fun not for fame.

There were seven stock classes for all Porsche models based on horsepower-to-weight ratios, stock engines and drive trains, full road equipment, street tires, full factory weight and with limited improvements such as sway bar changes allowed. There were two additional classes for cars with substantial upgrades.

A modest package of safety equipment acceptable to the PCA national insurance program was required, including a roll bar or optional roll cage to rules specifications, proper seat and five or six point harnesses, window net, fire extinguisher, kill switch, Nomex driving suit, gloves, underwear, shoes and helmet. All cars were required to be in top mechanical condition and cosmetic condition indicative of the driver's concern for the preservation of his or her car.



AUTOMETRICS
motorsports

Track Car Preparation, Transportation & Track Support Driver's Ed, Club Racing & Professional Competition Your "One Stop Shop"

- Over 25 Years Experience Repairing & Servicing Porsches
- Engine & Transmission Overhauls and Improvements
- Precision Four Wheel Alignments & Corner Balancing
- 911, 996 & 997 GT3 Cup, R, RS, RSR Specialists
- Storage, Trackside Support, Arrive & Drive Programs
- Driver Training & Coaching, Data Acquisition Analysis
- Corporate Driving Experience & Hospitality

With Autometrics the Difference Is In The Details

**Located In Charleston, South Carolina
(843) 763-7356**

autometricsmotorsports.com

Finally, the proposal was adopted and the PCA Club Racing program was official.

There was little time to celebrate. The real work of setting up the program had just begun. Most important, there were races to be scheduled for the 1992 season and preparations made to ensure that these first races would be run safely and successfully. Friedman was duly installed as the first PCA Club Racing chairman, and the real work began. Bob Russo was named chief national scrutineer. Dan McChesney was named national scrutineer. Tom Tauscher started Club Racing News, and served as editor for many years. National staffer Ruth Harte managed licensing and all administration for the program.

The First Season of PCA Club Racing

Several regions, including Potomac, had expressed interest in holding a race in 1992. The initial plan was for three races: Potomac at Summit Point in June followed by Reisentoter at Pocono in August and a Lime Rock race in September. The Lime Rock race was jointly hosted by three regions: Connecticut Valley, Metro New York, and Northern New Jersey. Rocky Mountain (RMT) region then snuck under the wire to schedule their race a week before the Potomac Summit Point race. RMT grabbed the glory of hosting the first ever PCA Club Race, making the Potomac race the first east of the Mississippi. It's a good thing Potomac doesn't hold a grudge.

The Potomac Region First Race – June 1991

It was obvious well before the event that the Potomac region first race would be a good one. Over 70 drivers representing 16 PCA regions were registered. Drivers came from as far afield as Michigan, Chicago,

the Carolinas, Connecticut Valley, New York, as well as the more local regions.

Patricia Melvin-Sommerville earned the honor of being the first in a long line of Potomac region women racers. There were only a handful of drivers with any prior race experience. This was going to be one big rookie race, which was true for most of the races in the early years.

Alan Friedman was in command, along with fellow national committee member Bob Russo, Potomac region newly minted Club Race Chair Jim Loftis, and several



Chuck Perilli driving his 944 Turbo Cup during practice at the first Potomac Region PCA Club Race

enthusiastic Potomac volunteer groups. Friedman and Russo had assembled a group of experienced racers to act as mentors to this rookie field. The group included John Ashford, Axel Shield, Rasim Tugberk, Kenley Smith, Maury and Ty Hammill, and Steven Harth. They had the daunting task of watching the field from the corners through the practice sessions and delivering guidance or remedial advice to errant rookies as required.

Potomac region members Dan McChesney and Tom Tauscher led a well-prepared team of technical inspectors in a thorough inspection of the mechanical preparation and safety equipment for each car. Race control, hot pits and the false grid were expertly managed by Ed Nork and his team of marshals. Timing and Scoring Director Pat Walker led an extremely efficient team of

Potomac members ably supported by experienced local SCCA volunteers.

The first day program of rookie briefings, three practice sessions, a session of practice starts and a four-lap practice race got everybody into the excitement of the racing experience and the new skills and levels of concentration that racing demanded. Seventy rookie Club Racing licenses were issued. The stage was set for the first day of real racing for PCA Potomac region.

Race day dawned warm and sunny. The practice sessions saw drivers trying both on and off line

moves in anticipation of the action to come. The eight-lap qualifying sessions saw remarkably few car-versus-car duels with drivers wisely looking for open track. Qualifying

times were fast, and the grid was set for each of four race groups.

The sheer fun and camaraderie of Club Racing is still present almost 20 years later. Some things have changed. The rules have become far more comprehensive to keep pace with new Porsche models, new safety equipment requirements and the endless creativity of those who look for loopholes in the rules. We've also seen some less obvious changes over the years.

At the first Potomac race almost all of the cars competing were driven to the track and driven home, which we rarely see at club races today.

Timing and scoring was manned by a long row of scorers in folding chairs with clipboards and two stopwatches, each scorer responsible for two cars. The watches did not handle split times, so the scorers had to do the mental



The field of Group 4 racecars paces around Summit Point Raceway awaiting the start at the first Potomac Region club race

arithmetic to keep lap times for both of their cars. Today, the cars carry transponders. The crack National T&S team arrives with trunks of laptop computers and electronic timing gear. The results are available quickly and individual lap timing for each car is on the internet soon after the race. That's obviously more efficient, but that line of scorers with stopwatches was impressive!

For the record, the Potomac region Summit Point race is now the longest running event in the PCA Club Racing calendar. Rocky Mountain region no longer races at Second Creek but now has a new track at High Plains Raceway.

Success Begets Success

There were two more races in that first year: Pocono and Lime Rock Park. Both were well run, safe and fun for all who participated. There were six races in the 1993 season, and it wasn't long before more regions began hosting races. This year there are 29 Club Races being held at tracks around the country, and approximately 2,200 members hold a current PCA racing license.

While producing professional drivers was never part of the plan, many racers who got their start in

PCA Club Racing have gone on to great success in professional racing. As an example, since entering the Rolex Grand Am series in 2001, Potomac member Mike Levitas has won 12 races in the series, finished second eight times, finished third 10 times, and racked up an additional 25 top-10 finishes. Levitas's TPC Racing team was crowned Grand American SGS-class champions in 2004. At the 2006 Rolex 24 At Daytona, Levitas and his TPC team won the GT class.

Kevin Buckler, another example of club racer-turned-pro, ran his first-ever race with the PCA Rocky Mountain region in 1992. Kevin subsequently went on to form The Racers Group and to win the Porsche Cup series, Daytona and LeMans. Potomac club racer Darryl Carlisle currently holds second place in the IMSA Patron GT3 Challenge series, with only the Petit Le Mans left to decide the series. There are many more examples.

To say that the program has been a success is an understatement. The best way to get a real sense of the program is to talk to PCA Club Racers or stand close to them after a race and see the grins and hear the laughs as they relive bits of the race with their fellow racers. Some

of these stories are legendary. All of these friendships forged by racing are unbreakable.

Alan Friedman served as PCA Club Race chairman until 1997 and was national chief steward through 2006. Ironically, he was so heavily committed to growing the program that he was not able to do his first PCA Club Race until 1994. Friedman had kept his hand in with a few SVRA vintage races in his 1967 ex-Tran Am 911, so he was in good racing form for his first PCA race. Friedman has continued racing and is now campaigning his 2001 Cup in as many PCA races as he can each year. His love for racing is as strong as ever.

Friedman's vision created a strong and growing PCA program. It is a part of the Potomac region legacy of which any Potomac region member can be rightfully proud. 🏁

Tony Kelly was president of Potomac Region in 2008 and before that, vice president for two years. He was twice champion of the 944 Super Cup series and has participated in a number of PCA Club Races.

Rookie of the Year – 2010

By Keith Fritze, PCA Club Racer (Nord Stern Region)

Unlike most Club Racers, my Porsche driving experience started with a new Cayenne S, not your usual race car. But like all others, I had a love of cars, speed and motorsports of all kinds. The Cayenne was my first venture into the world of Porsche motorsports.

It all started in the Spring of 2004 when I mentioned to my wife, Kim that I wanted to join our local Porsche Club region, Nord Stern. I had purchased our Cayenne in December of the previous year and could not wait to test its (and my) capabilities. Kim called Jon Beatty, Nord Stern Chief Driving Instructor (whom we had known from a previous work/job relationship) and asked if we could take the Cayenne to our local track, Brainerd International Raceway (BIR), for Driver Education. Jon said, “Yes, all Porsches are race-bred, so why not?”

When I arrived at the track that spring, the Cayenne was both a curiosity and an object of controversy.

With my driving instructor, Pat Kelly, I put the Cayenne through its paces that weekend. It was great fun driving among the “little” Porsches, while challenging them with my skills behind a 5500lb SUV!

In May, 2004, my brother Alan, (a long time Porscheophile and Club Racer) helped me select a 1995 993. Kim and I DE'd the 993 for the next half dozen years. During this period, people were asking when I would venture into the world of Club Racing. We had developed some great friendships in the Club, and many of them had decided to Club Race in 2008 and 2009. Watching them, while I stood on the sidelines, became unbearable! I knew it was time for me to “just do it” having almost 90 DE track days under my belt.

I started my search for a car that I thought would suit me in the fall of 2009, focusing on the new Spec Boxster class. I chose this class because it represented modern

Porsche technology, was mid-engine and had great cornering abilities. It was an emerging class with much interest and promise, and it was economical to race. I also discovered that a number of Spec Boxster (SPB) owners had previously driven Porsche Cup cars and other breeds of 911's. I could be at home in this class. My selection of mid-engine technology was made much easier by owning a Cayman S, my favorite Porsche car to drive. I spent time talking to a number of SPB owners around the country about their experiences with the Spec Boxster.

I purchased my Spec Boxster in May of 2010, just before my first race at Motorsport Park Hastings, in Hastings, NE. We had some difficulties getting the car shipped to Minnesota in time for the first race, so we had it shipped from California to my brother's home in Colorado. We drove out on the Monday before the race. I interviewed with Susan Shire while on Interstate 80 west of Des Moines. We were expecting the car to be there when we arrived, but it didn't show until Wednesday. We did a quick prep on the car including the addition of a Cool Shirt system, mounting the timing transponder, and checked the overall weight using some scales Mike Quigley loaned Alan. We planned on corner balancing the car and checking suspension settings, but there was no



Photo provided by Keith Fritze (NST)

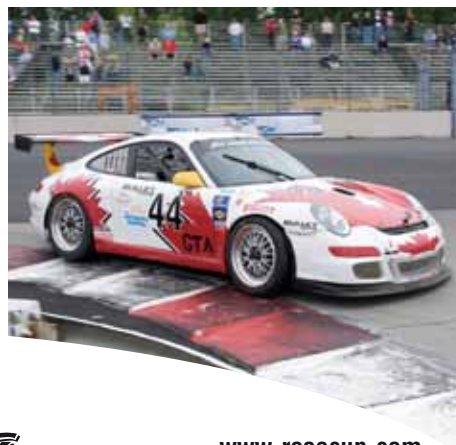
Keith cruising during his rookie year in his new Spec Boxster at High Plains Raceway



Rose Cup Races

**LARGEST RACING EVENT
IN THE NORTHWEST**

JUNE 17th - 19th, 2011



www.rosecup.com



Photos courtesy of: Greg Heinze

Join the Excitement at Portland International Raceway & be a part of the 51st running of the Rose Cup Races.

PCA & SCCA EVENTS - Online Registration: <http://register.pca.org>

Contact: Peggy Ann Walker / Race Chairman & Registrar - Ph: 503-913-7987 / E: peggyw@99westtrailers.com

time. We left for Hastings Thursday morning.

I DE'd the car on Friday and went to Rookie school with Mike Hemingway as my mentor. The car was inspected and I was ready for the race. I qualified well on Saturday and had a good starting position. I was required to do the practice starts and races. For the first two starts I had the car in third gear and was left in the dust. This was the first lesson learned-second gear for race starts. I did well the first two races on Saturday and decided to make another change for the last Sprint race on Sunday - new tires. I came in second in class on Sunday and learned another lesson about Toyo R888 Spec tires - shave them or expect lower performance until they have lost about half their tread.

My second event was at my home town track, BIR. I knew the track well, but the Boxster handled quite differently than it had at Hastings. I did some suspension

tuning but the car was touchy and loose. I played with the sway bar settings and the handling improved somewhat. I ran the first two Sprint races with good results. Before the second Sprint race it rained so I proceeded cautiously until I felt comfortable with the conditions. BIR can be a very dangerous track in rainy conditions so I chose not to participate in the Enduro on Sunday.

Kim and I decided that we would compete at High Plains Raceway (HPR) in August based on Chester Bailey's suggestion. He said there would be many SPBs there with some of the Texans participating in the race - Texas being one of the hotbeds for Spec Boxster racing. We went and had a blast! HPR was a great technical track with lots of elevation change. We knew many participants from Rocky Mountain, Great Plains and Kansas City Regions. Each race I participated in became exceedingly competitive with the last race on Sunday, the Enduro, feeling more

like a one hour Sprint race. I had fun beyond my wildest expectations. Kim and I spent time with friends and made new ones. I learned more about the car and competed in my first Enduro. There were thirteen Boxsters to compete with, and I learned how stiff the competition was with some of the best drivers in the country at this race.

I was encouraged to race at the Hallett Motor Racing Circuit by many people including Mike and Gen Hemingway, Chris Blazer, and Chester Bailey. Between each of these races I performed car maintenance: wheel bearings, CV joints, brakes, drop links and other suspension adjustments. I had electrical issues to deal with too. In addition, I added an Accusump and instrument panel, and rebuilt the exhaust that had blown out at our Nord Stern DE at Road America in July.

Continued on page 25

The Missing Man

By Richard Bennett
PCA Club Racer (Kansas City Region)

Octoberfest 2010 was both bitter and sweet. Sweet because I continued my best year ever in PCA Club Racing and finished on a high note. Bitter in that it was only a week after we lost our good friend and fellow enthusiast Greg Wright. Greg lost his battle with cancer on October 8. Greg was an active member of Kansas City Region, region past President, and fellow PCA Club Racer.

Greg and his wife Kathy became one of my family's new friends when we moved from Potomac Region to Kansas City Region in 2001. We drove DE together, we instructed together, we autocrossed, rallied, and did other activities together. Greg then moved into the club racing scene with his 944S2 Wonder Dog Racing #5. Greg was always accompanied at the track by his wife Kathy, and their dogs Sandy, a white husky, and Lance a black lab. Kathy earned the title of



Greg Wright

“Track Mom,” fetching and carrying gas, tires, and food for the boys,



Greg sitting on the grid at Motorsport Park Hastings

and cooking Jalapeno poppers for us. Greg named his lab Lance after Lance Armstrong, a cancer survivor. Greg originally battled with and

briefly won his cancer battle. Sadly, a permanent win was not in Greg's future.

It seemed only yesterday that we were at the Motorsport Park Hastings Club Race (June 2010) together with Greg, Kathy, Lance and Sandy. Greg was in good spirits and had probably his best race weekend ever with two third places and one fifth place finish in E-stock. All of us had planned to be at the Hallett Motor Racing Circuit together in October. Sadly that wasn't the case.

However, Greg was with us in spirit at Hallett. Kathy was adamant that Greg would want his car back on track. Chris Blazer, Chris



Greg's #5 Wonder Dog Racing leading the Blue group Sprint Race

McIntyre, and others made sure that the #5 Wonder Dog Racing was in attendance and driven on track. As a tribute to Greg's life and passions the car led the first Blue group Sprint race, out front of the field in the missing man formation. It was great to see, and just what Greg would have wanted. As a tribute to Greg, his track buddies, friends and racers at Hallett signed Greg's #5 sunroof panel. The panel is our gift to Kathy in memory of Greg. I hope we will continue to see the #5 on race tracks in years to come – a new race car to someone but forever a memory of Greg to others. 🏁

Rookie

Continued from page 23

Hallett was a fantastic way to end the season with twenty two Boxsters participating. What a great little track - very technical and perfect for the Boxster. My brother flew in and gave me some coaching and advice. The weather was perfect and the competition stiff. At this race once again it was confirmed that Toyo tires are much better shaved or half-used for competition. Alan also noticed that my car had a higher ride height than many competitors. Measurements later confirmed that the car was 25mm higher than Spec. All told it was another fabulous weekend. I was reluctant to say goodbye to the fantastic first season of Club racing. But there were a number of lessons learned both about driving and tuning the car.



Photo by Michael Wingfield (MAV)

Club Racing Chairman and Steward Bryan Henderson, Rookie of the year Keith Friez, and Chief Steward Vicki Earnshaw at the 2011 48 Hours of Sebring

I look forward to the 2011 season and am making changes to the suspension that I hope are more advantageous. I have had some of the greatest driving experiences

of my lifetime racing this car and expect many more in 2011. I look forward to spending more time with all our track friends and many more unforgettable experiences! 🏁



***We made them
to run as
hard as
you do***

1 Piece Evolution Technology

EV1R



Three Piece Evolution Technology

EV3R



ZX3R



SP3P



Custom Built Lightweight 3 Piece Forged Wheels available in 17, 18 & 19 inch.



FORGELINE AL 6061-T6
Forged Alloy Wheels



800-886-0093 ▶ www.forgeline.com

Outstanding Driver Award

By OG Racing
PCA Club Racing National Sponsor

OG RACING announces the **OG Racing Outstanding Driver Award**

that is proudly presented to those select racers who raced respectfully and safely for a minimum of five incident-free events in 2010. Each recipient will receive the following:

- A certificate good for 15% off your favorite racing brake pads from OG Racing

for the rest of the year!

Discount is taken off of our retail prices and include free UPS Ground shipping with you order.

- Custom Award Stickers, and Suit Patches recognizing your accomplishments.

We hope that the 2010 winners remain an **OG Racing Outstanding Driver Award** winner for many years to come. This is our way of

saying “Thank You” for actively participating in PCA Club Racing and helping us in “**Making Racing Safer.**” We hope to see even more names on the list next year!

OG Racing specializes in automotive racing safety equipment and is a distributor for many of the major companies in the safety equipment world like Sparco, Bell, Hans, Simpson, HJC, G-Force, Alpinestars, and many others. Their extensive inventory also offers many performance products, such as Performance Friction, Hawk, and Pagid brake pads and Racepak and AIM Data Systems. With a fully stocked, 12,000 sq/ft warehouse located just outside of Washington, DC, OG Racing is proud to ship 98% of all orders the same day!

Jeffrey L Adams	John Bauer	Wayne Brown	Mike Courtney	Mike Faems
Matt Alexander	Wayne Bauman	David L Brumfield	Andrew Cox	Paul Fairchild
Randall P Alexander	David Baum	Donald Brunell	Glen Crawford	Bill Farrell
Eric Allen	Scott Beamish	Jim Buckley	Bart Crosby	Joseph Fawsitt
Howard B Altman	Fred Beasley	Thomas Burdge	Douglas Crossman	Doug Fero
Pete Altmann	John Beidler	Gerry Burger	Joe A Crowell	Michael D Ferra
John Amardeil	Brian Beierwaltes	Peter Burman	Jay Culbertson	Francis Florido
Donna Amico	Alex Bell	Bruce L Busby	Michael Cullinan	Andrew Forrest
Paul Amico	Bryan Bell	Ken Buschner	Stephen Dabney	Sean Foster
Hoyt Ammidon III	Charles N Belluardo	Teddy Busick	Ethan Dahlkamp	William A Frame
Brian A Amond	Fred Benedict	John Byram	Scott Daiger	Mark D Francis
Carl Amond	Richard Bennett	David C Campbell	Seth Davidow	John Frank
Brian Anderson	Bill Bernick	Rick Canter	Henry A Davis	Jeffrey Freeman
Richard J Andrews	Louis Betstadt	Henry Carter	Trevor Dawe	Walt Fricke
Ray Arthur	Philip C Blackstone	John Cassano	Peter Debusmann	Alan J Friedman
John E Ashford	Mario Blanchette	Randal S Cassling	Mark B Dekutoski	Cory Friedman
Scott Asplundh	Kevin Boehm	Litko Chan	Rick Deman	Keith Fritze
Delbert Auray	Peter W Boll	Brion Charters	Douglas Depietro	David Fry
Bret Bailey	Edwin J Bomer	Jim Child	Marc Devoe	Uli Furtmair
Chester Bailey	Gary R Boss	Frederick Chin	Kyle E Dolbow	James Gary
Julie A Bailey	Eric Boueilh	Peter C Clark	Rainer Dronzek	Glen Gatlin
David Baker	Denis Boulle	Evan Close	David F Dunigan	Daniel Gaulin
Duane A Ball	Brad T Boyd IV	Stephen M Cloud	Bill Earon	John Giannone
John Ball	Charles Boyer	Allan M Cohen	David Edwards	Scott Giannou
John Barna	Michael Branning	Tom Collins	Joe Ennett	John L Gladwill
Doug Baron	Scott A Bresnahan	Peter H Collins	Keith R Erickson	Richard Glickel
David J Bassett	Mark S Brouse	Fred Constantineau	Thomas Evans	John W Glueckert
Peter J Bassett	Kerry M Brown	Steve Coomes	Robert Fabricatore	John Goddard

Mark Gohlke	Cory Jump	Ben B Merriman	Doug Roach	Bela Sztanko
Steven Goldman	Claudio Kaempf	Bill Miller	Stephen Roach	Kris Taylor
Norman S Goldrich	David E Karl	Darren Mingis	James Roberts	Robert B Thompson
Kenny Gorman	James M Kehrt	David J Morris	Rene Robichaud	Mary Tietjen
Colin Graidage	Mark A Kemp	Terry Morris	Harvey W Robideau	Ronald Tietjen
Earl Green	Gene Kendrick	John R Mueller	Larry Robison	Pete Tremper
Jerry Greene	Harry E Kintzi	Daniel J Muldowney	Phil Rochelle	Randy Trice
David Gross	Bob Klaskin	Bob Mulligan	David P Rodenroth	Blake Troester
Kim Gutowski	Vince Knauf	Robert Murillo	Gregory E Ross	Darrell Troester
Paul Gutowski	Gary L Knoblauch	Mark Murray	William Rudtner	Dale Tuety
Bob Hahnemann	Brent Knoll	Robert Neil	Wally Ruiz	Greg Turek
Rob Hale	Kurt Konrath	Claus Nielsen	John G Ruther	Doug Turnquist
Peter Hall	Val Korry	Ken Nielsen	Daniel Ryalls	Bill Tutt
Renald Hamelin	Kasey Kuhlman	Jay A Nizborski	Behrouz Salehi	Brooke A Van Horn
Mike Hamza	Scott Kuhne	Scott J Norby	Glenn P Sapa	Robert R Viau Jr
Martin Harvey	Kenneth H Laborde	Paul Norwood	Robert J Saville	Michael Vietz
Thomas M Hayes	Eric Lacouture	Bernard Nussbaumer	Clint J Sawinski	Marc Villeneuve
Michael Hemingway	Roger Lai	Keith Olcha	Dick Scariano	Bruce W Waddle
Bryan Henderson	Mitch Landry	Frank Osborn	Donald Schneider	Warren Walker
Chip Henderson	Brad Lano	Randy Oswald	Earl Schott	Greg P Wallace
Pat Heptig	Scott Leder	Chris Palumbo	Jerry Schouten	Mike Walsdorf
Dennis Hiffman	Scott Leopold	Kenneth Park	Derek Schwarz	William F Ward III
David M Hodges	Gregg R Lewis	Jeffrey R Parnell	Anthony J Sciarrino	Dennis L Wasser
Larry Hoffman	Bob Linville	George H Patterson	Tim Scovanner	Stephen R Watkins
Tim Holt	Les Long	Keith J Peare	John Seidell	Mark D Weber
Robert W Horneck	Barry Lucas	Mark Peebles	Robert B Seitz	Stan R Wenger
Normand Houle	Henry Luft	Toby Pennycuff	Calvin C Sharp	Charles J Werp
Richard Hubell	Bill Lusk	Winfield B Perry	Charles Sharp	Fred Wicks
Mark T Hupfer	Timothy D Lynn	Daniel Petchel	Thomas Sheehan	Eric A Widra
Ron Igou	Charles F Machala III	Teresa Vickery Pfister	Jim Sherman	James R Widrig
Todd Imwold	Michael Mammano	Greg Pickeral	F Allen Shirley	Jeffrey Wiggins
Paolo Incampo	J David Mann	William Pickering	James Shoffit	Lee Wilkins
Chris Inglot	David Mansfield	Michael Piera	Terry P Simon	Bill Williams
Shannon J Ivey	Joseph Mansfield	Josh Pinkert	Barry Skalka	Pat Williams
Bill Jacobi	Paul S Marchese	Karl W Poeltl	William Slowikowski	Ray Williams
Donald E Jacobs	Ron Marmol	Rick Polk	Craig Smid	Andy Wilzoch
Ernie Jakubowski	Chris Martin	David Potter	Glenn Smith	Gary L Wimmer
George James	Jimmy T Martin	Ray B Powers	Steven Smotrich	Mark Wolff
Marc H James	Mark Martin	Richard T Price	Eric Snyder	Daniel Yonker
Scott D James	Daniel B Mayer	Robert A Prilika	David Speights	Brian Young
Robert H Jarvis	Douglas McAllister	Tim Pruitt	Brian St Denis	James J Young
Andy Jenks	David A McBee Sr	Michael Quigley	James Stanislaw	Paul D Young
Andrew Johnson	Jack D McCarthy	David Rabjohns	Scott Stapleton	Richard G Zahn
Dean Johnson	Ben McCrackin	Gary Radocchio	Sandy Steckman	
Rod F Johnson	Shaun McKaigue	Gene Raymondi	Chris Stinnett	
Scott H Johnson	Hunt McMahan	Michael A Redenbaugh	Richard L Strahota	
William C Johnson	Mike McMenamin	Chuck Reiter	Robbie Strickland	
Aaron Jones	R Duncan McPherson	Mark Repka	James Sutherland	
Robert B Jones	Niels Meissner	Mitch D Richard	Van Svenson	
Thomas Jones	Nicholas Mercier	Julius Ridgway	Carl Switzer	

2010 National Sponsor Award Winners

By Steve Rashbaum, Sponsor Coordinator

Race	PCNA Workers Choice	Forgeline Wheels Rookie Racer	GT Racing Best Prepared	Trailex Novice Racer
Road Atlanta	Pat Williams Rick Fairweather Tim Pruitt Marc Villeneuve Duncan McPherson Chris Blazer	Frank Vento	Baron Jacobs	David Brumfield
Texas World Speedway	Nick Meissner David Baum Jim Buckley Ben McCrackin	Michael Redenbaugh	Wayne Brown	Edwin Bomer
Heartland Park	Joe Ennett Rick Polk Harvey Robideaux Brian Forsythe Mark Steingas	Joel Karns	Joel Pfister Teresa Pfister	Scott Beamish
Watkins Glen International	Karl Poetl Pete Tremper Keith Peare Chris Musante Stephan Laputka Baron Jacobs Derek Schwartz Andy Wilzoch Bill Comat Eric Widra/Bob Miller Matt Alexander	Kristen Karl	John Cassano	Stephen Cloud
Mosport International Raceway	Tyler Comat Wayne Gerhart Baron Jacobs Ivano Scattolin Michael LaSalle Chris Musante	Anna Dopico	Wayne Gerhart	

Photo by www.colourtechsouth.com

Race	PCNA Workers Choice	Forgeline Wheels Rookie Racer	GT Racing Best Prepared	Trailex Novice Racer
High Plains Raceway	Niels Meissner Greg Curtis Jessie Weinbrand John Crosby Joe Rothman	Greg Wallace	Randal Casling	Franie Filler
Miller Motorsports Park	Al Tiley Martin Snow Doug Baron	Peter Spencer	Jeff Gamroth	Allen Wilt
Roebing Road Raceway	Cory Friedman David Baum Kim Gutkkowski Bob Linville Mike McMenamin Michael Branning	Matt Hahnemann	Michael Costlley	Andy Culver

Photo by Christopher Mitchell/Sport Shot Photo



Photo by www.colourtechsouth.com

Kevin Violette (CAR) in his J-class '04 GT3 catches air while bounding over the bumps at Sebring International Raceway

2010 Final Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
Carolina Motorsports Park							
Jack Strifling	BGS	E	S 87 911	6	5	1	Bat Race 1 *
Robert J Saville	CAR	GT5R	GT 74 914-6	5	4	1	Bat Race 1 *
Kerry M Brown	WHB	E	S 89 944 S2	3	2	1	Bat Race 1 *
Larry Hoffman	SFL	GT5S	GT 74 911 RS	11	9	2	Bat Race 2 *
Leonard P Stann	FST	E	S 81 911 SC	10	8	2	Bat Race 2 *
Louis Betstadt	NIA	F	P 88 911 CARRERA	26	17	9	Ghost Race 1
David Baum	WMI	GTC4	GT 08 GT3 997	9	4	5	Ghost Race 2
Gene Kendrick	CAR	SP1	P 83 944	23	17	6	Enduro
Brent Knoll	NST	SP1	P 83 944	22	16	6	Enduro
Robert J Saville	CAR	GT5R	GT 74 914-6	12	6	6	Enduro

Photo by Porsche Motorsport

Roebling Road Raeway							
Wayne M D Press	FCR	GTC4	GT 09 997 GT3 CUP	15	6	9	Green Race 1
Wayne M D Press	FCR	GTC4	GT 09 997 GT3 CUP	13	6	7	Green Race 2
Gary L Knoblauch	CHO	GT4S	GT 76 911 RSR	8	7	1	Green Race 3
Mike McMenamin	CAR	E	S 85 911	12	4	8	Red Race 1 *
Harold W Lattimore	PST	E	S 87 951	23	15	8	Red Race 1 *
Harold W Lattimore	PST	E	S 87 951	22	8	14	Red Race 2
Joseph P Tobin	CER	SP3	P 89 944 S2	20	16	4	Red Race 3

* Indicates a tie

2011 Sebring Hard Chargers



<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							
Goulet Alain	REN	G	P 88 951 CUP	14	9	5	Check Blue
Bill Peluchowski	CHO	GTC4	GT 07 911 CUP	15	7	8	Check Red *
Raymond A Williams	POT	GTC4	GT 05 997 CUP	18	10	8	Check Red *
Denis Boule	MAV	SPB	P 99 986	29	14	15	Orange Sprint 1
Scott D James	NER	SPB	P 97 986	55	28	27	Orange Sprint 2
Alain Goulet	REN	G	P 88 951 CUP	54	34	20	Green Sprint 1
Peter Hall	MSO	GTC2	GT 96 993 CUP	28	16	12	Green Sprint 2
Qualifying Session Shortened - No assigned grid positions for some racers						N/A	Red Sprint 1
George Gallier	GCT	GTC3	GT 05 CUP 996	53	37	16	Red Sprint 2
Nick Riefner	SFL	SP2	P 87 924 S	52	7	45	Black Enduro
Gridding Error - No assigned grid positions for some racers						N/A	Pink Enduro

* Indicates a tie

PORSCHE FUN! SUMMER SUN!



The 2011 Porsche Parade Savannah, Georgia July 31 - August 6, 2011

PCA's Premier Event Of The Year!

- Autocross • Concours • Rally
- Driving Tours • Tech Sessions
- Social Events • and more!

**Register
Early to
Join the
Fun!**

Learn more and register at
parade2011.pca.org

Registration opens March 8, 2011 so start planning now!

Savannah -
history -
elegance -
charm - top 10
American
destination city



CARQUIP

Porsche Parts &
Transmission Specialists

Contact us at: email@carquip.com

Transmission Sales & Build-to-Order

- 741, 901, 911/914, 915, 930, G50, G64
- Full Service Factory Spec Rebuilds
- Full Service Race Charts & Builds
- Custom V-8 Conversion Specialists "flips"
- Custom Off-Road, AutoX, Hillclimb, Rally, & Road Race
- Largest Inventory of NOS, New, Used Transmission Parts in the Country
- We also buy good used and core transmissions

356, 911, 914, 944, 930 Engine Components

- Cases, Manifolds, Carburetors, Cams, Heads
- Cranks, Piston & Cylinders, and just about anything you might need for your project...

356, 911, 914, 944, 928, 930 Body Parts

More than 800 Porsche's dismantled!!

- Fenders, Doors, Hoods, Glass, Trim
- Wheels, Interiors, and much, much more...

CUSTOM MANUFACTURING OF THE FOLLOWING:

- Twin Plug Distributors (2.0L - 3.8L)
- Aircraft Quality Gears (741 - G50)
- Special Ratio R & P's (741, 911, 915, 930, G50)
- 915 Stainless Bearing Retaining Plates
- ZF Type LSD's and Torque Bias Diff
- 911 Billet Aluminum Intermediate Plates
- 904 Mainshafts & 904 Special Ratio Gears
- 915 Mainshafts w/ Active 1st Gear
- Cryo treatment of Gears, Ring & Pinions, etc.

WE ALSO BUY & SELL PORSCHE'S !!



www.carquip.com

7191 Arapahoe Ave - Boulder, CO. 80303

303.443.1343



The Classifieds

Buy, Sell and Browse



1994 SCCA World Challenge 968

1994 pro series team Kelly Moss #77. This car is now a turbo. Rebuilt in 2009. T66 turbo, Motec, Moton, AIM, BBS. The best of everything. Also featured "GT Racing catalog." '05 Haulmark 24 ft. V-nose trailer available. 968 priced right at \$39,000. Trades welcome.

John Ricci 262.375.9220

jricci1@wi.rr.com

(1)

1999 Boxster (BSR SPBOX) Racecar

Fresh with 1 test session. This BSR/SPBOX is ready to race and win! Please visit PatrickMotorsports.com for all the details on this winning BSR race car. Upon request we can supply a complete build summary including detailed parts and labor.

James Patrick 602.244.0911

info@patrickmotorsports.com

(1)



1989 944 Turbo S

2.6 L 620hp, dyno time only, 968 l/s transaxle w/ cooler pump & gear squirters, fiberglass body, Brembo cup brakes, Ohlin's, Kokeln rear susp., 18" Kinisis, engine orig. by Milledge improved by Performance Developments, custom front sway bar, no rubber hoses, elec. power steering, 40 gal. fuel cell, many spares. \$75,000 w/ spares \$60,000 w/o.

Bob Howard 316.264.4689

rph@rainbowconst.com

(1)

1993 RS America

H class, rebuilt engine, rebuilt trans ('09). Ring & pinion, Motons, Sparcos, big reds, 2 sets Fiske, 1 set cup wheels. Roll cage, front spoiler, 3.8 wing, Cool Shirt original owner 36,000 miles no track. Current owner 17,400 miles mostly DE some CR. \$92,083 invested. Car \$47,000, Trailex trailer \$5k. Package deal available.

Woody 443.797.7691

wksmithster@gmail.com

(2)



1973 911 GT3 Racecar

911 GT3 class, 993 Turbo body. Fast, fun, reliable! 2150lbs. 3.4L JW engine, twin plug, RSR style MFI, 335BHP. C.Schuh Motorsports. Full 930 brakes and suspension with coilovers. Runs like on rails; brick wall braking. Race gears, ZF LSD, squirters/cooler. Quality engineering, built right, 1973 tub. \$43,200. Let the podium fun begin.

Ray Quick 847.894.5473 Chicago

mercuray1@yahoo.com

(2)

1988 944 Turbo Cup Spec Racecar

G class, engine/turbo professional rebuild, new transmission, double coil overs, Charlie arms, splitter, strut brace, cup bars. Lexan windshield, composite hood, cage, driver seats, current belts, nets. Momo detachable wheel. 18 inch 997 takeoffs with Hoosiers. Class contender, best equipment for speed, safety, and dependability. Over \$50,000 invested, \$15,900

Clarence 720.218.0072 (2)

1987 944 Turbo Cup Car

Weissach built Al Holbert imported red 944 Turbo Cup factory racecar - wpoaa2953hn165101. Number one of nine cars imported to us for the SCCA Escort series. Service records, no damage history, no paint work, never titled, mfg statement of origin. All original and priced below market at \$49,500. Presently racing with PCA & SVRA

Dennis Hanson - Orlando, FL.
407.273.6071 (2)

1995 968 Euro Club Sport

Extremely rare factory Club Sport. 3.0 L. 6 speed. Last year of production. This Riviera Blue Coupe is one of a handful in the USA. Completely turnkey for PCA racing. Cage, seats, belts, fire, data, Charlie Arms, etc. Superb, unblemished car. Ready to race or DE. \$39,500.

Ed 801.209.3159 Utah
eblais@xmission.com (1)

2003 996 GT3 Cup

One of the nicest 996's to be found. Brand new engine (not rebuilt) with only 28 hours. Recent BCC&G transmission rebuild. Almost new axles, CV joints and included extra BBS wheels. Brand new fuel cell, rotors and brakes. Includes radio and cool suit. Contact for interior/exterior pictures. \$71,900.

Tim Evans 570.430.5222
tevanssp@aol.com (1)

2004 996 GT3 Cup

Engine Hrs 55, gearbox refresh 4 Hrs, Transponder, Sachs 2 way adjustable shocks, Aim system, In car 2 camera video with DVR, 2 way radio, driver Cool Suit system, drink bottle system, helmet cooler system, BBS 3-piece wheels. Extra set of wheels. Car is ready to race!

Ted 561.626.7600 Ext.204 - Palm Beach Gardens, FL
Ted@sabatellocompanies.com (1)

1990 964 RS Carrera Cup Racecar

Extremely rare first year 911 Cup. #11 of only 45. Team Strahle car with all documents and race history. Fresh 3.6 motor, 100 L cell (Enduros). Superb authentic car. Ready to race PCA GTC1, SVRA, HSR, etc. Very collectable, and a blast to drive! \$79,500.

Ed 801.209.3159 Utah
eblais@xmission.com (1)

1984 911 Racecar

Built & serviced exclusively by Automobile Associates. Fully equipped & sorted. 3.4Ltr. PMO's, Big Reds, ERP, JRZ's, WEVO factory modified 915, cage, fire system, 3 sets of wheels, 3 front spoilers, 2 custom rear decks. Best of everything, can not duplicate for less than 90K. Runs PCA GT-3 or GT-4, SVRA Group 10 & HSR. Class wins & podiums. \$44k

Marty 518.495.1636
marty@yourjeweler.com (1)

Classified Advertising

Classified ads are free to PCA members. All ads must include seller's PCA membership number. Each ad has a 60 word limit. Ads are subject to editing and abbreviation per the requirements of available space. Ads run for two consecutive issues unless renewed, or notification of sale received.

Submit text and photos ads to the CRN editor. Photo ads are accepted at a prepaid price of \$30 for two issues. Submit payment for photo ads to the Advertising Coordinator.

Ads are limited to vehicles and trailers. We do not accept business related ads in The Classifieds. Ads for parts and accessories are not accepted.

WANTED**Virgin 2005 GT3 Cup**

Totally original, unmolested tub and body. Low, low hours on drive train. No accidents. All records, hour log, etc. Only the best sought.

Ed 801.209.3159 Utah

Advertiser Index

Autometrics	19
CARQUIP	31
CupCar Solutions	15
Forgeline	25
Northstar.....	IFC
OG Racing	IBC

In memory

Long time Chief National Scrutineer Dick Dobson passed away March 7, 2011. Please put his wife Barbara and their family in your prayers. We will miss Dick. He was a great friend to all in PCA Club Racing and a true gentleman



Photo by www.colourtechsouth.com

Cabell Fisher (FST) straddles the curbing and kicks up dust during the 48 Hours at Sebring Club Race



National Committee

Chairman

Bryan Henderson
2416 Bedford Circle
Bedford, TX 76021-1822
Phone: 817.845.2664
Fax: 817.345.6045
Email: Bryan@BPHMS.com

Program and License Coordinator

Susan Shire
1897 Mission Hills Lane
Northbrook, IL 60062-5760
Phone: 847.272.7764
Fax: 847.272.7785
Email: ClubRace@PCA.org

Chief National Steward

Vicki Earnshaw
7161 South Lewis Street
Littleton, CO 80127
Phone: 720.244.1532
Email: Vicklm@aol.com

Chief National Scrutineer

Dick Dobson
P.O. Box 702751
Tulsa, OK 74170-2751
Phone: 918.251.2751
Fax: 918.299.5051
Email: DickDobson@webzone.net

Chief of National Timing and Scoring

Michael Wingfield
3805 Clearwater Court
Plano, TX 75025-2094
Phone: 972.491.2766
Email: Wingfield@juno.com

Technical and Rules Chair

Walt Fricke
4651 Huey Circle
Boulder, CO 80305
Phone: 303.499.6540
Email: WalterFricke@msn.com

Sponsor Coordinator

Steve Rashbaum
1897 Mission Hills Lane
Northbrook, IL 60062
Phone: 847.272.7731
Fax: 847.272.7785
Email: Steve.Rashbaum@comcast.net

OG RACING

Your Source for Motorsports Safety Equipment Since 1990

Celebrating
20 Years
In Motorsports



National Sponsor

- Helmets
- Brake Pads
- Racewear
- Harnesses
- Data Acquisition
- Video
- & much more!

- Supporting the PCA Since 1990
- Same Day Shipping
- Knowledgeable Staff
- Competitive Pricing
- Over 60,000 Customers can't be wrong!



Sign up for the OG Racing E-mail Newsletter to receive up-to-date product news, SALES, CLOSEOUTS & SPECIAL OFFERS! Visit www.ogracing.com today!



online catalog: www.ogracing.com toll free: 1.800.934.9112
visit our showroom: 22585-D Markey Ct. Sterling, VA 20166

PCA Club Racing News
c/o PCA Executive Secretary
P.O. Box 6400
Columbia, MD 21045

Address Service Requested

2011 PCA CLUB RACING NATIONAL SPONSORS

PORSCHE

PORSCHE CARS NORTH AMERICA
www.porscheusa.com



800.847.3435
www.michelinman.com



574.784.3152
www.hoosiertire.com

FANATEC

www.fanatec.com



RACE FUELS

800.722.3427
www.racegas.com

ApexPerformance.net
Premier Racing Outfitters

866.505.2739
www.apexperformance.net

Trailex
ALUMINUM TRAILERS

877.TRAILEX
www.trailex.com

FORGELINE
Forged Alloy Wheels

888.643.6051
www.forgeline.com

Softronic

203.723.8928
www.softronic.us



Power Conversion
by Inglot Electronics
773.286.5881
www.inglot.net



800.797.2911
www.gt-racing.com

OG RACING

800.934.9112
www.ogracing.com