



# NEWS

Volume 12.2

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America





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## Inside

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## Features

- 14 A Photo from the Past**
- 14 ClubRegistration.net Goes LIVE!**
- 16 GTC2 Cup Collection**
- 18 Rookie of the Year - 2011**
- 20 Scoring Squirrel**

## Columns

- 4 Chairman's Corner**
- 8 Lorem Ipsum**
- 10 From Start to Finish**

## Remnants

- 7 2012 Club Racing Schedule**
- 22 2012 Early Season Hard Chargers**
- 24 The Classifieds**
- 26 Advertiser Index**
- 26 National Committee**

Photo by [www.colourtechsouth.com](http://www.colourtechsouth.com)



Page 14



Page 16



Page 18



### On the Cover

**Gary Small (MG) bicycles over the curbs at Sebring in his E-class '90 944 S2 exclaiming, "i'm lovin' it"**

Photo by [www.colourtechsouth.com](http://www.colourtechsouth.com)

**Deadline for article submission for the next issue is July 27, 2012**

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

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# Chairman's

By Bryan Henderson, Chairman PCA Club Racing

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So far 2012 has started out very well for PCA Club Racing. We have had four sellouts by the end of April. They include Sebring, Lime Rock, New Jersey Motorsports Park first race with Grand Am, and Watkins Glen. The Glen has over 310 entries for about 268 spots.

When races are set up, the required maximum number of entries per race group creates a situation where it is almost impossible to simply limit the registration to the desired maximum participants overall and call the race a sellout. For example, let's say the first 268 entries at The Glen have 67 cars in groups two and three but group one contains 80 cars. The size of the entry list for the fastest classes make it impossible for everyone in that class to move up a group and not bump people out of a faster group that actually registered before some of the cars in that class. So the class you are in can cause some ripples in the final entry list. It will likely take several more entries above the 268 maximum to get 67 cars in each group.

After the run groups are established for an event the wait list can be set up. After the wait lists are established, the class you are in continues to have an effect. For example, if you with your E car are number 269 when 268 are approved but the car that cancels creating an opening is a GTC3, then you will likely be passed over for a car that will fit in the group that has an opening or a reasonable movement of classes will allow the car in somewhere. It will likely not allow movement across four groups.

With these sellouts, racers need to be aware that most regions are not willing to hold spots in a sold out race for racers who have not paid the registration fees. The solution is to register early and often and pay for your registration. If you do not get in due to a sellout your entire fee will be refunded.

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*There have been situations this year where drivers misinterpret the checkered flag in a way that costs them a finishing position in the race*

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The email address used in ClubRegistration.net should be for whomever is actually responsible for that registration. If the shop handles the registration, then the email address should be that of the shop. If this is not the case, the word sometimes does not get to the folks who need the information.

Our National Championship Series is off to a great start. One of the items that troubled some people when the championship idea was first circulated was the thought that the series could create more intensity for some racers and result in an increase in the incident rate. The good news is that incidents so far this year are down about 30% (knock wood). I think that may be a testament to the understanding of our drivers that before you can win you must finish. If you are at fault in a 13/13 incident, by rule, you can't win.

We are looking at ways to have a celebration of our 2012 National Champions probably early in 2013. I will keep you posted on those arrange-

Continued on page 6



To illustrate the point about the checkered flag, assume #511 above is the overall race winner and is receiving the checkered flag. Then #16 is entitled to take another lap as #16 is in front of the race winner and has not yet received the checkered flag.

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## Chairman's Corner

Continued from page 4

ments. If you have an idea about a great way to do this let me know as soon as possible.


There have been a couple of situations this year where drivers misinterpret the checkered flag in a way that costs them a finishing position in the race. This mistake can result in a Did Not Finish (DNF) on the score sheet and a loss of points plus the loss of a point to other drivers who finished in front of the driver making the mistake. The mistake happens when a driver about to be lapped (or lapped again) by the race's overall winner sees the checkered flag displayed for the overall winner and thinks it is for him/her. If you approach the starter's stand and the flag is not already out but is waived just as you approach you need to pay close attention. Usually the starter will point at the overall leader if the leader is in traffic. The race ends when the overall

winner crosses the finish line. If the winner is behind you, even slightly, (as shown in the illustration on page 4) your race is not yet over. You would be the last car on the finishing lap and entitled to complete your last lap. If the leader passes you *after* the finish line your race is still not over. If the winner is slightly ahead of you at the finish line then your race is over.

We have a new system for getting live timing and scoring information to the paddock and other locations during a race. The system uses our timing and scoring computers to transmit information to an internet site. That site rebroadcast that information to smart phones and tablets. It works with the Android, Apple, and Windows Phone 7 systems. The system displays lots of information including last lap time, fastest lap time, position overall, position in class, differential between positions, laps to go and more. The app to make it work on your device is \$4.99. You can use it even when you are not at

the track. Thanks to Michael Wingfield, Chief of Timing & Scoring, for researching and setting up this system.

I have traveled to most of our races this year to help get our partnership with some of our sponsors started off on the right foot. It has given me the opportunity to see again how well our races are set up and run. We need to truly thank the volunteers in our regions and our National Staff for the very professional job they do. Our races are second to none. It amazes many that any organization has this many people that have the leadership talent and desire to manage races for their friends so that those people can have an absolute blast in a racecar. I am very proud to state the obvious. The Porsche Club of America has the best folks possible putting on the best races possible. The volunteers of PCA Club Racing are truly an amazing group. Thank you.

Bryan 



**HIGH PLAINS RACEWAY • AUGUST 11-12 2012**  
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Club Race Registrar: Norma Nada [sloporsche@aol.com](mailto:sloporsche@aol.com) 303-699-9360  
Online: <http://register.pca.org> **Club Race Registration Opens – Monday, June 25<sup>th</sup>**

Event will also include Advanced Solo DE groups  
Advanced DE Registrar: Nancy Warren [nanru@hotmail.com](mailto:nanru@hotmail.com) – 303-604-1289  
Online Registration for DE: [www.pcarockymtn.motorsportreg.com](http://www.pcarockymtn.motorsportreg.com) Registration opens **Monday, June 25<sup>th</sup>**

Club Race/DE info: Kathy Fricke [katfricke@msn.com](mailto:katfricke@msn.com) - 303-499-6540 & Vicki Earnshaw [vicklm@aol.com](mailto:vicklm@aol.com)  
More detailed event information on <http://rmr.pca.org/> click on Club Race Event Logo on RMR home page

# 2012 Club Racing Schedule

Dates	Event	Region	Region Contact
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 925.876.6417 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 gpr-registrar@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@99westtrailers.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 mra.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 740-973-0538 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 5-7	Hallett Motor Racing Circuit	Cimarron	Jon Jones 918.740.7951 cimarronpcanews@gmail.com
Oct 27-28	MotorSport Ranch*	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Oct 27-28	Carolina Motorsports Park*	Carolinas	William Scarbrough 803.600.6704 bscarbrough@sc.rr.com
Nov 30-Dec 2	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

One day while working at a customer site in Huntington, WV, a site I have frequented over the last two years (as we converted and upgraded their telemetry system), one of the plant staff made an interesting comment. She asked, "Why don't you move here where all of your friends are?" I could not help but laugh and responded with, "Friends? Don't you mean acquaintances?" After all, the only people I know in Huntington are customers I only see at their job site. But her question did set me to thinking about "friends" and the meaning of the word.

Webster defines *friend* as, "1.a. one attached to another by affection or esteem," which is a little more than I expected from a work acquaintance. But then again, Webster continues with, "1.b. acquaintance." Ergo, her use of *friend* was apropos. I guess I had a more intimate sense of the meaning of the word more in line with definition "1.a." With the explosion of online social media, the word seems to have lost most of the initial meaning since virtual (pun intended) strangers can "friend" others.

My reflections on *friend* had me reminisce about my early high school days. During that first year I met Mitch (his real name was George, but he preferred Mitch). We met on the football field as we tried out for the team. Mitch was a short feisty Yankee, so out of place in southern Virginia, but his welcoming outgoing personality had him making friends instantly.

I don't recall how we became such good friends since we were such opposites. He was a risk taking, uninhibited extrovert, and I a quiet reserved conservative. Perhaps it was because he played quarterback and me half-back, and we took football seriously. We would run plays in his yard all year long, ever trying to perfect the triple option and the dump pass to the half-back in the flats.

Back then the triple option was an offensive strategy made popular by coach Darrel Royal at the University of Texas at Austin and executed to perfection by his Longhorns. Mitch and I watched coach Royal's training film hundreds of times.

It wasn't long before the friendship transcended football and we would just hang out most of the time. Whether we played football, field hockey, wiffle ball,

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*We added a third member to our established duo, a guy Mitch dubbed "Caveman"*


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raced slot cars, or snuck into the drive-in movies behind his house, each weekend I was either at his house or he at mine. The fact that he had several very attractive sisters, both older and younger, made going to his house the preferred venue for this early teenager, but I digress.

During the second year of our friendship we added a third member to our established duo, a guy Mitch dubbed "Caveman" (his real name was David). One could venture a guess that Mitch called David "Caveman" because David was a squat stout fellow and had a somewhat Neanderthal appearance accented by his shaggy unkept hairstyle. Caveman was even more reserved than me, as if such a thing was possible. Caveman was also an offensive lineman. When you're running the triple option, everything hinges on what the tackle does, so adding Caveman was logical. But when football season was over, Caveman became rather scarce. Nevertheless, Mitch and I continued as best friends.

Unfortunately, before the start of the third year Mitch moved across the county and attended a rival school. Caveman and I visited Mitch a couple of times via bicycles (we were too young to drive). Bicycling was something I loved (and still do), so knocking down 25 miles was nothing to me since I rode that many miles every day. Caveman, not so much - he struggled. By the end of the summer, the bicycle trips waned.

I think the last time I saw Mitch it was on the football field that season when our schools met for a game. I kept looking for Mitch when the opponent's offense was on the field, but I could not spot him. The opposition's quarterback was too tall and the jersey number Mitch wore was on a guy of different ethnicity. However, I did find him late in the game during a pass play that had me going down the sideline. The ball did not come my way, but after the whistle blew to end the play I heard a familiar Yankee voice shout, "Hey Wingfield!" I turned to see Mitch running over from his defensive safety position. We gave each other a good punch in the arms as we made our way back to our respective huddles. I've occasionally wondered what happened to Mitch. For those two years we had a friendship stronger than those in Stand by Me.

Now, as my home Maverick Region celebrates 50 years with the slogan "Driving friendships for 50 years," one takes pause to look at and recall former and current friendships. One meets so many people through PCA, giving the opportunity to spawn friendships all over the country. While I have never met another Mitch, I would count myself as one that by definition has *friends* all over the country thanks to PCA. This is my 30th year in PCA and during that time I have met some incredible people - people I am proud to call *friend*. I can only hope that some of them also consider me a friend. 



**AUGUST MADNESS @**

# MID OHIO

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- 3 day advanced solo DE groups
- Featuring David Murry, Pro Coach

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[daveidhayden@windstream.net](mailto:daveidhayden@windstream.net)

**Registrar:** *Ginny Barry, [MidOhioClubRace@columbus.rr.com](mailto:MidOhioClubRace@columbus.rr.com)*

**Info:** [www.morpcra.org](http://www.morpcra.org)



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# From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



**P**CA Timing & Scoring has a new offering for our racers – Live timing and scoring results! These live results bring a new dimension to our racing program and are available to users of smart phones, tablets, and other devices that can access an internet web page. Whether you are at the race track or sitting at home and curious about what is going on during a particular race weekend, you can now keep up with your friends, family, or competition as they turn laps on the track.

For the past few years I heard the requests from our racers asking for live timing and scoring results. However, there had not been a solution that fit the PCA Club Racing model – until this year. Shortly after the 2012 Sebring race, the necessary elements started to fall into place: an internet relay service,

results web hosting, hardware components, and a mobile internet data plan that fit the PCA requirements model. In a mad rush the week of the Lone Star Region club race at Texas World Speedway (TWS), the necessary items were

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*Sitting there with my dual displays, I felt as if I was watching a pro race on TV*

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gathered and put into place for Dave Anderson to run our initial pilot at TWS. This pilot was a silent rollout as we wanted to make sure all the components worked well together before making a formal announcement that scoring results were now available live.

Our live timing and scoring relay service is provided by Race Monitor (<http://www.race-monitor.com/>). Race Monitor also provides the app necessary on smart phones for the user to view the live scoring results. Currently, Race Monitor has smart phone apps available for the iPhone and iPad at the App Store, for Android devices at the Android Market, and for Windows Phone 7 from the Windows Phone 7 Marketplace. You will find links to each of these app providers on the Race Monitor website. The cost for the app is \$4.99, and the app will allow you to view any live results provided by any race organization that uses Race Monitor for the relay service.

Likewise, the live results are available on the internet. Since our racers use ClubRegistration.net (CR.net) to register for events, CR.net seemed the perfect home for a web presentation of the scoring results. I spoke with long time friend Chris Alvarado, the human behind CR.net, and asked if he would be interested in hosting the live PCA

race results. He welcomed the idea as it completed the package of live video and blogging he already had in place on CR.net. With Chris also working as the TWS race chairman, it came together quite well.

The TWS pilot was a huge success. After a few early morning growing pains, Dave was ready to hang the “Live Timing & Scoring” posters I had created just for the occasion. Unfortunately, I could not attend the race to participate in the launch first hand. However, from my out of state office where I had to work that weekend, I sat addicted to the live presentation on CR.net. I had one computer configured for the live video and a second computer configured to the live results and blog. Needless to say, I got very little actual work done during the race hours. Sitting there with my dual displays, I felt as if I was watching a pro race on TV.

After TWS, we configured our second scoring equipment box on the west coast for another silent rollout at the Golden Gate Region Thunderhill Raceway Park club race, which ran the same weekend as the Peachstate Region Road Atlanta race. Chris was up to the challenge of hosting two live race results simultaneously. I provided Chris with the necessary web code and he was set. That weekend, CR.net had live video, scoring, and blogging from Road Atlanta and live scoring from Thunderhill.

As of this writing, we have successfully rolled out live scoring at each PCA Club Race this year. Unfortunately, that will not be the case for all of our races. Technology limitations will prevent us from providing live scoring from the Mosport International Raceway and Buttonwillow Raceway Park. For Mosport, we are limited by the differences in



Sample presentation of Live Timing & Scoring results as seen on an Android

Continued on page 12

# THE 5th ANNUAL SCHATTENBAUM SHOWDOWN

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## From Start to Finish


Continued from page 10

mobile data technology between the USA and Canada. At Buttonwillow, no internet access is available from either a wired connection or via our mobile data provider. Without the internet connection, we can not transfer the race data to our relay server, and ultimately to your smart phones or CR.net.

## Blind Apex

I know many of our racers use the Blind Apex in-car display to receive live data from the timing system. Regrettably, one of our transmitters quit operating at the end of 2011. We learned there was a newer transmitter available, so we took the opportunity to have the unit replaced/upgraded. However, we are still waiting on the replacement unit. In the meantime, do not hesitate to ask T&S at your race if the Blind Apex transmitter is available. We do hope to

have this capability restored soon. Also, here is a reminder that we do not sup-

port the MyLaps Onboard in-car display system. 



Rank	Driver Name	Class	Laps	Last Time	Best Lap	Best Lap	Diff	Gap	Color
1	#11 B DAVIS JONES	GT19	3	01:40:050	01:40:158				GREEN / GT 72 911
2	#117 CHARLES HARRIS	GT15	3	01:40:018	01:40:018	0.852	0.852		WHITE / GT 78 911
3	#79 MARK HUPFER	E	3	01:39:801	01:39:801	1.261	0.409		SILVER / S 79 911 SC
4	#95 FRED WICKS	SP4	3	01:41:550	01:41:489	4.468	3.207		BLACK / P 90 961
5	#69 ANDREW ZALASIN	F	3	01:41:358	01:41:852	6.877	2.408		BLACK / S 04 BONSTER
6	#41 DENNIS HIFFMAN	F	3	01:43:373	01:43:373	12.647	6.770		YELLOW / S 95 968 FIREHAWK
7	#1 RICHARD BROWNYARD	F	3	01:43:453	01:43:453	15.272	2.625		BLACK / S 89 961 S
8	#86 TOM COLLINS	F	3	01:44:886	01:44:886	15.967	0.699		RED / S 90 968 FIREHAWK
9	#287 BOB NONNEMAN	F	3	01:45:851	01:45:851	16.752	0.785		WHITE / S 90 964 C2
10	#434 J. SILVIO / R. HULBERT	F	3	01:44:121	01:44:121	16.425	1.673		RED / S 90 911
11	#61 ROB HALE	D	3	01:44:708	01:44:708	19.767	1.342		YELLOW/BLACK/RED / S 74 911
12	#76 BILL MILLER	E	3	01:46:580	01:46:507	20.258	0.491		BLACK / S 87 911 CAMERA
13	#87 JACK STRIFLING	E	3	01:44:379	01:44:379	20.988	0.730		RED / S 87 911
14	#144 LARRY HOFFMAN	GT15	3	01:44:046	01:44:046	22.225	2.227		SILVER/BLUE / GT 74 911 RS
15	#177 BRIAN WEATHERED	E	3	01:45:452	01:45:452	24.720	1.495		RED / S 90 964

Expanded screen Live Timing & Scoring results as seen on an iPad

# CupCar Solutions



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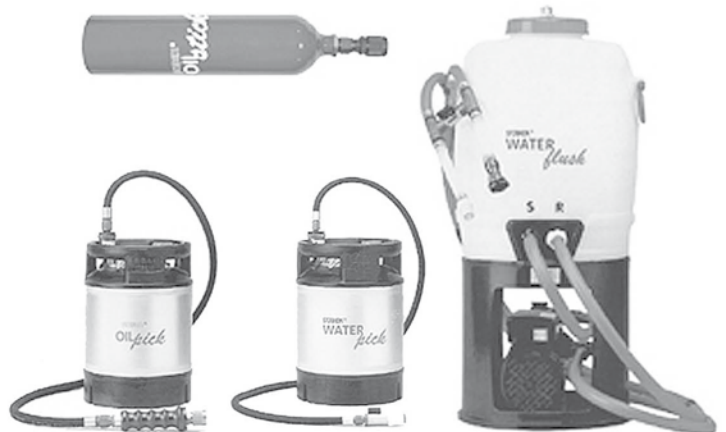
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NEW Safety Collars

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*Goes*

# LIVE!

By Chris Alvarado, ClubRegistration.net (Lone Star Region)


The 2012 season is in full swing and ClubRegistration.net (CR.net) is pleased to announce live timing and scoring results and live video for PCA Races. In cooperation with PCA Club Racing we are hosting these services for all to enjoy. First introduced at the Lone Star Region Texas Two Step Club Race at Texas World Speedway in March, we have seen a steady increase in the number of viewers. It seems that we all want to cheer on our friends even when we can't make it to the race. While the live scoring results are unofficial you

can see who the winners are before the results are posted.

One of the most popular features on CR.net is the live video. Those races that are able to support it can have live video from the tower, paddocks and even in-car. At the 2011 48 Hours of Sebring over 150 people simultaneously watched the video. It was an amazing number of viewers for our first trial run. Visit the Live Video link on CR.net to see the races in action. As an added bonus you can login and chat it up with fellow members while watching the

action. A computer or smart phone is all you need to view all three services: live results, live video, and chat.

Live video is not limited to the club organizers or even a race. Other events can be hosted as well. As a member you can contact ClubRegistration.net to host your own live video in case you find yourself winning a DE or countryside tour. But be careful when you are watching it. It will likely make you get in your car and drive to the event!

Thank you PCA 

## Finding Michael Melton - A Photo from the Past



1996 Hallett Motor Racing Circuit Maverick Region Club Race before the 1996 Parade. Pictured (L to R) Bruce Boeder (Sponsor Coordinator), Michael Melton (CRN Editor), Alan Friedman (Club Racing Chairman), Anita Moyle (Licensing Coordinator), Ruth Harte (National Executive Secretary), and Harry Hall (Chief Scrutineer and Rules Chair)

ITS NO SECRET THE GERMANS  
HAVE SOMETHING WE ENVY...  
(Nürburgring)



CONSIDER US EVEN.





# GTC2 CUP COLLECTION



At the Connecticut Valley Region "Twin Sprint Rumble" Club Race at Lime Rock Park, five GTC2 CupCars showed up to race. This equals the number of GTC2 cars that showed up for the races at Sebring and Road Atlanta combined. The drivers pictured (L to R) above include: #22 Michael Emblar (SCH), #74 Cliff Sander (CTV), #45 Stephen Cloud (CTV), #83 Hoyt Ammidon (SCH), and #505 Bill Slowsilowski (CNY)



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# Rookie of the Year 2011

By Adam Jaspers, PCA Club Racer (Rocky Mountain Region)

I have officially been a member of PCA for five years. I did however start participating in PCA events in 2002 with my then and now girlfriend Angela Hill, granddaughter of late PCAer Dr. Richard Porter. Angela and her mother Nancy Hill started taking me to PCA driving events in their old '74 914. It wasn't long before they let me participate as a non-member driving their car in DE and autocross events. Without a doubt, I owe my membership and continued excitement for the club to the Hill/Porter family who introduced me to what has become an all-consuming obsession in my life.

Along with racing, I also enjoy working on my cars and supporting the race shop, Poudre Sports Car, that has done so much to make my racing endeavors a reality. What follows is a brief description of my first year as a PCA Club Racer.

## 1. Motorsport Park Hastings

With my car finally finished, I loaded onto a borrowed open trailer with two sets of used tires and headed to Motorsport Park Hastings to find out what the Club Racing program was all about. I was reasonably confident that things would work out since Walt and Kathy Fricke had agreed to act as my mentors for the weekend. I arrived late Friday night hoping that I would be able to learn the track in just a couple of practice sessions on Saturday morning - a true rookie. With lots of help from my fellow racers I was pulled around the track, but most of the learning came from the realization that this was no longer a DE. In addition to a steep learning curve, I also struggled with the reality of a freshly built car that hadn't been fully vetted and struggled with transmission issues. Thankfully, Allen Fritze, Walt Fricke, Dean Johnson, and

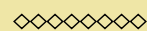
Buddy from the Hallett Motor Racing Circuit were right there to help me for hours on end, multiple times, so that I could make the required starts for the weekend.

## 2. Brainerd International Raceway

With a rebuilt transmission, a new used enclosed trailer, and the knowledge that fresh tires were the real thing, I headed to Brainerd

The friends of Michael Melton at European Performance Engineering in Massachusetts, sponsor the annual Rookie of the Year Award. Michael was a fellow club racer who passed away in 1999 from pancreatic cancer and was perpetually known as the "Rookie." Of the 90 Rookies who joined the Club Racing Program in 2011, 31 were eligible for the award by completing five or more incident free races during their first year. The award plaque carries the inscription:

Michael Ward Melton  
Memorial  
"Rookie of the Year"  
Award



"We should pursue our dream of  
Racing but not to the detriment of others"



Chad Cox, Carlos Pereira, Angela Hill, and a fellow driver help Adam with the Enduro pit stop at Miller Motorsports Park

International Raceway. Having befriended fellow racer Keith Fritze (2010 Rookie of the Year), and his wife Kim, I spent the first nights as their guest at their lake home while Keith, Allen, and I prepped for the racing to come. Brainerd was a whole new experience for me. With a little undue confidence from my first race, I discovered the value of Friday practice and my track side installed cool suite. With one more weekend under my belt, this time with no car trouble, I loaded the club equipment in my already over packed trailer and headed to my home track at High Plains Raceway (HPR) for what I hoped would be my first real racing.



Adam receives his "Rookie of the Year" award from Club Race Chairman Bryan Henderson at the Texas Two Step 2012 Lone Star Region Club Race at Texas World Speedway

### 3. High Plains Raceway

I was pressured by friends to make HPR, my home track, my first PCA Club Race. Unable to resist the excitement, HPR was instead my third weekend with the program. As it turned out, this was a good thing. I arrived at my home track with some lessons learned. Again, with lots of local support I was able to give it my best. HPR was also the first chance I had to repay the hospitality that I had received from the other regions and it made me very proud to be part of a race team and shop that provided financial support to make the event a reality.

### 4. Miller Motorsports Park

For my next race, seven Rocky Mountain Region members and I made a caravan to Miller Motorsports Park on what we called our Annual Pilgrimage. Miller was unfortunately an ill attended event, but was probably the most socially exciting. I subsequently wrote



Photo by SportShotPhoto.com

an article about it for our regional newsletter, High Gear. The most notable thing learned from Miller as a new racer was a piece of advice I received from veteran racer Bob Jones, and then subsequently ignored just to later have the point driven home. At the Saturday dinner Bob commented that I was clearly moving up as a racer, and while I may be faster and willing to take more risks, successful racing also required patience. We shared a good laugh about the petulance of youth. The following day I impatiently waited for my opportunity to take a pass just to overcook it with three turns to go. As painful as the lesson was, I decided there might be something to the wisdom shared.

### 5. Hallett Motor Racing Circuit

Hallett Motor Racing Circuit was my final race of the year. With a long season coming to a close, I shared a ride to Oklahoma with Walt Fricke. When we arrived I first had to unload the club equipment that I again hauled from Utah. After all, there isn't much racing without timing and scoring. Seeing many of the same faces I had seen all season and feeling very comfortable with Club Race format and protocol, I enjoyed an amazing weekend of friends, new and old, and some great racing on a track made for my '78SC. 🏁

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As the newest member of the T&S staff, I get to sit here and verify car numbers.



# Scoring Squirrel



Can't you guys use transponders to identify these cars? Sitting down here is *NUTS!*

Hey, where is the number on *that* car?



Photos by Chuck Perilli, PCA National Timing & Scoring Staff (Potomac Region)



## The Road America Challenge 2012 DE and Club Race at Road America, Elkhart Lake, WI September 1 – 3, 2012 – Labor Day Weekend

2 Sprints and a 90 minute Enduro

Friday – Optional Test & Tune (under PCA DE Rules)

Saturday – Practice sessions/starts, Concours and Dinner at Siebkens, with a police escort to/from track

Sunday – Sprint and 90 minute Enduro Races

Monday – Sprint Races

**Club Race registration opens Monday, July 16<sup>th</sup>, 9:00 pm CDT**

<http://register.pca.org>

DE sessions (experienced drivers only) Friday – Monday

**Club Race Chair** – Keith Clark 630.514.5937 [kc\\_design@sbcglonal.net](mailto:kc_design@sbcglonal.net)

**Club Race Registrar** – Susan Shire 847.272.7764 [raceregtrac@aol.com](mailto:raceregtrac@aol.com)

**DE Registrar** – Toby Duckett 630.248.7680 [tobyduckett911@gmail.com](mailto:tobyduckett911@gmail.com)

## Potomac, the Founders Region, Announces

# The Summit Point PCA Club Race and Advanced DE Event

September 28, 29, 30 2012

Please join the Potomac Region for their twenty first annual PCA Club Race and Advanced DE at Summit Point Motorsports Park's Main Circuit. Summit Point Motorsports Park is located in Summit Point, West Virginia, just west of Charlestown.

Racer registration will be Thursday evening. Race activities start on Friday, the 1st with warm-up sessions, practices starts, and fun races later in the afternoon. Saturday will feature practice, qualifying and two sprint races. Saturday night we will offer a delicious barbeque at the track for racers, family, friends and race volunteers. All participants receive a ticket for the Saturday night barbeque, with extra tickets available for purchase. On Sunday there will be another sprint race and an Enduro Race.

Lodging and dining accommodations are available in either nearby Winchester, Virginia or Charlestown, West Virginia. Overnight camping is also permitted at the track.



Registration will open on August 15, 2012. <http://register.pca.org>

The Potomac Region's Club Race is the oldest continuously held PCA Club Race event. Plan now to join us and help keep the Potomac Summit Point Club Racing tradition alive.

For more event information contact:

Race Co-Chair: Fred Pfeiffer, 301-729-2407, [fpfeiffer@atlanticbb.net](mailto:fpfeiffer@atlanticbb.net).

Race Co-Chair / Racer Registrar: Starla Phelps 703-354-5833 [starlaphelps@verizon.net](mailto:starlaphelps@verizon.net) or [starla@pcapotomac.org](mailto:starla@pcapotomac.org)

DE registrations available online at [www.pcapotomac.org](http://www.pcapotomac.org) or email [deregistrar@pcapotomac.org](mailto:deregistrar@pcapotomac.org)



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# 2012 Early Season 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>
<b>Texas World Speedway</b>							
Glenn Smith	MAV	SPB	P 99 BOXSTER	28	19	9	Blue Sprint 1
Earl Schott	CMR	D	S 80 911 SC	40	29	11	Blue Super Sprint 2
Brian Wood	MAV	SPB	P 99 BOXSTER	38	30	8	Blue Sprint 3
Peter Donohoe	NE	H	S 01 996	27	18	9	Red Sprint 1
Jeff Hood	CIM	GT4R	GT 95 993	10	5	5	Red Super Sprint 2
Michael Hemingway	RMT	GT4S	GT 74 914-6	20	15	5	Red Sprint 3 *
Steve Patti	MAV	H	S 92 CARRERA RS	24	19	5	Red Sprint 3 *
James Dean	HCT	E	S 87 911	18	11	7	Combined Sprint 4 *
Brian Wood	MAV	SPB	P 99 BOXSTER	20	13	7	Combined Sprint 4 *
Terry Morris	WIC	SP1	P 84 944	22	15	7	Combined Sprint 4 *
<b>Road Atlanta</b>							
Kevin Healy	MNY	GT4S	GT 95 993 C2	20	10	10	Group 1 Race A
Chris Pedersen	SDO	GTC3	GT 05 GT3 CUP	22	16	6	Group 1 Race B
Dennis O'Keefe	SFL	H	P 95 993	14	8	6	Group 2 Race A
Charles Harris	SFL	GT5S	GT 78 911	20	13	7	Group 2 Race B *
Tom Collins	CHO	F	S 92 968 FIREHAWK	26	19	7	Group 2 Race B *
James Silvio	MSO	F	S 90 911	27	20	7	Group 2 Race B *
Newsom Baker	SMT	F	S 87 911	31	24	7	Group 2 Race B *
Don Bryant	FST	D	S 80 911 SC	35	23	12	Group 3 Race A
Randy Snyder	PST	D	S 79 911 SC	31	20	11	Group 3 Race B
Laurent Verstreken	PAL	GTC4	GT 06 CUP	15	8	7	Enduro A *
Doug Crossman	CHO	G	S 92 RS AMERICA	24	17	7	Enduro A *
Philip Kim	JSH	F	S 01 BOXSTER S	25	9	16	Enduro B
<b>Thunderhill Raceway Park</b>							
Grid by class, not by time - no award						N/A	Sprint 1
Grid by class, not by time - no award						N/A	Sprint 2
John Seidell	GG	GT6R	GT 73 914	13	7	6	Enduro
<b>Heartland Park</b>							
Tom Hayes	WIC	GT3S	GT 75 911	6	4	2	Blue Sprint 0 *
Gary Knoblauch	CHO	GT4S	GT 76 911 RSR	9	7	2	Blue Sprint 0 *
Ron Leonard	KSC	GT3S	GT 88 951 S	11	9	2	Blue Sprint 0 *
Nicholas Georgieff	KSC	GT3S	GT 75 911 S	13	11	2	Blue Sprint 0 *
Henry Davis	GPL	GTB1	GT 09 CAYMAN S	5	4	1	Blue Sprint 1 *
John Marchant	GPL	GTB1	GT 11 CAYMAN S	6	5	1	Blue Sprint 1 *
Gary Knoblauch	CHO	GT4S	GT 76 911 RSR	8	7	1	Blue Sprint 1 *

<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
Adam Jaspers	RMT	E	S 1978 911 SC	14	5	9	Red Sprint 0
Steve Coomes	MAV	SP1	P 86 944	18	14	4	Red Sprint 1 *
Rick Shaffer	GPL	E	S 83 911 SC EURO	20	16	4	Red Sprint 1 *
Clint Sawinski	NST	GTC3	GT 01 GT3 CUP	14	4	10	Combined Sprint 2
Brian St Denis	KSC	E	S 81 911 SC EURO	18	8	10	Combined Sprint 3

#### Auto Club Speedway

Garrett Guess	SDO	GTB1	P 02 996 C2	7	3	4	Blue Race 1
Steven Gerken	SDO	G	S 93 911 RS AMERICA	7	5	2	Blue Race 2 *
Bob Jones	INT	E	S 87 911	8	6	2	Blue Race 2 *
Shields Bergstrom	MIL	GT3R	GT 02 996	10	6	4	Blue+Green Race
John Ball	SDO	GTA2	GT 05 GT3 RSR	7	3	4	Green Race 1
Doug Baron	LA	GT2R	201`0 CUP	6	2	4	Green Race 2
Ed Muscat	SDO	GT4S	GT 84 CARRERA	10	6	4	Enduro

#### Lime Rock Park

Chris Reinsborough	CTV	E	S 91 911 C4	19	12	7	Green CT Valley Race
Chris Reinsborough	CTV	E	S 91 911 C4	15	8	7	Green Lime Rock Race *
Frank Osborn	NE	E	S 86 951	18	11	7	Green Lime Rock Race *
David Seuss	NE	GTC3	GT 04 996 GT3 CUP	16	11	5	Orange CT Valley Race
David Seuss	NE	GTC3	GT 04 996 GT3 CUP	11	5	6	Orange Lime Rock Race
Charlie Boyer	NNJ	SPB	P 98 BOXSTER	2	1	1	White CT Valley Race
No advancement among eligible competitors						N/A	White Lime Rock Race
Ronald Tietjen	CTV	G	S 89 944	22	14	8	Yellow CT Valley Race
Harry Kintzi	CPA	H	P 95 993	23	14	9	Yellow Lime Rock Race

#### Mazda Raceway Laguna Seca

Kevin Booth	DIA	GTC4	GT 08 GTC4	15	11	4	Sprint 1
Warren Walker	SVR	GT3R	GT 80 911	20	13	7	Sprint 2

\* Indicates a tie



## Motley Crew

For the Lone Star Region Club Race evening dinner, the national crew don the finest faux formal wear. Actually, the faux formal T's were provided by the region in hopes of dressing up this motley crew. Pictured left to right are: Dave Anderson (Timing & Scoring), Dan Jacobs (Scrutineer), Bob Jones (Steward), and Jerry Blazek (Scrutineer). Garcion, check please!

# The Classifieds

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## 1974 RSR GT3

Hank Godfredson (now retired), the former owner of GT Racing, sponsor of Porsche Club Racing, has owned this 3.4 RSR for 16 years. Successfully raced in PCR, HSR, NASA, RMVR and SCCA events. Includes a fresh engine, RSR body panels shown, 3 tails/wings and a front clip. \$55,000

Hank 719.661.8911  
phyllisg911@earthlink.net

(1)

## 2007 GT3 Cup

Great condition & beautiful car with unique paint/graphics. 70 hour engine, fresh Copans trans, motorsport autoblipper, new clutch, Fuel Safe cell, blue axles, upgraded Motec, 3 sets of wheels, dual radio harness, helmet AC, cool shirt, Chase Cam, meticulous care and maintenance. \$95,000.

Don Mayer 316.644.4943  
Dmayer1@cox.net

(1)



## 1974 Porsche 911 GT4R Racecar

3.0 litre, Minimum race time. Webers, dual oil coolers, fuel cell, headers, 2 sets Fuchs, Bilstein coil overs, Recaro seat; Cool Suit Reservoir. Weighs 2000 lbs. Dyno'd 239 HP. Fabricated in 2009. 2011 recent top end engine reconditioned, new track Alignment. PCA, NASA log books. \$65K invested, \$25K OBO.

Bob 281.299.8217  
Bdunn46@comcast.net

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## 1986 Porsche 944 n/a Rothmans Cup Racecar

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Mike Bavaro 732.493.2700  
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## 914-6 Racecar

GT-1 replica built on reinforced 1974 tub. Steel flares, fiberglass doors and hoods, NASCAR style cage. New belts and seat, quick release steering wheel. 10,000 rpm tach. Moton gas shocks with off-set camber plates in front. Airport gears in 901 transmission with Quaife LSD. 2.4 L twin-plug crankfire with PMO "Weber" 42 IDA carb with two oil coolers.

Arnold Smith  
Porsche914GT1@comcast.net

(2)





## GT3 Cup

### 2002 996 GT3 Cup

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Tom Miller 775.742.9891  
tom@mipnv.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

(2)

## 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 Blais 801.209.3159  
edblais@rocketmail.com

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## 968

### 1995 968 Euro Club Sport (CS)

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Ed Blais 801.209.3159  
edblais@rocketmail.com

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Dale Thero  
speedster156@gmail.com

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# Advertiser Index

<b>Apex Performance</b> .....	<b>5</b>
<b>Autometrics</b> .....	<b>11</b>
<b>Carquip</b> .....	<b>21</b>
<b>CupCar Solutions</b> .....	<b>12</b>
<b>Forgeline</b> .....	<b>16</b>
<b>Jackson Motorsports Group</b> .....	<b>13</b>
<b>Lockton Motorsports</b> .....	<b>17</b>
<b>Northstar Motorsports</b> .....	<b>IFC</b>
<b>OG Racing</b> .....	<b>IBC</b>
<b>Performance Friction</b> .....	<b>15</b>
<b>TC Racing</b> .....	<b>19</b>



### *Honorable Mention*

The above photo of an unnamed crew member working on the '09 GT3 Cup GTC4 of Chuck Cole (MAV) at Sebring this year was a very close second for taking the cover of this issue.

Thank you Danny Kent (FLC), Lights Out Photography for the awesome shot.



### National Committee

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