



NEWS

Volume 12.1

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America





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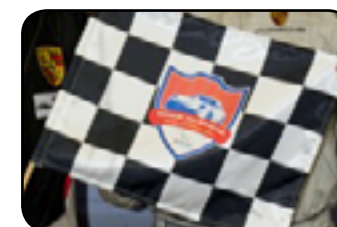
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Photo by Danny Kent, Lights Out Photography (FLC)

Deadline for article submission for the next issue is April 27, 2012



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On the Cover
Moments at Sebring 2012: brake glow of night racing, four-wide during the Pink Enduro, and lifting a tire in the Orange Sprint
Photos by www.colourtechsouth.com

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Chairman's

By Bryan Henderson, Chairman PCA Club Racing

Corner



some way. There will be two races at each event, generally the last two, which will score points for the series. The driver can use his best eight finishes for his points total at the end of the year. Races are weighted by

We brought a factory trained Supercup Series race engineer to the Sebring Club Race

allowing drivers bonus points for each car he beats. The bonus points are capped at a max of 10 for each race. This should balance the large and small races and make it very dif-

ficult for a driver to figure out a travel schedule that will beat the system. There will also be zone championships that awards the best performers from each zone. The championship rules are available within the Club Racing section of the PCA website and also appeared in CRN issue 11.4, page 14.

In December we sent out a Request for Bids to several tire manufacturers and related organizations for a sponsorship agreement that would allow the winning bidder to be named as the supplier of a spec tire for our GTC3, GTC4 and GTC5 classes. Those bids resulted in some very attractive offers and in early January we selected Jackson Motorsports Group (JMG) and Michelin as

Continued on page 6

We are about to embark on one of the most exciting and challenging years that PCA Club Racing has had since the first few years of our existence.

As you probably know, this will be the inaugural year for our National Championship Points Series. We will crown National Champions in all of our racing classes. The system will allow drivers to score points at "almost" all races throughout the year. The exceptions will be races where registration is restricted in

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Chairman's Corner

Continued from page 4

our partner in this endeavor for the next two years.

Not all of the details have been worked out, but in addition to the usual tire support from other companies, there will be JMG/Michelin tire support for at least seven races and any other races that have 10 or more GTC3, GTC4, or GTC5 Cup cars signed up at least two weeks in advance (four weeks in advance for west coast races). At the track, mounting and balancing will be free for Cup cars and others who purchase tires from JMG when JMG/Michelin is there. When they are not there (typically smaller races) they will ship tires to the track at no charge. There will be a tire contingency program throughout the year for our GTC3, GTC4, and GTC5 classes and separately free tires will

be awarded at the end of the year. PCA Club Racers will receive significant discounts on other Michelin high performance street tires, Wiley sunglasses, and Impact products. Since Michelin was already providing tires to the vast majority of our Cup cars, any negative impact on other tire supporters will be minimal. Michelin technical and engineering support will be available to all GTC Cup class drivers whenever the JMG truck is at a race and via phone at other times.

The GTC3, GTC4, and GTC5 classes will benefit the most from the JMG/Michelin sponsorship. They will be required to run Michelin race tires purchased from JMG. They will also run windshield banners with the sponsors' logo and wear driver's suit patches from both JMG and Michelin. The winners of the points races in each class will receive a checkered flag at the end of the race

and the podium finishers will each receive a Michelin podium hat - exactly the same hats awarded to ALMS podium finishers. They are very cool and cannot be purchased - they must be earned. We have not forgotten about the rest of our PCA racers and have perks in the works for those cars as well.

For the last several years of this tough economy, Club Racing has cut cost wherever possible. As a result of the new support from JMG we should be able to increase our scrutineering staff. An increase in our travel budget will also allow us to add scrutineers and increase scrutineering at many races to do more compliance checking. We will have a training conference this year for our stewards and scruts. This is something we haven't been able to do for several years. The scrutineer training will occur at the Porsche Motor-

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sports North America (PMNA) facility in California.

I think you will see vast improvement in scrutineering and other facets of PCA Club Racing over the next couple of years as we add staff and improve training. For example, with PMNA and Porsche Cars North America (PCNA) assistance, we brought a factory trained Supercup Series (the support series for Formula-1) race engineer to the Sebring Club Race to help train our scruts to become more efficient at checking Cup Cars. The race engineer's expertise will likely lead to the acquisition of several tools that will assist us in compliance checking for almost all of our classes. We will build on that start and add more equipment, staff and training.

We have over 40 stewards, scrutineers and timing staff already and we hope to add more. It cost money to train, equip and move the staff

and equipment around the country for 29 to 30 races each year as well as providing other services like licensing, registration and a myriad of other details. I think most of you who have actually raced with us will agree that PCA Club Racing, all things considered, is a great value that is getting even better.

During the last quarter of 2011 Dal Heger from our timing and scoring staff retired. We thank Dal for his fine service to PCA Club Racing. Jim Coshow, a long time steward also retired at the end of 2011. We will miss Jim's wise and thoughtful input as well as his tremendous skill running operations at our races. We have added three new scrutineers who will begin training in early 2012 and plan to add more. These new additions include Mark Ripka from Minnesota, Denver Mutt and Joel Nannis, both from the Dallas-Fort Worth area.

The Sebring race in February was sold out, with 260 entries almost a month before the race. It was so full that several traditional race teams like The Racers Group and Kelley Moss Racing were absent from the race when their registrations were received too late to get their drivers into the event. Drivers, you need to register early and hopefully often. We are looking forward to a great year of Club Racing in 2012.

Be Safe 

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

I recently found an old 2007 version of the *Porsche Club of America Newsletter Editor's Workshop Reference Guide*. Included within the guide was also a dated issue of *Region-focus* with content directed toward newsletter editors. I decided that with this as my fourth year as the CRN editor, I ought to at least read the PCA newsletter editor's manual per se.

I was surprised to read within the pages of the above publications that the, "editor SHOULD editorialize. It's his job," and that the, "editor should stir the conscience of the club." With that thought in mind, I coincidentally read the following which eerily described me, while I was getting my weekly fill of albeit intellectual television humor:

"I do not interact with Facebook, Twitter or any of the other social networking platforms. My reasoning is simple. Why in the world would I want to share my private thoughts and feelings with the world at large? What good could possibly come from me having a convenient outlet to express myself to millions of people? The more likely outcome is that in a misguided attempt to be funny or cute, I'd say something stupid and wind up getting raked over the proverbial coals."¹

¹ Chuck Lorre Productions, #378

Given the advice of Lorre's vanity card combined with the direction provided by the guide that I should, "have something to say about the State of Porsche, the State of PCA, or the State of Something," I decided that this column would be devoid of personal opinion, opting more for the Lorre solution. However I reserve the right to stir the pot in future columns.

Therefore, with this particular column I decided to adopt another tenant of the guide called "Pile on the Praise." As such there are many people behind the scenes that keep our sport functional. One group often unknown to most of our competitors are those people, racers and


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2012 Club Racing Schedule

Dates	Event	Region	Region Contact
Apr 14-15	Heartland Park Topeka	Kansas City	Chris McIntyre 816.616.3377 chris@merrillcompanies.com
Apr 20-22	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvince@aol.com
Apr 27-28	Lime Rock Park	Connecticut Valley	Gary Hansen 203.270.8391 racedirector@cvrpca.org
Apr 27-29	Mazda Raceway Laguna Seca	Golden Gate	Carl Switzer 925.875.6417 switzer.carl@gmail.com
May 11-13	NJMP - Thunderbolt Raceway	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
May 26-27	Buttonwillow Raceway Park	Golden Gate	Carl Switzer 408.206.0615 switzer.carl@gmail.com
Jun 1-3	Watkins Glen International*	Zone 1	Jennifer Webb 514.235.0157 jenniferbischoff@hotmail.com
Jun 2-3	Motorsports Park Hastings	Great Plains	Tom Cooper 402.618.8734 tcooper40@cox.net
Jun 9-10	Miller Motorsports Park*	Intermountain	Otto Silva 801.899.3511 otto@databaseguru.net
Jun 15-17	Rose Cup Races Portland International Raceway	Oregon	Peggy Ann Walker 503.913.7987 peggyw@weattrailers.com
Jun 16-17	GingerMan Raceway*	S E Michigan	Jeff Amos 248.760.0672 jeffamos@comcast.net
Jun 22-24	VIrginia International Raceway*	Zone 2	Mike Andrews 215.589.5633 Mrs.1954@gmail.com
Jul 6-8	Mosport International Raceway*	Upper Canada	Mike Edmonds 416.738.5562 mike.edmonds@rogers.com
Jul 14-15	Putnam Park Road Course*	Ohio Valley	Rich Rosenberg 513.317.7911 rjrol@aol.com
Jul 28-29	Brainerd International Raceway*	Nord Stern	Roger Johnson 763.557.9578 rsamerica93@comcast.net
Aug 11-12	High Plains Raceway*	Rocky Mountain	Kathy Fricke 303.499.6540 katfricke@msn.com
Aug 17-19	Mid Ohio Sports Car Course*	Mid Ohio	Dave Hayden davidhayden@windstream.net
Aug 24-26	NJMP - Thunderbolt Raceway*	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 1 - 3	Road America*	Chicago	Keith Clark 630.514.5937 kc_design@sbcglobal.net
Sep 28-30	Summit Point Motorsports Park*	Potomac	Fred Pfeiffer 301.729.2407 clubrace@pcapotomac.org
Oct 5-7	Daytona International Speedway*	Florida Crown Florida Citrus	Allen Shirley 904.338.2324 turbo91188@comcast.net
Oct 6-7	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 cimarronpcanews@gmail.com

* Indicates Enduro Event

Photo by Danny Kent, Lights Out Photography (FLC)



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View from the Tower

By Vicki Earnshaw, Chief National Steward



We have developed a problem within PCA Club Racing. For the first time since 2007 we had a waiting list for the Sebring event registration. We observed this trend towards the end of last year. We actually turned away racers who registered too late at Sebring. The operative word here is, "late." If there is an event you want to race you should register early and pay. Most regions will no longer deal with non-paid registrations. You should inquire about regional cancellation policies because they do vary. I understand that many of you are looking at the schedules to see how you can accumulate points for the championship and you do not want to be turned away.

Since we have not had this "problem" for a while you should know that Wait List notations cannot be added to rosters on ClubRegistration.net until after the run groups are established. This happens AFTER registration is confirmed. You do need to watch the roster and scroll down to make sure you are not on a Wait List.

It is important that the email address associated with an entrant on ClubRegistration.net be for the person responsible for registration. In other words, if your shop handles the registration the shop email should be the point of communication. Please make the adjustments on the website and of course if you have any questions contact Susan Shire, Program Coordinator, at PCAClubRace@aol.com.

The Sebring race was blessed with good weather for night races, two sprint races and an enduro. Our National Championship Points Series began and I am glad to report for those who had concerns about over aggressive driving, it was not

observed at this event. A 13/13 acquired during the year will make you ineligible for a national championship. At the drivers meeting it will

*As we reach our
own personal limits,
we begin to take more
chances*

be announced which races of the event will count towards the championship. At most events the points races will be the last sprint race and the final race of the weekend and that could be an enduro. During the enduro, if you are sharing a car the points will be divided equally between the sharing drivers. All the present National Championship Points Series rules can be reviewed in the last Club Racing News newsletter or on line at the PCA Club Racing website.

As mentioned above a 13/13 during the year will take you out of championship contention (rule XI). That rule places more responsibility on competitors to execute safe passes and those being passed to be aware.

David Murry, PCA Club Race Driving Coach, who was part of our team at Sebring would like to add the following:

"With more entries comes more competition. That is a great thing and why we all race. That creates an environment where small things separate first from twentieth, which makes us dig deep for that little something extra. As we reach our own personal limits, we begin to take more

chances than we did before to keep up. That in turn creates a situation where the other competitors are invited to step up their game and it continues to escalate until an incident occurs. Mark Martin once said, 'We all make choices to do things from time to time that we just weren't up to that day.' The goal is to minimize those choices. If we all drive by the same standards the incidents will be infrequent. If we all decide to drive by the 'take chances' theme, there will be incidents. Please don't invite PCA to be forced into giving penalties to continue with their safety concerns. It's in your hands. I am pleased to be part of PCA in this time of growth and maturity time. It is very exciting to watch."

David will be coaching at some of the PCA races. At this time he is scheduled for Road Atlanta, Brainerd, High Plains, Mid-Ohio, and Road America. Often, the region will have available one on one coaching with David the day prior to the PCA race event. This is your opportunity to lower those lap times. If you are interested reach out to the region who is chairing the event to pursue his coaching.

Finally, here are some general comments about our racing program that deserve mention after the Sebring race:

Video - A "few times" we heard drivers make the statement, "My camera was not working." Really! It is to your advantage to give us as much data as possible when you are

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From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



I received a good question concerning the Hard Charger (HC) award, one I had not previously addressed. The question went like this, “I was grided near the back of the field due to a terrible qualifying session caused by mechanical issues. I noticed that the winner of the HC award was a car grided ahead of me. During the race, I caught and passed that car. How did the driver of the car I passed win the award and not me, since I passed more cars?”

Granted, if one looked just at the HC index generated from the grid position to the finishing position, the questioner would have a higher index. However, the driver making the query answered his own question with the information he provided. In this case, the critical information was, “terrible qualifying session due to mechanical issues.” Indeed, the inquisitor had a qualifying time inconsistent with earlier sessions and even his laps scored during the race.

The racer in question had practice session times in the 1:45 to 1:46 range, and also had a pre-race warm up time of 1:45. During the race, he lapped the track with a best lap time of 1:45. These lap times are very consistent. Unfortunately, when it came time for qualifying, his mechanical issues prevented him from lapping the track any quicker than a 1:54. This put his qualifying time more than 17% slower than his practice, warm up, and even race laps. In timing and scoring, we call this lap time which is significantly slower than the driver’s normal established lap time “sandbagging.”

Sandbagging, whether intentional or unintentional (for example due to mechanical problems), is scoring a qualifying lap time notably slower than previous laps. When sandbagging occurs, the driver is

clearly not placed in the appropriate “competitive” grid position. When generating the HC results, sandbagging is considered. Drivers with a grid position generated by a qualifying lap time slower and not within a few percentage points of prior lap times are eliminated from HC award contention.

To further illustrate this example, the poor qualifying lap placed the driver in a grid position in the

*In timing and scoring,
we call this
“sandbagging”*

high 40s. Had he qualified his car within a few percentage points of his practice times, he would have received a grid position in the middle 20s. The difference is over 20 grid positions, or slower competitors to pass during the race – competitors the racer should have already been placed in front of on the grid. The results of the sandbagging are very similar to the scenario where a front runner misses the grid call and is placed at the rear of the field. This front runner may pass the entire field during the race, but these positions are not counted toward the HC index.

In contrast, the HC winner for the race had a qualifying time faster than his practice sessions, and the pre-race warm up. He was properly grided in the low 40s. He earned the HC by passing cars that competitively qualified ahead of him. Recall that the spirit of the HC award is to reward drivers that pass faster cars, not for passing cars that are notably slower. 🏁

Lorem Ipsum

Continued from page 8

crew members alike, that transport from race to race the national equipment necessary to operate a race. These people make room in already crowded haulers, trailers, and trucks for the mass of equipment used by the scrutineering staff and the timing and scoring staff. When you see these racers and crews at a race this year, please take a moment to say, “Thank you,” for their hidden yet critical contribution to our program. Their efforts help protect the equipment and save the host regions the added expense of shipping the gear to the next event.


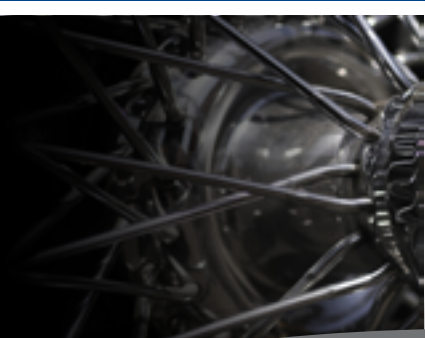
The people that helped during 2011 are listed below. Those that hauled the equipment more than once during the season are recognized by a number in parentheses representing the number of times they transported the equipment.

- Musante Motorsports (4)
- Autometrics (3)
- Eurosport (2)
- Topp Racing (2)
- Mike Courtney (2)
- Jerry Woods (2)
- Carl Switzer (2)
- Carl Amond
- Marcos Amongero
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Rules Change Cycle

By Walt Fricke, Technical & Rules Chair



For the Club Race Rules Chair, it seems like the dust has hardly settled with one year's rules changes when it is time to start the process over for the next year. And, because CRN is not published on a schedule dictated by the Rules cycle, this is your reminder that you should start thinking of what changes to propose, so you can submit them starting April 1, or at least get your ideas in by the end of May, which is the cutoff date.

Last year, I confess, the schedule for getting the rules the Rules Committee decides are worthy of comment out to you suffered slippage and didn't fit the CRN publication dates well, with some of you getting them only after the October 1 cutoff for comments. This year we will rely on an email blast notifying you that

rules up for comment are posted on the website. They will be in CRN also, but won't depend on its publication dates.

Some of you have long had preferences for rules changes which have previously not been adopted. Any

Which rule can I point to that says I can do this

racer can submit any proposal. But those which have not been adopted in the past are significantly less likely to be considered absent some change elsewhere. The rules change proposals which are the most helpful are

those suggesting how to deal with parts for older cars which are no longer available from Porsche. Also very helpful are suggestions that a rule or combination of rules is ambiguous or otherwise unclear.

SOME THINGS RACERS DO WHICH THEY SHOULDN'T

PCA has tried hard to keep the rule book relatively short, although it is inevitable that it has grown over the years. A set of rules which starts with "if it doesn't say you can, you can't" gets confusing if the rules writers succumb to the temptation to add prohibitions along with allowances. Pretty soon, some racers will naturally invert things and object that the book didn't prohibit what they

did, pointing to various prohibitions.

So this is a good place to note some things which one might be tempted to believe are allowed. For starters, all stock Porsches, at least after the 356s, came with a rev limiter. Stock class cars must have a rev limiter which limits maximum RPM within the factory specification. Using 911 SCs as an example, that works out (in one case applying the update/backdate rule appropriately) to be 7,000 RPM when you add in the tolerance in the spec book. I have found some 911 SCs which had no rev limiter. Those running as Euro cars said they have had problems with the cutoff on the rotor limiter, so they just replaced it with a fixed rotor. Doesn't matter – when we test your rev limiter it had better cut off the fuel or spark before the tach gets over 7,000, or whatever Porsche set for your model. Similarly, ignition advance must follow stock specs, as must cam timing and fuel pressures. The factory specs give ranges and tolerances for those, but you must be somewhere within them.

The best approach, when contemplating a tweak which you think will improve your car's performance (which is about all of those a racer would consider) is to ask just which rule can I point to that says I can do this. If you can't find it, you can always ask me. I might say no. If I say yes, I'll ask you to print the email and staple it into your log book. You can expect I'll think about adding just a little more to the rule book for the next year to see if the point can be clarified.

We probably will never get it 100%. In writing this I thought about modifications to the accelerator pedal. Some guys do this for looks, but most often because they have problems with heel and toeing. Some bolt on a block of wood they made. Others buy aftermarket pieces to change the height or width of the pedal. Unlike the specific allowances

for improving the shifters (especially on the 915 transmission) outside of the transmission itself, no rule says you can change your pedal. Doing something not specifically allowed in SCCA Showroom Stock would be a DQ at the Runoffs if there was a protest. But no PCA scrutineer would conclude that these were going to give the driver an unfair leg up on competitors. It calls for judgment, but that is why we get the big bucks.

But if you think of something like this which you think ought to be okay because it is helpful but not going to improve performance per se, you can always propose it as a rule change. I'm going to try to remember pedals and we can see how far we should allow that to go as part of the change procedures. Remove the rubber pad? Sure. Bolt a nifty looking aluminum piece over the stock piece? Why not? Add a complete aftermarket and highly adjustable accelerator pedal? Now we are getting to something worth discussing. See, this rules stuff for a "stock" race car is not as simple as we would like.

ELECTRIC HOOD/TRUNK LATCHES

Mike Roberts, safety director at Sebring International Raceway, brought an issue to my attention concerning late model Porsches. Some (or all?) now have electric front and rear hood/trunk lid releases. What is the first thing the emergency vehicle (EV) workers do when they arrive at a car with smoke coming out of it, or flames? Turn the required, easily accessible, engine cutoff/battery disconnect off. Oh, oh – how to open a lid to extinguish the fire? EV folks, like firemen anywhere, are up to this task. A crowbar will, and did, do the job adequately for their needs.

He knew the racer might not like the result. He believed that in the rear on some cars you could pop out a tail light assembly and access a lever

which would manually release the lid. He suggested that a racer might be able to attach a wire or rod to this mechanism so that it could be operated quickly without removing other parts. The driver might then be able to tell the EV crew how to do this.

Another approach would be hood pins. The rules specifically allow them, and if the stock latch were wired open or otherwise robbed of its function, opening up would be simple. This is something to think about. Personally, having had a hood I had carefully and very firmly shut and even tested pop open on me toward the end of a 50 mile round trip, I favor hood pins anyway. 🏁

View from the Tower

Continued from page 10

involved in an incident. Twice during the Sebring weekend videos produced documentation to clear the driver.

Your race WILL STOP - At the time of possible on track contact you are to report to the black flag station in the hot pits. We have a great "Boots on the Ground" team who are good at finding cars with damage. The consequence of not stopping after being involved in an incident is the steward will stop your race at the time of that contact, even if you think you are not at fault. So why stay out there?

We have grown and have an exciting season ahead which includes the National Championship Points Series, Jackson Motorsports Group and Michelin support as National Sponsors, and new dates for some of the race events.

Enjoy and have your fastest lap in 2012

Vicki 🏁

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The Connecticut Valley Region Club Race

TWIN Sprint RUMBLE

UNMUFFLED at Historic Lime Rock Park !

April 27 - 28, 2012

Registration opens March 19th - <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 26th

(noise restricted)

DE registration opens March 19th at register.pca.org

DE registrar: Susan Vaccaro dereg@cvrpca.org

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



Golden Gate Region Presents
Duel in the Desert
Drivers Ed, Time Trial and PCA Club Race
Buttonwillow Raceway Park
Saturday and Sunday, May 26-27

Test/tune on Friday with Cal. Central Coast Region's DE, then *three race sessions* during the weekend: *two Sprints* and an "Australian Pursuit." We will also do practice starts and a fun race on Saturday, so *Rookie and Provisional License candidates are encouraged!*

Cost: \$375 for Saturday and Sunday

- All race entrants must be PCA members and have a PCA Club Racing license or an approved License Application
- Club Racing forms/info: <http://www.pca.org/Activities/ClubRacing/RulesLicensingForms.aspx>, or call 847.272.7764
- Club Race registration and info: <http://register.pca.org>
- Weekend DE/Time Trial registration and info: <http://pca-ggr.motorsportreg.com/> or email GGRRegistrar@gmail.com
- Friday DE (test/tune) info: <http://ccc.pca.org/>



ZONE 1 CLASH AT THE GLEN

Come join us for the 12th annual **CLASH AT THE GLEN**

hosted by the **Zone One Regions**

Watkins Glen in Watkins Glen, NY.

June 1-3, 2012

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 16 th 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

Jennifer Webb At jenniferbischoff@hotmail.com or 514.235.0157

Pete Tremper at tremper9146@aol.com or 609.221.3854.

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 2011. Each recipient will receive the following:

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- Custom Award Stickers and Suit Patches recognizing your accomplishments.

We hope that the 2011 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. Our extensive inventory also offers many performance products, such as Performance Friction, Hawk, and other performance brake pads. We also stock 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!

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Matt Alexander	Brian Beierwaltes	Don Bryant	Mark Congleton	Carl Fehres	Tim Green	Roger Johnson	Bill Miller	Ray Ramirez	Jack Strifling
Eric Allen	Alex Bell	Jim Buckley	John Cooley	Darren Fenz	Kenneth Greenberg	Scott Johnson	Bob Miller	Steve Randolph	James Sutherland
Howard Altman	Rainer Beltzner	Peter Burman	Steve Coomes	Rick Fischer	Ashley Griggs	William Johnson	John Miller	Gene Raymond	Steven Thayer
Bill Altvater	Alan E Benjamin	Bruce Busby	Keith Cooper	Francis Florido	David Gronke	Aaron Jones	Ed Mineau	Michael Redenbaugh	Philip Theodore
Brian Amond	Richard Bennett	Rachelle Butaud	Tim Costa	Andrew Forrest	David Gross	Bob Jones	Salomon Mizrahi	Chris Reinsborough	Al Tiley
Carl Amond	Nick Benz	Todd Butaud	Mike Courtney	Jonathan Foulds	Paul Gutowski	Claudio Kaempf	Terry Morris	Chuck Reiter	John Torgersen
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John Bauer	Charles Bray	Allan Cohen	J F Dumoulin	Richard Glickel	Al Hess	Hal Lattimore	Robert Page	Earl Schott	Jim Walsh
Wayne Bauman	Scott Bresnahan	Chuck Cole	Bill Earon	John Glueckert	Dennis Hiffman	Chris Lennon	David Pahl	Doug Scovanner	Dennis Wasser
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					Matt Johnes	Mike McMenamin	David Quesnel	Richard Strahota	

Boots on the Ground

By Ray Newman, Chief National Scrutineer



Well, the season has started, another Sebring event is in the books and I have a good start on my tan. Based on the Sebring event it appears I need to make things here a bit more interesting to get your attention. There will be a test when I see you, so pay attention.

Concerning the older cup cars, GTC3 to be specific, I mentioned these last time around, remember? The lower left seat mounts are showing cracks in the floor pan. Well, the thought was you folks would check these prior to the first race. It appears that was not a big enough stick, so here are the facts. In the field of GTC3 cars at the Sebring event, we found that approximately 20% of the field had this failure, and one car had

a failure of the rear stub shaft. Yup, I mentioned that last time also. I know some may think I am just trying to fill the page, and there may be some truth to that, but the real reason I bring this up is for YOUR SAFETY!

We will be glad to chat with you and extend your time in the penalty box

Yes, I am yelling to make sure you hear me through the helmet.

We like to measure the success of a weekend by how many drivers we don't have to talk to because of preventative maintenance not being performed. Whether you have a crew or

not, it is your tail in the seat, and I for one would not want to have the, "I should have had a V8," discussion with any scrutineer, steward, fellow racer, or the one back home that you now have to explain why there is a crumpled heap on the trailer. That said I need to take a moment to give kudos to the GT cars that were at Sebring. We pulled a large number of the field and found no safety issues of note. Job well done on some well worn mounts.

Okay, now on to new business. With the much appreciated help of Porsche Motorsports North America (PMNA) and our new sponsorship, we are working to update our scrutineering tool kit. Throughout the year you will see changing practices for compliance checking and trying out



Photo by www.colourtechsouth.com

Check your wheel locks and axle shafts for stress and fatigue. You don't want to be one wheel short on the track.

some new methods. There will be some trial and error as these tools and methods are introduced. We ask you to hang in there with us as we go through this process and do our best to improve the entire program for all of our racers. Regardless of first appearances and other dribble that follows, we will be working on methods and practices that apply to the entire field of cars - from the current factory cars down to the 356. Improvements to ensure a level field are in the works for all.

One example of these changes is that scrutineers will be collecting Motec data from the Cups starting at the Road Atlanta race. All data collected is considered confidential. We will be using this information for comparison of cars that according to our rules should be equal. This will include requirements of driver and crews not seen before. We will let you know at the drivers meetings as we progress, so if this is new to you at the drivers meetings, I will know you don't read my articles. We will be taking names.

Now, let's talk about black flag and penalties during a race. During a race, the scrutineer will NOT plan on having discussions with you. We will be glad to chat with you and extend your time in the penalty box, or you can get it over with and get to

racing; it's your choice. Once you leave black flag, the first thing we will do is put the radar gun on you. Keep your head straight, keep the speeds correct in the hot pits and we won't have yet another visit during your race. For the record, we really like being bored at black flag during a race, another sign of success for the weekend.

Car numbers problems, you know who you are. We have talked



Photo by Leslie Sikorski

Can you read this car number? If T&S cannot read your car number, you **will** visit Black Flag

about these with you, often way too many times. If you have not fixed them, do so before the next race so it works with your graphics, and make it permanent. The T&S folks will be grateful.

And riddle me this Batman, does it cost more to have NON-WORKING VIDEO in the car? Is this a new feature from the vendors that I missed somewhere in the brochure?

Our goal as scrutineers is to keep you racing fairly and get you home safe. Putting it on the trailer as it arrived is your job. Take care of your friends out there. 🏁

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REGISTRATION: register.pca.org
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Photo by Eric Schramm

MILLER Motorsports Park

JUNE 8-10, 2012

FRIDAY Test & Tune & HPDE
SATURDAY 1 hour Enduro & HPDE
SUNDAY Sprint Race & Super Sprint Race (40 minutes) & HPDE



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Race Registration opens April 23
<http://register.pca.org>

HPDE Registration opens April 23
<http://www.motorsportreg.com>

Region, Event & Hotel Info.
<http://www.irpca.org>

Race Chair - Otto Silva
otto@databaseguru.net
801 899 3511

Registrar - Kay Koellner
koelhunt@xmission.com
801 359 5997 c) 801-870-0463

Driver Education - Jeff Bogaard
jlbogaard@comcast.net
801 712 9211

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Photos courtesy of: Greg Heinze

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19th Annual
48-HOURS-AT
SEBRING
Pictorial



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ROAR on the **SHORE**
Gingerman Raceway, South Haven, MI

June 15,16,17 • 2012

Southeast Michigan Porsche Club



Porsche of the Motor City

ZONE 2 PCA CLUB RACE • VIR
RUMBLE AT THE OAK TREE



Zone 2 PCA Club Race

"Rumble at the Oak Tree"

Virginia International Raceway, Alton, VA

Join us on **June 22-23-24, 2012** on the FULL COURSE Virginia International Raceway in Alton, Virginia for the premier, mid-Atlantic PCA Club Race.

The format will be the same as last year with three Club Races: **two sprint races** plus a **ninety minute Enduro**.

Registration opens May 7th at 9PM (CDT)!
<http://register.pca.org>

VIR will host a Test & Tune on Thursday, June 21th. **This is not a PCA event.** Contact Kevin at VIR (434-822-7700 x104)

See you at Rumble at the Oak Tree

Chairman: Mike Andrew (215)589.5633 mra.1954@gmail.com
 Registrar: Phil Grandfield (757)635.0892 filtyF14@yahoo.com



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2011 Final Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Eagles Canyon Raceway							
John Byram	KSC	D	S 83 911 SC	23	18	5	Red Sprint 1
Darrell Clarke	MAV	D	S 83 911 SC	22	19	3	Red Feature Sprint
Guy Danielson	MAV	GTC3	GT 03 91 CUP	6	4	2	White Sprint 1 *
Bryan Bell	MAV	SP996	P 99 996 C2	11	9	2	White Sprint 1 *
Bryan Bell	MAV	SP996	P 99 996 C2	9	6	3	White Feature Sprint
Michael Redenbaugh	MAV	G	S 96 993 C2	24	18	6	Enduro
James Shoffit	MAV	D	S 78 911 SC	8	5	3	Survivor Sprint
Carolina Motorsports Park							
Jeffrey Freeman	PNW	GTC3	GT 02 GT3 CUP	11	4	7	Black Sprint 1
Pat Drinnen	CAR	GT4S	GT 92 964	16	9	7	Black Sprint 2
Robbie Strickland	CAR	F	S 94 964 COUPE	12	8	4	Orange Sprint 1 *
Newsom Baker	SMT	F	S 87 911	14	10	4	Orange Sprint 1 *
Bill Williams	CAR	SP3	P 93 911 RSA	12	8	4	Orange Sprint 2
Chris Martin	BGS	E	S 82 911 SC	11	2	9	Spider Enduro
Roebing Road Raceway							
Greg Barrows	FLC	H	S 99 996	24	15	9	Blue Race I
Dennis O'Keefe	SFL	H	P 95 993	18	13	5	Blue Race II
Richard Brownyard	PAL	F	S 88 951 S	13	9	4	Blue Race III
Allen Shirley	FCR	D	S 72 911 S	15	10	5	Red Race I *
Randy Snyder	PST	D	S 79 911 SC	19	14	5	Red Race I *
Joseph P Tobin	CER	SP3	P 89 944 S2	6	3	3	Red Race II *
James Kehrt	FCR	SP2	P 85 944	12	9	3	Red Race II *
Tim Pruitt	PST	SP2	GT 88 924 S	11	6	5	Red Race III

* Indicates a tie



The Ohio Valley Region Announces

Top Gun Challenge 2012 July 14th & 15th Putnam Park Road Course

**Test and Tune and DE on Friday July 13th
DE on Friday Saturday & Sunday**

Lots of practice, two sprint races and a one hour enduro. Putnam Park Road Course is a safe, well maintained 1.8 mile course located 40 minutes west of Indianapolis. **Garages Now Available!**

Practice Day Racers: Practice sessions for racers on Friday will be held in groups under DE rules.

DE Drivers: Two Run Groups with lots of track time. Race Chairs: Larry Lindgren at lflindgren@fuse.net and Rich Rosenberg at (513) 530-9090, rjrol@aol.com. Registrar: Mary Louise Bauman at (513) 272-2452 or mlbauman@fuse.net

The First PCA Safety Policy

Submitted by RJ Wilmoth, PCA National Historian

One last comment to clear the air of any possible misunderstandings about the objectives of the Porsche Club of America. We, sitting here in the nation's capital, do not feel that we are gods

speaking from Mt. Olympus. The PCA isn't going to attempt to dictate over your personal or organized activities. If you want to race on re-treads, for example, our only concern is:

(1) Avoiding the event in which you are competing, and (2) Where do we send the flowers.

Panorama #1, December 1955

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2012 Sebring Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
2012 - Sebring International Raceway							
Armando Lacayo	GG	K	P 04 GT3	6	4	2	Checked Red Blue *
Doug Miller	FLC	GT4S	P 96 993	9	7	2	Checked Red Blue *
Peter Collins	GCT	GTC4	GT 08 GT3 CUP	7	2	5	Checked Red
Omar Hilmi	POT	G	S 91 911	50	27	23	Green Sprint 1
Wayne Bauman	OHV	GTC2	GT 98 993 SUPER CUP	38	25	13	Green Sprint 2
Qualifying session cut short - no award generated							Red Sprint 1
Kevin Rosenberger	SFL	GT3R	GT 05 997 S	41	29	12	Red Sprint 2
Rob Hale	MSO	D	S 74 911	27	12	15	Orange Sprint 1
Mike Walsdorf	CHO	E	S 90 944 S2	26	18	8	Orange Sprint 2
L Foubare / J Refenning	GCT	GT6S	GT 68 911	62	35	27	Black Enduro
Robert Neil	SFL	GT4S	GT 02 996	47	21	26	Pink Enduro

* Indicates a tie

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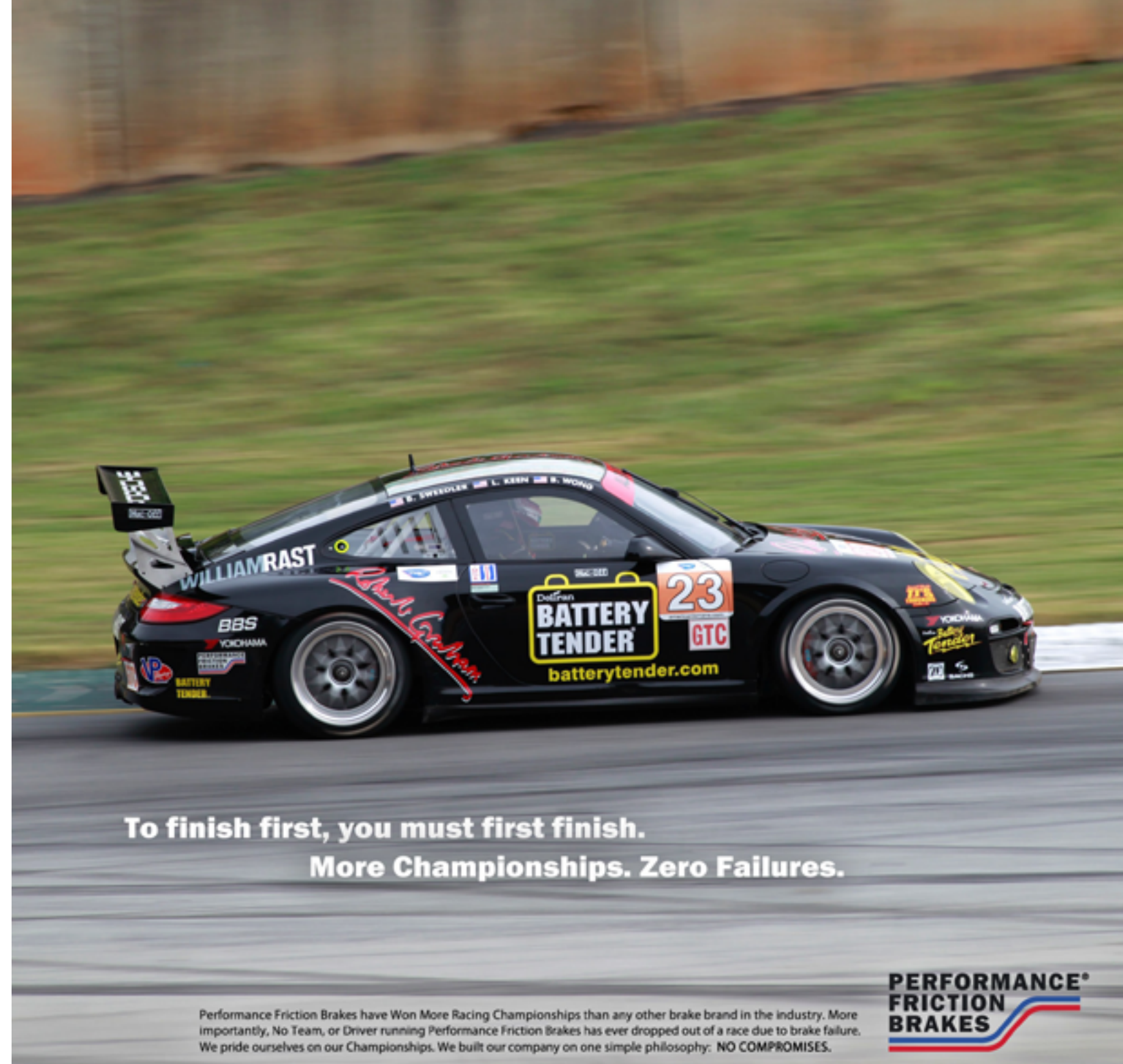
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Arnold Smith
Porsche914GT1@comcast.net

(1)

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(2)



GT3 Cup

2002 996 GT3 Cup

Excellent original condition, never pro raced, never crashed. Six PCA club races. 4800 miles, 25 race hours, 28 DE hours. Extra BBS, Motons, upgraded clutch and flywheel, Aim data, Racecam/Chasecam. New OPM seat & belts, extra seat, 2-way radio, cool shirt, spares, race ready. Contact for pictures. \$80,000. New 24' enclosed trailer available.

Jim Cherry 501.206.6386
flyerjc@suddenlink.net

(2)

2007 997 GT3 Cup

Original owner, 6.5 hours on PMNA sealed motor and Copans sealed transmission, blue axels, wheel bearings, clutch, battery, shift cables, 2 sets of wheels, Moton shocks, cools suit cooler, radio system, upgraded Motec, chase cam (2 cameras), Premier Fuel Cell. Many other upgrades. \$135,000 serious only please. Complete spec sheet available.

John 949.510.3738
supercup@cox.net

(2)

2005 & 2007 Cup Cars

2007 Grand Am spec, one of 11 for the year, original engine with 47 hours. 2005 World Challenge spec, 15 hours on Porsche Motorsports NA rebuilt engine. Both cars in Rolex 24 in respective years. Both finished without damage. Both used for DE since by original owner. Cars at Alex Job Racing.

Bruce Dandrew 352.343.3884

(2)

GT3

2004 GT3

Red with black interior. "J" Class, numerous wins. 12,000 miles, excellent condition inside and out. Full cage, RaceTech seat, Moton Club Sport adjustable shocks. Cup mono balls, shifter, cables, clutch and rotors. OEM mufflers and straight pipes. Spare Fikes and wets. Sure Shift sequential shift light. AMB transponder and in-car display. In-car RaceCam. \$59,000.

Barry 603.622.5450
Barry.Brensinger@LBPA.com

(1)

944

1987 Porsche 944

PCA SP2, NASA GTS1, 944 Cup. 70,000 miles, 240 hrs. Racer's Edge suspension: A-arms, T-bar delete, custom valve dual adjust Konis. LSD with short 5th, 2 Sparco S2000 Seats, harnesses, great condition, reliable, competitive. \$9000 car only. \$15,000 for Trailax Trailer all spares, 2 sets wheels, tires. Contact for pics or questions.

Randy Kulamer 404.401.6153
rjkul@att.net

(2)

968

1995 968 Euro Club Sport (CS)

Completely Track Ready. 3.0 liter, 6 speed, ltd slip diff, Charlie arms, mono ball, B&B exhaust, Kineses wheels, Cobra seats, roll cage, etc. Spectacular factory Riviera Blue. Absolutely great condition mechanically and cosmetically. C of A from Porsche. Very race and appreciating. \$35,900.

Ed Blaise 801.209.3159
edblaise@rocketmail.com

(1)

The Classifieds

Buy, Sell and Browse

964

1992 964 US Cup

Original non-converted car #581. Converted to full race spec by Weldon Scrogins. Approx 3K miles since new. Original paint, never hit. All correct Cup options including 9.5" wheels. Currently titled and licensed but needs some conversion back to street. All docs from new, C of A from Porsche. Incredible dual purpose car and very rare. \$110K.

Ed Blaise 801.209.3159
edblaise@rocketmail.com

(1)

914

Best prepared 914, Sunkissed

914-6 built by Patrick Motorsports. Expertly maintained by Wayne Baker Racing. Correct 2.0L, 901 build to vintage specs. Spare gears and parts included. Excellent condition. Ready to race. \$55K. See: <http://tinyurl.com/Sunkissed171> <http://tinyurl.com/7e5m58f> <http://youtube/yPgqnKK80ag>

Mike Eisele 602.421.9134
lameisele@hotmail.com

(1)

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Submit text and photos ads to the CRN editor. Photo ads are accepted at a prepaid price of \$40 for two issues. Submit payment for photo ads to the Advertising Coordinator.

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