



NEWS

Volume 12.3

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America





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<http://www.pca.org/Activities/ClubRacing.aspx>

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On the Cover

Laurence Jitts (LHN) negotiates around the iconic Oak Tree in his '98 986 SPB at VIRginia International Raceway
Photo by www.fandsenterprises.com

Deadline for article submission for the next issue is October 26, 2012

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Chairman's

O By Bryan Henderson, Chairman PCA Club Racing

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We are well into our first National Championship season. Points totals are available on the PCA.org web site under Club Racing - Race Results - Points Championship Standings. The Points Championship Standings button is just below the individual race weekend results. You can look at the top 3 in each class, any class in full detail or any driver's results. Check it out.

We are making plans for a celebration of our National Champions and podium finishers in the championship race. The Celebration will be held early in the 48 Hours of Sebring Club Race weekend in Sebring Florida in early February 2013. Look for details coming out over the next two months.

Racing in PCA is definitely up for 2012. After the first six months, total racer entries were up 12% over the same time period last year. Sell outs continue as Mid-Ohio is currently full with a couple of weeks to go. Road America entries are running very strong. If you want to go to a specific race, make sure you register early and pay the entry fee. A few weeks out, or as a sold out point is reached, race organizers will begin to drop those entries that have not paid the entry fee. They need a good count for the goodies they provide like dinners and shirts. We don't want them to buy those things for you if you are waiting on a weather forecast to determine your true interest. Besides, sometimes that tactic doesn't work very well. For example, Road Atlanta this year and Watkins Glen last year had terrible weather fore-

cast for the weekend but the weather was great.

Along with our National Championship and increase in racing we have had another very pleasant program development. Incidents in general and especially multi-car incidents and the resulting 13/13 sanctions are down in raw numbers by 22% over the same time period for last year. When that number is adjusted for the increased participation, 13/13 incidents are down a whopping 32%. Good work guys and gals - keep it up.

Our stewards work very hard to "get it right" each and every time

Vu Nguyen, PCA Executive director, and I had a nice visit this past week with the good folks at one of our primary sponsors and Michelin representative Jackson Motorsports Group (JMG). JMG is an advertising agency that works with many well-known brands. JMG is the sole importer and retailer of Michelin race tires for virtually all of the United States. They also provide very good pricing and service on BFG race tires. We came away with some good information for all of us.


PCA Club Racing competition license holders can receive great pricing on Michelin high performance street tires and Wiley X Sunglasses from JMG. They also provide free mounting and balancing of race tires they sell at the track for events where they will be on site. They will be there any time we have a total of 10 or more GTC3, GTC4, or GTC5 Cup Cars registered two weeks before the race. At races where they will not be supporting, they will provide free

shipping to the track. Any license holder can contact JMG with their needs. They can be reached at 800-722-3234.

Apparently the price of race tires has gone up quite a bit over that last couple of years. I see prices in many cases for our stock class cars that are 30% higher than what the same tire cost two years ago. The Michelin tires specked for our GTC3-5 classes went up about 10% this year. This was the first price increase in several years on those tires. I am assured that the increase has nothing to do with our relationship with JMG. That seems like a rational statement based on what has happened to other race tire prices over the last couple of years. I don't have a clue about what has caused the price increases. Oil? I believe that JMG is working hard to keep the prices reasonable for our racers and believe the price will stay stable for the rest of the year.

Our stewards met in Dallas on 8/4/2012. Our meetings are designed to keep our steward group on the same page in how we run events and decide the fault in incidents. Consistency is very important. These guys and gal work very hard to "get it right" each and every time. They give up several weekends a year working races and lots of time working with the regions setting up races. There is a bunch going on behind the scenes that is necessary to have well run races for PCA. Thank them and all of the rest of the National team when you get a chance. Don't forget the local volunteers who work very hard to put on each race weekend as well. It is amazing to me that a club like PCA has folks that are capable of and willing to do what these people do so that we can enjoy some fantastic racing and create some very wonderful memories.

Be safe!

Bryan 

*Porsche supplies
the horses.*



*We supply
the shoes.*



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Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

Did you notice that we have recovered eight years of past CRN issues? These issues are once again available on the PCA Club Racing website. I am happy to report that we were able to find some of Andy Jones' (my CRN editor predecessor) later years. However, as first reported back in CRN issue 11.2, we are still trying to locate our club racing past, specifically CRN issues prior to 2001. If you have something from our heritage, please contact Bruce Boeder (BBoeder@BoederLaw.com) or me. I would like to make the full history of PCA Club Racing as told through CRN available to readers.

Have you noticed any changes in CRN lately? I am the type of person that strives to make every issue better than the one before. An interesting comment in this regard came from a very established and experienced PCA regional newsletter editor. As I described my vision to add this or change that, all in an effort to make CRN better, this other editor stated, "you're the only one that will notice." I went so far as to try something radical for issue 12.1 that evidently escaped the notice of the readers (amazingly), for I did not receive any comments on that issue.

Don't get me wrong, I'm not the type of person that looks for or expects compliments or comments. Rather, I am a behind the scenes type that strives to get things done. Maybe that comes from years for working in IT back office positions, or "cost centers" as business likes to call them. The fellows in the "profit centers" get center stage and receive all the glory when things go well, but all the while they could do nothing without the back office applications that enable them. Conversely, when things do not go so well in business, the finger of blame frequently falls on the back office crew – but I digress. Maybe the other editor was correct, and I am

the only one to notice. Even though that major change brought no feedback, I will continue to make this newsletter the best I possibly can.

On a completely different topic, I travel a lot in my work. Recently, I was riding a parking lot shuttle and noticed three TSA agents on the shuttle. My first mental question to myself was, "why are they on the shuttle?" Don't TSA agents park in employee parking at airports? Evidently not. Then I noticed

*For millions of years,
mankind lived just like
the animals*

that each of the three thirty-something or younger TSA agents were entranced in their palm held electronic devices. Two wore earphones and were slightly bobbing their heads, eyes closed, to their private world of musical selections. The third was typing vigorously on her device with what separates mankind from most other animals, her opposable thumbs. Each had a slightly apathetic appearance, if not almost catatonic.

I continued my observations of people inside the airport, where travelers clumped around AC power outlets with all manner of computers or hand held devices. Even among the rows of seats at the gates, people were engrossed in their portable technological devices. I struggled in my searching of the masses to find someone – anyone - reading a book or magazine, much less people actually conversing with one another; what an electronic dependant species we have become.

This final revelation brought me back to club racing and my recollections of the last race I attended. PCA Club Racing Timing and Scoring now pro-

vides live results to portable electronic devices. As I scanned the paddock I observed clumps of people, not talking with one another per se, but rather standing with heads down enraptured at the information emanating from their hand held units. Is this truly a good thing?

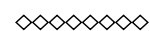
As I beheld the hoard in the airport, still remembering the club race, I recalled the song "Keep Talking" by Pink Floyd. In the opening sequence of the song a sampling of a Stephen Hawking quote is used which states, "For millions of years, mankind lived just like the animals. Then something happened which unleashed the power of our imagination. We learned to talk..."

Although not included in the Pink Floyd song, the Stephen Hawking quote continues with, "...and we learned to listen. Mankind's greatest achievements have come about by talking and its greatest failures by not talking. It doesn't have to be like this. Our greatest hopes could become reality in the future. With the technology at our disposal, the possibilities are unbounded. All we need to do is make sure we keep talking."¹

With our dependence upon and rampant use of non-vocal technologies, are we destined to become a species that forgets how to talk with our fellow man?



1 British Telecom advertisement 1993



I must include a special "Thank you" to Nancy at www.fandsenterprises.com. When I envisioned the cover for this issue, and described to her what I wanted in composition, she and her staff researched their photo collection and sent me a selection of cover candidates. This extra effort by her and her staff is greatly appreciated.
- Michael

2012 Club Racing Schedule

Dates	Event	Region	Region Contact
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
Oct 26-28	Carolina Motorsports Park *	Carolinas	William Scarbrough 803.600.6704 bscarbrough@sc.rr.com
Oct 27-28	MotorSport Ranch *	Maverick	Pat Heptig 214.649.7909 pheptig@heptiglaw.com
Nov 3-4	Buttonwillow Raceway Park *	San Diego	Greg Phillips 619.395.7506 phigr@att.net

* Indicates Enduro Event

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Race Registration on clubregistration.net opens August 20 to all licensed PCA racers.

Non-racers can register for DE which is open to all PCA members.

Check for updated information on pcafc.org

View from the Tower

By Vicki Earnshaw, Chief National Steward



We are now entering the busiest part of the race season. As mentioned in CRN 12.2 we are experiencing a wait list for some of the events. This is a reminder to register early and check the cancellation policy for that event. Cancellation policies are region specific and some may be more lenient than others. You need to PAY your registration to hold your entry. At this time the registration for Road America is very strong. We are experiencing increased participation in all of our races. Way to go - keep the excitement rolling!

SCRUTINEERING

Early in the summer Bryan Henderson and I joined the scruters for their training meeting in Orange County, California. We were welcomed by Porsche Motorsports North America at their facility and then followed with a day and half of meetings. This experience will give the scruters the opportunity to achieve our goal of having a level racing field in all

classes. This was a productive two days reviewing cars, test equipment, rules and a method to facilitate this knowledge.

What I witnessed at Miller and VIR was scrutineering of full classes with fairly quick procedures. So do not be surprised if a scrutecr comes to your pad-

*Do not be surprised if
a scrutecr comes to your
paddock area to perform
a compliance check*

dock area and asks you to open the hood, unclamp a device, or remove a tire to perform a compliance check. The response from the racers has been thankful that we are doing more of these checks to keep the field fair.

START – RESTART - CHECKERED FLAG

The warm up lap will have a pace car leading the pack in a double row. Anytime the pace car is out or coming out to the track the flag condition will be double yellow. The pace car will enter the hot pits and the pole position car will bring the field to the starter stand at the pace that was established by the pace car. Anyone changing position before the green flag waves has made a pass under yellow flag conditions. When the green flag is waved it is for the complete field thus allowing passing any where from front to back.

For a restart the pace car will lead the leader around and when the track is clear will turn off the flashing lights and come into the hot pits. Again, the leader will bring the single file pack around to the start at the pace established by the pace car. We do not want the pace car slowing down to cause any changes in

the back of the field. The start will be at the starter stand and the green flag is for the entire field of cars.

The checkered flag is given to the overall race leader. If you are in the back of the field you will want to determine if the checkered flag is for you OR for the leader right behind you. Taking the checkered flag one lap early can result in a DNF (Did Not Finish). A DNF will not allow you to collect points for the Championship and your class competitors will not earn the bonus point for finishing ahead of you. And to be clear, you must take the checker flag on the race track and not in the hot pits.

BLOCKING

Probably the most frustrating part of racing is trying to get around someone who continues to prevent you to execute the pass. This is called BLOCKING. Simply defined, blocking is impeding the driver behind you. This does not denote one move.

If racer A comes out of a corner and decides to take a driver-left line and the car behind racer A (racer B) drifts to the right, racer A can not move over to impede racer B.

Now if racer A comes out of a corner and decides this time to run a defensive driver-right line on the track, even though he does not usually run that line, he may do so. Now racer B comes out of the corner and goes driver-left. Racer A has chosen a defensive line (driver-right) but that is okay. However, racer A can not move back to the left in front of racer B.

Blocking is frustrating and can result in an aggressive low percentage pass that can result in contact. PCA racing allows us the choice to make good decisions when trying to execute a pass. We want to give everyone racing room and as a racer you need to run your race

Continued on page 11



Scrutineers receive training at the Porsche Motorsports North America facility in California



Cimarron Region

Porsche Club of America

Announces the Original and 11th Annual

OKTOBERFAST

at

Hallett Motor Racing Circuit

October 6-7, 2012

Once again, Cimarron Region is proud to host PCA Club Racers at everybody's favorite racetrack, Hallett Motor Racing Circuit. We love having all of you here for one of the highlights of the Club Racing season. From the friendly atmosphere, to the Saturday night dinner under the Oklahoma stars, to the exciting competition, Oktoberfest is a "can't miss" event. In honor of Cimarron Region's 25th Anniversary this year, we're offering a special challenge to all those SPBOX drivers out there. We invite the East Coast guys and gals to meet the West Coast drivers in neutral territory at Hallett. Come see how you fare against our talented Midwest pilots in an Oklahoma-style shootout for top honors in the [Cimarron Region Boxster Challenge!](#)

Contact: Race Chair Jon Jones at 918 740-7951 or cimarronpcanews@gmail.com

Event Registrar Joy Jones at 918 200-4044 or oktoberfastregistrar@gmail.com



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From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



As of this writing, we continue to provide live results at each of our races with one exception – Canadian Tire Motorsport Park, a.k.a. Mosport. In CRN 12.2 I stated that due to technical limitations we would not be able to provide live results from that Canadian track. I am aware of some online grumbling at the absence of the live results for that event, but we will provide the service where technically possible, and hopefully will have the live results at Mosport next year.

Along these lines, Dick Ward, one of our long standing T&S staff, was able to use creativity luck to broadcast live results from Buttonwillow Raceway Park. You may recall I had predicted we would not be able to provide the live results from Buttonwillow.

We will continue to provide this smart phone service at each track when possible. Likewise, you can view the live results on the Internet at ClubRegistration.net. We are working to make the online experience more enjoyable. Most notably we realize it will be helpful to have an event schedule available online so you know when to tune in for a race.

Now that we have covered half of the season, I would like to hear your impression of the live results service. Is it something that adds value to our sport? Does it provide you with everything you want to see in live results. Do you want more features or functionality? How have you used the live results to improve your racing or enhance your race experience? Let me hear from you.

Hard Charger Award - FAQ

Hard Charger (HC) award results questions continue to be one of the most asked topics directed toward me. Several articles discussing the purpose and qualification criteria have previously appeared in CRN¹ and those back

issues are once again available on the PCA website. If you are really interested in our sport, you should review the past issues to garner a better understanding of from whence we came and where we are headed. Articles on the Hard Charger award are just one of the many topics that seem to warrant repeating every few issues.

Competitors do not receive credit for passing phantom cars that were never on the track

For example, a racer recently asked why he did not receive the HC after starting last in the field and passing most of the cars during the race. The answer to his situation was easy – he started last on the grid because his qualifying time was disallowed due to a rules infraction discovered during impound. The infraction resulted in a DQ for the qualifying time. When your qualifying time is disallowed, you become ineligible for the HC in the race for which that qualifying time was recorded. Likewise, if your qualifying time is allowed, but you are later found in violation of the rules for a race (and subsequently receive a DQ), you are ineligible for the

HC for that race. The HC recognizes the racer that participates in full compliance with the rules during both the qualifying and race sessions.

Another question about the HC focused on a driver performing his own index computation. Using his starting position from the grid sheet and his final finishing order, he determined his HC index was higher than the result published in CRN. However, what the racer did not realize is that the HC index is computed for competitors that actually participate in the race, not from all competitors eligible to participate in the race.

In his case, his actual starting position was adjusted up three positions to compensate for three competitors that had qualified ahead of the racer, but these three other competitors did not actually participate in the race. In essence, the racer advanced three positions as soon as he was released from the grid as the empty grid spaces (holes in the grid) were absorbed by the field as the cars moved onto the track. The result of the index normalization² left this particular racer with an actual index three lower than his personal computation from the grid sheet and final results. He does not receive credit for passing the three phantom cars that were never on the track.

2 CRN 08.3

Start Positions			
Start Pos	No.	Name	Class
1	031	DAVID BAUM	GTC4
2	357	MARK STEINGAS	GTC3
3	192	JERRY GREENE	GTC3
4	631	KRISTIN TREAGER	GTC4
5	332	SCOTT DENMARK	GT2R
6	009	JAMES LESLIE	GTC3
7	070	RANDY ALEXAND...	GTC3
8	336	GARY BOSS	GT4R
9	65	BOB KLASKIN	GTC4
10	66	CLAUDIO KAEMPF	GT45
11	163	RICK FISCHER	GT35
12	83	GLEN SPIEGLER	GT45

Sample starting grid generated for an Enduro

Start Positions			
Start Pos	No.	Name	Class
1	031	DAVID BAUM	GTC4
2	357	MARK STEINGAS	GTC3
3	192	JERRY GREENE	GTC3
8	336	GARY BOSS	GT4R
9	65	BOB KLASKIN	GTC4
10	66	CLAUDIO KAEMPF	GT45
12	83	GLEN SPIEGLER	GT45

Grid of actual race participants on the track for the same Enduro


1 CRN 08.3, 09.2, 10.2, 12.1

Finally, a racer asked how the HC results listed in CRN could state “No advancement among eligible competitors” for any particular race. Specifically, he noted that in his race a competitor that started near the rear of the field, passed all of the cars ahead and won the race. The competitor had a valid qualifying session and a valid race.

The answer here, and typically seen when “No advancement among eligible competitors” appears is the type of race in question. If a race is not gridded based on pure qualifying order, then the race is a gimmick race. Gimmick racers are not eligible for HC awards.

The race in question addressed a large field sprint race that contained a split start. The cars in the second group of a split start race are effectively in a gimmick race, as these cars are not gridded by overall qualifying time. Rather, the cars in the second split group are intentionally placed at the back of the remaining field, and as a consequence are often placed behind other competi-

tors for which they have officially qualified in front of if the field were not split. In the race in question, the pole sitter of the second group in the split start actually had a qualifying time that would have placed him on the pole of the entire field. Thus, he can not receive credit for passing any of the cars ahead of him during the race. This point also applies to all of the cars moved to the second group in a split start.

However, the remaining competitors, the first group in a split start, are eligible for the HC. These cars are gridded in overall qualifying, i.e. each car ahead has out qualified each car behind. No faster qualifiers are behind another car within this group. Their HC index is computed on the actual starting and finishing positions. Unfortunately, the time differences between these cars often leads to a finish order identical to the start order, thus the notation “No advancement among eligible competitors.” 


View from the Tower

Continued from page 8

and give those around you the same opportunity.

I stewarded two of the races in California this spring and it was fun to work events with good racing and Porsche camaraderie. If you have not been to Thunderhill Raceway Park or Mazda Raceway Laguna Seca consider putting them on your calendar for next year. Both are great tracks and the racing was clean and close. The San Diego Region has also added another California race at Buttonwillow Raceway Park for November 3-4.

Enjoy the Racing Season,

Vicki 



Carolinias Challenge

October 26-28, 2012

Carolina Motorsports Park
Kershaw, SC

We will also have two DE Run Groups (Solo and Instructed) and a Multi-Marque Car Show!

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Registration for the CLUB RACE and DRIVERS ED: <http://register.pca.org>

Questions?

Bill Scarbrough (Club Race Chair):
Brian Powell (DE Chair)

clubrace@carolinias-pca.com
driversed@carolinias-pca.com



Rules Change Proposals

By Walt Fricke, Technical & Rules Chair



As we do every year, here for comment are the rules change proposals for 2013. A request for comment does not mean the Rules Committee endorses the changes. It only means that the committee desires to hear from racers who would be affected. In most instances, racers collectively know far more about how a change would or would not affect their cars and classes than the four committee members. With as many Porsche models and classes represented in Club Racing, no one knows everything, but collectively racers and shop owners possess a detailed understanding of the cars. Comments, especially those which contain technical details and a reasoned explanation for a position, are extremely important in maintaining sensible rules.

In other cases, it is valuable simply to hear what racers in a class think of a change. The Spec Boxster (SPB) suggestions put forward for comment are a good example of this. Those who proposed them believe that they will make the SPB more fun to race, and will deal with some of the issues which arise from the initial specifications. Those who proposed them believed these changes would not simply make the whole class faster as compared with other classes, but would make the racing within the class better, more enjoyable, and thus strengthen the class despite the fact that the costs of preparing a competitive car would increase. It is really the class members (and past members who have switched to other cars and classes) who have the best insight into the effect of such changes, if they are adopted or denied. Comments may be sent to crules@pca.org until October 1, 2012.

Again, remember what follows are suggestions for comment, and do not necessarily represent the views of the Rules Committee.

STOCK CARS

1. Engine

Add: Chips are free in pre-OBDII cars, so long as the stock rev limit, and boost control on turbocharged engines, is retained.

Reasoning: Stock chips for these cars are no longer available (NLA), and it is thought that little advantage may be obtained from chip modifications to an otherwise complying motor.

6. Body/Chassis/Interior

Add: Brake and clutch pedal covers may be removed, and material may be attached to the pedals to alter the height and width. Accelerator pedals are free.

Reasoning: Racers have made these minor convenience and reliability modifications since the beginning of Club Racing, and the Rule book should reflect this.

SPB

2. Engine.

D. Power steering coolers are allowed.

Reasoning: Even with the under drive pulley, with the allowed wide front wheels the power steering system can still overheat. Coolers are relatively low cost, don't improve performance directly, and racers who have not had an overheating issue won't be disadvantaged if they don't do it.

F. Exhausts are free after the heads.

Reasoning: Improve performance of the car.

3. Transmission. Limited slip differentials are allowed.

Reasoning: This would benefit the car in cornering and trail braking and minimize abrupt handling changes when an unloaded tire spins or locks. It should also save on tire wear.

4. Suspension/Wheels/Tires. Re-valving of the spec shocks is allowed. (Please comment on an alternative where any shock, or any shock without an external canister is allowed.) Springs are free.


Reasoning: Improve the handling and performance of the car.

SUPER CLASSES GTC

H. Amend to include GTC2 in the allowance of aftermarket fiberglass or carbon fiber hoods, with the same restrictions.

Reasoning: As is the case with the GTC1 cars, aluminum hoods are extremely expensive to replace if damaged, but add enormously to the value of these cars as historic race cars. An aftermarket hood which retains the interior and exterior shape of the factory hood would allow the original to be stored against eventual sale of the car. Against this must be weighed the fact that the rules already allow a stock steel hood to be used, and it is thought these cars benefit from a bit more front weight.

T. Amend to add GTC3 cars to use any Porsche provided exhaust system.

Reasoning: The proponent suggested allowing alternative muffler replacements, citing the cost involved to replace one when it is damaged. The muffler on these cars is especially exposed to damage in rear end collisions. If there is a suitable Porsche part which will fit, that would be the preferred option, and one hopes the comment procedure will provide an answer there. If no such part is available, what aftermarket part or parts should be specified if this change is desired by car owners and is approved? Would this be an improvement over repairing damaged mufflers? 

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Boots on the Ground

By Ray Newman, Chief National Scrutineer




Well, we are well into the racing year, and although I have spent time discussing various things, I would like to turn things a bit. Those of us that race would like to go to every venue we can, but the reality of life seems to get in the way of our fun. Many of us, self included, can only do one or two races a year. I see many log books that have only one race a year at the same venue. This brings up a new set of issues. Although we may DE the car more than we race, we still need to have the same level of scrutiny of our equipment as if we are racing every weekend. We will get tires and brakes for the weekend, but often other things are overlooked, especially if the car has been around a while.

Here is a quick list of things to check:

- Belts: within date and properly mounted. Make sure locking pins are installed on removable belts
- Seat expiration: if the seat is dated, then it must have a compliant back brace
- Seat mount: solidly and securely affixed. Sliders wear and get loose over time
- Brake Fluid: flushed regularly
- Battery connections: clean and secure
- Helmet: certification SNELL SA2005, Snell SA2010 or SAH2010, FIA 8860-2004, SFI 31.1, or BS6658-85 type A/FR 2005 and later
- Hans: straps in good condition
- Suit, gloves, and shoes: date and rating compliant
- Padding: compliant and on the cage in the proper places
- Fire extinguisher: charged and within date
- Log Book: in the car

We scrutineers are making a point to safety check as many if not all cars at any given weekend. Check your log book and see when you were last checked. If it has been a while, bring the car into tech and let us have a look. We are more than happy to help keep you safe so you have fun.

See you at the next race. 



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Mid-year Rules Changes

By Walt Fricke, Technical & Rules Chair

It is sometimes necessary to make minor modifications to the Rules outside of the annual suggestion and comment system. Here are six such changes. Since they are in effect, no comment is requested.

Boxsters are now entering the stock class ranks. Given the fact that few came with the factory hard top, that the class weights are based on cars without the hard top, and that the fabric top may not be used (and may be and normally is removed for cage installation), it is appropriate that they be able to use an aftermarket replica top, as the Spec Boxsters do. Such tops must have the same upper shape as the stock hardtop so that no aerodynamic advantage may be gained or attempted. Complying tops are available from the aftermarket. In addition, cage builders have routinely removed the Boxster factory rollover hoops behind the seats to facilitate installation of a proper roll cage, and this sensible practice needs to be recognized.

CHAMPIONSHIP RULES

In order to get championship points, the car must finish the race on the race track.

Reasoning: Many of the tracks we race on do not use a cool down lap or do not have a hot pit start/finish line loop which racers cross after the checkered flag.

GENERAL RULES

Every racecar must have an installed transponder compatible with the PCA Timing & Scoring system. The Club Racing website has an order form available which specifies the system used.

Reasoning: Transponders are a requirement, but have never been included

in the Rulebook. This will better inform rookies and prospective racers from other venues..

Racers, if not willing to reuse existing gaskets or seals, must have replacements on hand so that valve and other engine covers may be removed as needed for rules compliance checking.

STOCK

6. Body/Chassis/Interior

Add R. Boxsters may run with no top, with the factory hard top, or with an aftermarket fiberglass hard-top replica secured to the roll cage. If a fiberglass top is used, the rear window may be lexan of stock configuration with no venting.

Add S: Factory installed rollover protection may be removed to facilitate installation of a roll cage (e.g., Boxster, 911 cabriolet pop-ups).

SP3


2. Suspension.

E. Delete "Bump steer kits are not permitted." (F says they are permitted, so this was a clear proofreading goof by your rules editor).

SPB

1. Safety, Chassis & Minimum Weight
Add to A. Roll cages: The factory rollover bars behind the seats may be removed to accommodate installation of a roll cage. Note: Most, if not all, SPB cars have done this already for proper cage installation.

GTB

While the ECUs must remain stock, the flash (programming) is free. 

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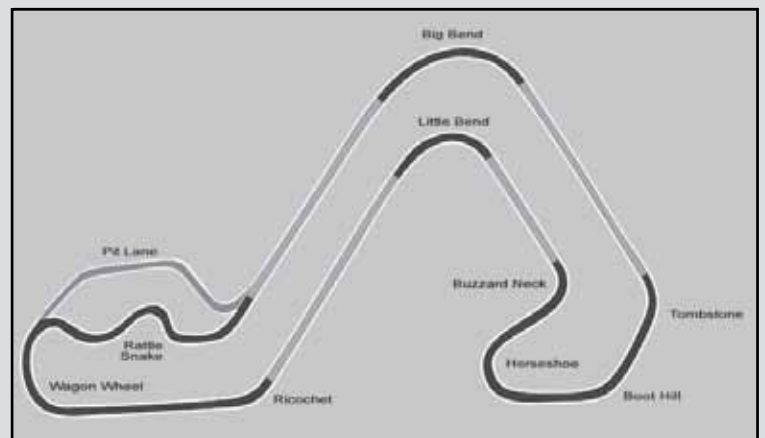


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BOARDWALK
— PORSCHE —

Anatomy of a Club Race

Road Atlanta

By Alex Bell, PCA Club Racer (First Settlers Region)

On March 23-25, 2012, PCA Peachstate Region celebrated its 20th year of hosting a PCA Club Race at the famed Road Atlanta road course in Braselton, Georgia. While I had attended two Drivers Education (DE) events there in the past few years, this was my first Club Race at this track. I had completed 10 Club Races prior to Road Atlanta, beginning with the June 2009 Rumble at the Oak Tree at VIRginia International Raceway, and had been most fortunate to learn more about driving while making some new friends in the process. Tracks I had raced on include Sebring (2), VIR (3), Watkins Glen (1), Summit Point (2), and NJMP (2). It had been my intention for some time to share my experience, and this event provided the best opportunity to put pen to paper.

Some PCA Club Racing events cover a three day period from Friday to Sunday just like most First Settlers Region (FST) DE events. Unlike DE, where drivers are grouped based on their driving experience, racers are grouped based on the speed and classification of their cars. My 2001 Carrera is in Stock H and there were 11 H cars in

my class. At Road Atlanta, there were three run groups and I was in group 2 and close to the top of the fastest cars in my group.

*You quickly learn that
lap times are important
every session.
I learned this the
hard way*

Fellow FST member and club racer Don Bryant also attended this event. I reserved a suite at the Country Inn and Suites in Braselton for Pete Tremper (Schattenbaum SCH) and me, and we let Don sleep on the fold out sofa. We were also in the paddock together with Don in his Stock D older 911.

Friday March 23, 2012

There were three practice sessions followed by practice starts and a fun race. The first practice grid is open on a first come, first served basis. After that, your grid position is determined based

on your fastest lap time. The fun race is mandatory for rookie drivers and optional for everyone else. I drive in the fun race with an extra eye out for anyone who forgets this is a “practice” race. Other more experienced drivers forgo the fun race for this reason alone.

You quickly learn that lap times are important every session. I learned this the hard way at Summit Point three years ago. I drove my first practice on Toyo Tires which were about two seconds a lap slower than the Hoosier R6 tires. My thought was to use the Toyos in practice and save the Hoosiers for the race. When I realized I was gridded behind some slower cars in Practice 2, I then realized I would never catch the other H cars that were using Hoosiers. After that practice, I visited Bob Woodman Tire at the track and had the Toyos replaced with Hoosiers. Also, at that event, they used the fastest lap time from Practice 3 to determine the grid for the first race on Saturday.

Saturday March 24, 2012

There was one qualifying session followed by two Sprint Races. Each race was 20 laps and the total time for each race averaged 27 minutes. My qualifying time was 1:38.3 which had me on the grid in third place behind Mark McGuire (1999 Carrera) at 1:37.7 and T J Larson (1993 Carrera RS) at 1:37.9. I passed T J during the first few laps but Mark was harder to catch. Close to the end of the race, Mark spun at turn-5 and I passed him. About two laps later, the double yellow flag came out for an accident and on track towing. Normally a double yellow draws out the pace car for a green flag restart, and that would



Photo by Brandon Kroll

Alex in his H-class '01 Carrera on track at Road Atlanta

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have allowed Mark to catch up to me. However, luck was with me as time expired and the checkered flag waived under double yellow! As we learn, first place does not always mean you are the fastest every lap.

The second Sprint Race Saturday had me on the grid in fourth place based on my fastest lap recorded in Sprint Race 1. Nine laps into the race at turn-7, a car made contact with me and spun me off track left. When contact is made, the rules state that you must come into the pit area and report to the Black Flag station, and we then proceeded to the Tech area. The other racer had hit my right rear wheel but there was no damage anywhere else on my car. I finished the race with a DNF and 0 points as Sprint Race 2 was a points race.

PCA Club Racing has very specific rules about accidents, and this case is a good example of what happened to each of us. After I spoke with the driver at

the Tech area, I was required to complete an Accident Report and visit the medical personnel to be sure I was not injured. While I was completing the report, another racer told me he had video of the incident. I downloaded the video so I could give it to the race steward. I also learned that the corner worker at turn-7 also completed an accident report. I actually received a letter from

PCA confirming this and that I was not at fault. The letter to the other driver is held in confidence. The race steward has the ultimate responsibility to determine fault and that is sometimes a very difficult task. These rules and their enforcement encourage what we are all trying to do...peacefully coexist!

Continued on page 21



Photo by Brandon Kroll

Alex battles with fellow H-class racer #103 Thomas Larson (CAR)

Intermountain Region Club Race Pictorial



Photos by Sean Cridland, Zone 9 Representative (Roadrunner Region)



Anatomy of a Club Race

Continued from page 19

Sunday March 25, 2012

There were two run groups for the 90-minute Enduro race. The H cars were in the fastest run group with the Cup cars! We were the second slowest class in the race and we knew this would make for some interesting passes from the much faster Cup cars. The winner of the Enduro drove a 2010 GT3 Cup with a fastest lap time of 1:28 over 57 laps, whereas my fastest lap time for that race was 1:39. The Enduro Protocol rules state that we are required to pit for a five minute period during the race, and I pitted at 55 minutes to get fuel and a drink of water.

Just prior to my pit stop, I ran off track at turn-7. I was able to drive back on track as a couple of H competitors passed me. I decided that this would be a good time to pit. During that off, I must have cut a tire. After my pit stop, I had two offs for no known reason. I am



Alex (the racer) with PCA driving coach David Murry and Alex (the son)

told that the announcer called my second off at the bottom of turn-12 (which leads to the front straight) as "The Save of the Day!" I don't know about that, but coming to rest within 5 feet of the inside concrete barrier might have qualified for the "Code Brown" moment of the day. While I waited for the flagger to waive me back on the track, I was reminded of the wise words spoken by Clint Eastwood. "A man has got to know his limitations!" I had reached mine. I returned to the pits and my

trailer with another DNF in a points race at 36 laps and 1:11:05 on the track. The H winner was T J Larson at 51 laps and 1:31:37.

After I returned home and removed the wheels from my car, I found that the left rear Hoosier had severe separation from the sidewall of the tire on the inside. The tire was also flat. I only had three heat cycles on the tires and I am hopeful Hoosier will replace it once I

Continued on page 23

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PODIUMS



**A - Intermountain Region 21st Club Race at Miller Motorsports Park
Photos by Sean Cridland Zone 9 Representative (RRR)**

**B - Rumble at the Oak Tree at VIRginia International Raceway
Photos by Jim Condon (SHN)**

**C - Nord Stern Loonacy at Brainerd International Raceway
Photos by Roger Johnson (NST)**



Anatomy of a Club Race

Continued from page 21

send the tire back to Bob Woodman. This further confirmed my decision to pit and avoid further possible damage and/or injury.


David Murry

Prior to the Club Race, Road Atlanta held a Test and Tune day on Thursday open only to racers. Since it is a nine hour drive to the track, I decided it was a good move to get more track time as I prepared for the three day PCA event. About one week prior to the event, we were advised by email that David Murry would be available to three racers for driver coaching at the Test and Tune. I had wanted to get some professional help, other than psychiatric, so I signed up as one of three racers he would instruct. He does not drive with you but he views your video and provides valuable ways to improve upon your driving skills. I found David to be

very helpful with Road Atlanta and VIR. It is amazing how much he can tell you from watching your in-car video. David Murry also participates with PCA Club Racing as a consultant at several races each year, and I have seen him speak at Sebring, Watkins Glen, and Road Atlanta.

Summary

My son, Alex, lives in Atlanta with his wife Kelly, and he is in his second year of law school while she teaches at a local private school. Alex was a big help at the track on the radio and in the pit for the Enduro. While my overall results were disappointing from a points position (I only got 5 points and that was for entering the event!), the four days I spent at Road Atlanta were awesome. The weather was perfect with a bit of rain on Thursday only. Past years have seen some nasty weather, and Road Atlanta is not a friendly track when wet. I definitely learned a lot from David Murry and his instruction.

I was also accompanied by my fellow H racer, Pete Tremper, National DE Chair. We met near Raleigh and drove together with our CB radios for communication. I will say only that Pete is over 65 and still driving and racing his 964 Prepared H car competitively. Along with other club racers like Tim Costa and Manny Alban, Pete has been a big help to me personally. There is so much to learn about the sport of racing, and it really helps when veteran drivers provide advice and support. While we do compete and want to win, we also realize that the Porsche Club motto "It's not just the cars, It's the people" is right on the money. Whether we race, DE, Fun Run, Parade, Breakfast, or just socialize, PCA provides many ways for us to enjoy our cars and its people! See you at the Track. 

A variation of this article appeared in the May-June issue of "Horizontally Opposed" the First Settlers region newsletter



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California Racin'

By Greg Phillips, Region President (San Diego Region)

The racing season starts early in California and this year was no exception with the first event held at Thunderhill Raceway Park by the Golden Gate region March 24-25 in conjunction with their DE and TT series. The schedule included two sprint races and a one hour Enduro.

Spring Classic

The field was dominated by Spec Boxster (SPB) and Spec 911 (SP911) racers, but winning the first sprint race was Kevin Booth (DIA) in his 2008 GT3 (GTC4) with a best lap time of 2:20.44 in inclement weather. Following up was Robert Murillo (GG) to take SP911 in his grey Carrera just ahead of Andy Simpkinson (SVR) in his '72 911T SP911. Andrew Forrest (GG) was next and first in SPB ahead of SPB Trygve Issacson (GG). David Loop (GG) was next and rounded out the SP911 podium with Litko Chan (GG) following to complete the SPB podium. The next six places went to SPB. Other class winners included Pete Altmann (SVR) in GTC3 and Bill Betts (GG) in GT6S. Most of the racers were from the Sacramento and Bay Area, but Mark Foley represented San Diego Region and ended up eighth in SPB and twelfth overall.

The second sprint race had a few new drivers taking the checkered flag in better weather. Gary Willard (GG) won in his white GT3R '92 911 with a best lap time of 1:56.02 to beat Paul Tradelius (GG) in GTA1 driving his '00 GT3 RSR. Next came James Semien (GG) in GT1R and SP911 Andy Simkinson

winner. Warren Walker (SVR) was fifth to win GT3R followed by Robert Murillo and Behram Soonawalla (GG), both in SP911 to complete the SP911 podium. John Siedell (GG) finished eighth to win GT6R. The SPB contingent took the next three places with Andrew Forrest, David Potter (GG), and Scott Fisher (GG) filling their podium. Roger Lai (SDO) came next to win GT4R driving his '80 911SC, ahead of Mark Foley. The other class winners were Pete Altman and Bill Betts.

The 60-minute Enduro rounded out the weekend with the win going to Paul Tradelius ahead of Gary Willard followed by Robert Murillo. Next came Warren Walker, Andy Simpkinson, Scott Fisher, and John Seidell. The SPB podium was completed by David Potter and William Pickering (GG), with Roger Lai rounding out the top ten. Other class repeat winners were Pete Altman and Bill Betts.

California Festival of Speed

The next stop was the California Festival of Speed (FoS) at AutoClub Speedway April 20-22. This was a full three day event with two Club Race groups having two sprint races each as well as a combined group sprint race and a one hour Enduro at the end

The blue group club racers were on the track first and that included Ethan Dahlkamp (SDO) in his GT4S Boxster and Jim Duncan (SDO) in his GTB1 '00 996. A hint of problems to come had Roland Schmidt (SDO) driving his

'81 911 GT4S have a new Hoosier tire blowout on the oval but luckily suffered no car damage.

The club racers spent the first day running practice sessions and then at the end of the day ran practice starts and a fun race. The next day would be busier with qualifying and then the first sprint races before finishing the day with an Enduro.

In addition to the usual racing, Saturday is also the busiest day for visitors to the FoS. FoS includes a Zone 8 Concours competition in the vendor's row, an autocross in the parking area, as well as the Porsche Corrals and lunch time track tours. There is something for everyone who enjoys Porsches.

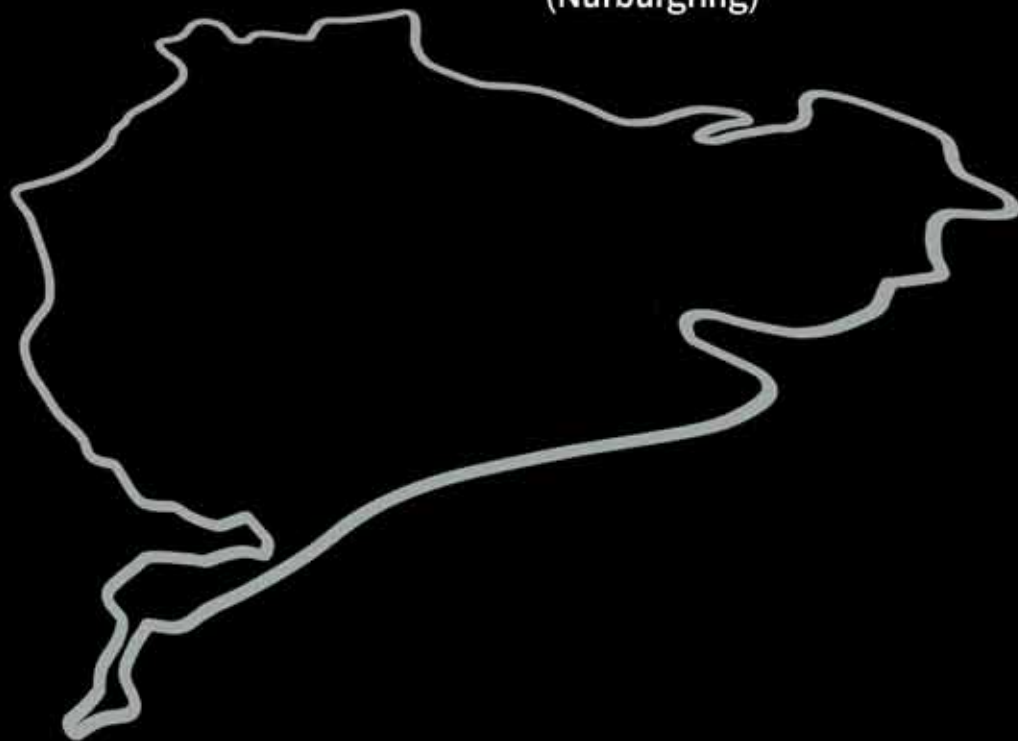
The green group club racers qualified first. Jesse Menczer (SDO) was fast in his GT2R with a best lap of 1:41.66, but this was only good enough for second on the grid behind Jim Walsh (PNW) at 1:41.43 in his GTC5. Bob Rodriguez (LA) drove his GTA2 to a 1:42.60 and Bill Dawson (SDO) was next quickest at 1:43.17 with his GT1R and Doug Baron (LA) turned in the fifth fastest time at 1:43.35 in his GTC3.

Blue group qualifying followed and Roland Schmidt took the top spot at 1:51.80 followed by Roger Lai at 1:52.54, Ed Muscat (SDO) at 1:53.55 in his GT4S '84 Carrera, Jim Duncan at 1:53.75, Cory Muscat (SDO) at 1:53.75 in his GT4S '88 911, and Ethan Dahlkamp at 1:55.20.

After the lunch track tours it was time for the sprint races with the blue group leading off. Roland Schmidt started on the pole and was able to carry that advantage throughout the race and was the eventual winner with a best lap of 1:53.28. Jim Duncan was able to move up from fourth to finish second just ahead of Garrett Guess (SDO) in GTB1, Ed Muscat and Roger Lai. Other class winners in finishing order were Bill Lusk (LVS) in J-Stock, Bob Jones (INT) in E-Stock, Steve Gerken (SDO) in G-Stock, Paul Young (SDO)

Continued on page 27

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



CONSIDER US EVEN.



The Registration Process



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

As many of you have seen since June, the registration process on ClubRegistration.net has been updated. If your car is still dusty from last Spring and you are just now getting around to signing up for the Fall events, here are some helpful hints for your toolbox.

First, if you have a new car, be sure to add it to your profile before registering. If you forget to do this there are links present during the process to assist you.


Second, one commonly asked question is why the site is stopping you from

seeing the payment screen. It is likely because not all of the tabs are filled out. Since club racing technically doesn't have entry fees, just the event options are listed. You may find yourself having scrolled down to the bottom of the screen only to see the Continue button. Take a moment and scroll back up to the top. There you will see more tabs such as Questions, Emergency Contact and Profile. Each of those may have additional fields that must be filled out. Not all fields require input. The site will let you know which ones are keeping you from the next screen. Don't forget

that all changes to your registration must go through the Registrar. Those email addresses can be found throughout the site.

Registration for any event should take only a few minutes. If you find yourself taking longer than that or you are just plain stuck for any reason you can email or phone us. We'll be more than happy to help get you signed up and your entry options paid.

Comments or suggestions for future columns may be sent to events@clubregistration.net

Thanks 

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California Racin'

Continued from page 24

in D-Stock, Vince Knauf (SDO) in F-Stock, and Chuck Sharp (SDO) in SP1.

The green group racers were next and Jesse Menczer was able to move from his front row start to go on to take the race win with a best lap of 1:44.16, ahead of Bob Rodriguez and John Ball (SDO) in GTA1. Joseph Fan (LA) was able to move up to fourth in his GT2R '87 928 GT, and John Mulvihill (ORC) finished fifth in his GTA2. Other class winners were Jim Walsh, Mark Anderson (LA) in GTA1, Bill Earon (SDO) in GTC3, Michael Copp (SDO) in GT1R, Paul Fairchild (AZ) in GT1S, Shields Bergstrom (MIL) in GT3R, and David Quesnel (SDO) in GT3S.

The last track event of the day was the Enduro. This race combined the blue and green groups resulting in a wide range of speeds such as Loren Beggs (SGB) at 1:40.65 in his GTP1 Cup to a 2:10.07 from Randy Bergum (AZ) in his SP1. Jesse Menczer continued his success by leading Jim Walsh and Bill Earon to the checkered flag. A lap down were Bob Rodriguez and Gregg Hodges (RMT) in fourth and fifth respectively. Loren Beggs was very fast but went out with a DNF on lap 6.

After the track went cold it was time to head over to the 911 Design trailer where the track BBQ was taking place. Scott Mann was the MC. Besides the good food and companionship, there was a very good roast for Michael Dolphin, the outgoing Zone 8 rep and also co-chair of the FoS. Nicolaos Perdikaris (GPX) was the winner of the tire raffle, but unfortunately would not be able to use them on his SP1.

Sunday held the second qualifying sessions with the blue group up first. Jim Duncan was able to take the pole from Roland Schmidt with a 1:51.90 to Roland's 1:52.11. Roger Lai put down a 1:54.520 to just nip ahead of the 1:54.522 of Ethan Dahlkamp. Yes, that was 0.002 between them. Chuck Sharp again led the SP1 contingent at 2:03.51

with John Rickard (SDO) following at 2:04.04.

The second qualifying session for the green group was impressive as Loren Beggs lapped the track at 1:38.542 to take the pole and the fastest lap of the weekend. Jim Walsh 1:41.07, Bill Dawson 1:41.51, Jesse Menczer 1:41.81, and Bob Rodriguez 1:41.83 rounded out the top five.

The second blue group sprint race was the first race of the day. Jim Duncan led from the pole early but was unable to hold off Roland Schmidt who collected another win for the weekend. Jim Duncan was able to hold onto second place just ahead of Roger Lai. All three were all closely matched as their best laps times were only 0.22 seconds apart, 1:51.36 to 1:51.38 to 1:51.58 with Roger Lai being the middle man. Ethan Dahlkamp followed in fourth place and Steve Gerken in fifth place. Chuck Sharp continued his domination of SP1, winning the class with his eleventh place overall finish.

The second green group race was held just before lunch and Loren Beggs finally put it all together: starting from pole, taking the win and the fastest lap of the race at 1:40.30! Doug Baron was second ahead of Jim Walsh, Bill Dawson and Jesse Menczer. Bob Rodriguez was sixth and led the GTA2 field ahead of John Ball, John Mulvihill and Carl Akins (ORC). Mark Anderson finished eighth to win GTA1.

The final race of the day came after lunch and was a blue and green group combined sprint. Loren Beggs was again on the top step followed by Jim Walsh, Doug Baron, Bill Dawson and Bill Earon, all green group racers. The first blue group racer was Roger Lai in eighth with Paul Young in ninth and Vince Knauf rounding out the top ten.

Battle of the Bay

A week later (April 27-29) it was back north to beautiful Mazda Raceway Laguna Seca for a Golden Gate region event. The region shared the track with the SCCA to gain access to this very popular venue. There was a very good

turnout of 35 racers with several drivers making the tow from SoCal to NorCal for the event.

Qualifying again showed an interesting mix of Cup cars and GT cars with Michael Hedlund (GG) on the pole with a 1:30.43 in his GTC5, just ahead of Peter Smith (LPA) in his GT2R, Jesse Menczer, Bill Dawson and John Nelson (GG) in another GT2R. There was a large fleet of SP911 cars with Stuart Ward (GG) leading that group and Trygve Isaacson leading the SPB cars.

The first sprint race had little change at the top as Michael Hedlund and Peter Smith held their positions to finish 1-2. Bill Dawson had his turbo running well and moved into the last podium position. Robert Murillo moved up to take fourth and lead GTC3. John Nelson, Jesse Menczer, and Dan Arespi (LA) were next as GT2R took four of the top seven places. Paul Tradelius in eighth took GTA1. Kevin Booth just missed the top ten but took GTC4. GT3R was a tight race with Larry Heitman (SVR) prevailing just ahead of Tom Weber (GG) and Gary Willard. In the SP911, Stuart Ward finished just ahead of Ross Merrill (MBY) and Allen Wilt (GG). Other class winners included Steven Taty (MBY) taking GT4R, Bill Lusk, John Seidell, and Peter Juvet (PNW) in H-Stock.

The next qualifying session on Sunday had Michael Hedlund again on the pole at 1:29.66, but Jesse Menczer swapped positions with Peter Smith. Bill Dawson again took fourth, but now with Paul Camusi (SVR) moving up to fifth. GT3R was another close group with Larry Heitman at 1:36.56 leading Gary Willard, Tom Weber and Chris Murray (GG). Allen Wilt took the SP911 lead and Scott Fisher led the SPB brigade.

When the race went off in the afternoon, it was Michael Hedlund making it a sweep for the weekend. Jesse Menczer moved up to take GT2R with Bill

Continued on page 29

Rumble at the Oak Tree Pictorial

Photos by www.fandsenterprises.com



California Racin'

Continued from page 27

Dawson next in GT1R followed by Dan Aspesi in GT2R and Paul Tradelius winning GTA1. GT3R had a tight race with Gary Willard staying in front of Tom Weber the entire race as they finished separated by 0.6 seconds with Warren Walker ending up in third place in class. Ross Merrill finished twelfth to take SP911 followed by Andy Simpkinson, Behram Soonawala, Allen Wilt, Bill Ward (GG), Chris Wedekind (GG) and Kirk Millet (GG) who finished as a pack taking spots 16 to 22. The SPB class win went to James Koning (GG) in position 25 just ahead of Doug Boccignone (DIA).

Duel in the Desert

The spring swing of California club races ended at Buttonwillow Raceway Park with the race hosted by the Golden Gate region over Memorial Day weekend, although the event this year was not a Zone 8 event as it had been for the past couple of years. Chuck and Debby Sharp attended and also handled the timing duties for the TT. They shared their SP1 with Chuck driving in the club races and Debby driving in the TT. Also attending from San Diego region were Roland Schmidt, Mark Foley, and Vince Knauf.

For the club race qualifying session, Warren Walker took the pole at 2:03.18 in front of Roland Schmidt at 2:05.75. Mark Foley, third quick with a lap of 2:10.47, was in front of a tight group that included John Seidell at 2:10.64 and the SPB racecars of Jim Lane at 2:10.708, David Potter at 2:10.712, and Scott Fisher at 2:11.36. Rounding out the top ten were Philip Blackstone (AK) in I-stock, Kenneth Park (GG) in SP911, and Andrew Forrest.

At the drop of the green flag for the first sprint race Roland Schmidt, on his R6 Hoosiers was able to get past Warren Walker, but was not able to stay ahead as Warren's slicks warmed up and he pulled away as his grip improved. They ended up 1-2 with Philip Blackstone

completing the podium. John Seidell pushed his GT6R 914-4 and took fourth ahead of the SP911 of Andy Simpkinson. Rounding out the top ten were Mark Foley for the SPB win ahead of fellow SPB racers Jim Lane (GG) and Scott Fisher, followed by Michael Cullinan (GG) second in SP911 and Trygve Isaacson. Other class winners were Chuck Sharp, Vince Knauf, Paul Friedman (ORC) in GT5S, and Bill Betts.


For the second sprint race, the drivers were starting to know each other and it became an interesting race. Roland Schmidt again took the lead from the start, but this time he was able to hold on, at least for a while. For several laps he would lead Warren Walker out of Sunset and onto the front straight. Warren drafted much of the straight and then pulled out and alongside but was out-braked by Roland into Sunrise. Roland held him off through the entire lap and then it was replayed on the front straight again until the middle of the race when Roland finally made a mistake. Roland locked up his brakes and had to let Warren through. Warren was able to pull away with a clear track, which was fortunate as he also ran wide at Sunset and dropped a wheel but held on for the win ahead of Roland and Philip Blackstone.

Behind them were several interesting races. In SP911, Michael Cullinan was able to stay ahead of Kenneth Park and Andy Simpkinson. SPB was a train of five cars as Jim Lane held on for the win. Scott Fisher was chased by Mark Foley throughout the race but Mark was unable to get by, even with taking a dirt line through Bus Stop. Andrew Forrest rounded out the top ten with William Pickering right behind. In SP1 Chuck Sharp took twelfth overall and the class win ahead of Nicholas Perdikaris and Randy Bergum.

Sunset corner was a busy area with several offs. One example was James Koning tracking wide and spinning back to the inside and ending up looking back at Chuck Sharp before James was able to get turned back around. The final lap was also exciting for Joseph

Bajo (LV) in his SP911 as he also went dirt-tracking through Sunset before getting back on track and receiving his checkered flag.

After lunch was the club race Enduro. Although the field was smaller than the sprint races there was still a lot of dicing through the pack. Warren Walker set the pace and ran well but he had an unfortunate off and received a DNF at about the 50 minute mark. That opened up the race and the SP911 field stepped in with Kenneth Park taking the win over Philip Blackstone. Andy Simpkinson and Simon Peck (LVS) dueled in SP911 right to the end but Simon ended up finishing third ahead of Andy. Fifth place went to John Seidell who ran well all the way to the flag. Mark Foley improved his weekend by winning SPB ahead of Andrew Forrest and James Koning. Vince Knauf and co-driver Mike Mulligan (GPX) rounded out the top ten to take F-stock just ahead of other class winners Chuck Sharp and Paul Friedman

The Buttonwillow race was to be the last stop for the California Club Races, but in the week following the race, the San Diego region board decided to add another race. In conjunction with their scheduled Time Trial event November 3-4, the new club race would be the Buttonwillow Double Crown. Keep an eye on the San Diego region website (www.pcasdr.net) and the PCA Club Racing website (<http://www.pca.org/Activities/ClubRacing.aspx>) for the latest details. 

[Ed. The Buttonwillow Double Crown event appears on the PCA Club Racing Schedule on page 7 and the event ad appears on page 21.]

2012 Late 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>
NJMP Thunderbolt Raceway							
Christopher Karras	RTR	GTC3	GT 02 GT3 CUP	27	18	9	Race 1
Ron Cohn	HV	GTB1	GT 09 CAYMAN S	29	19	10	Race 2 *
Harry Kintzi	CPA	H	P 95 993	42	32	10	Race 2 *
Buttonwillow Raceway Park							
Vince Knauf	SDO	F	S 89 951 S	21	15	6	Sprint 1
Kenneth Park	GG	SP911	P 73 911	8	5	3	Sprint 2 *
Charles Sharp	SDR	SP1	P 1986944	15	12	3	Sprint 2 *
Vince Knauf	SDO	F	S 89 951 S	16	13	3	Sprint 2 *
Simon Peck	LV	SP911	P 83 911	7	3	4	Enduro *
Randy Bergum	AZ	SP1	P 88 944	17	13	4	Enduro *
Watkins Glen International							
Mike Faems	YEL	E	S 89 944 S2	51	35	16	Blue Sprint 1
Carl J Beisel	POT	F	S 89 951	37	15	22	Blue Sprint 2
Bela Sztanko	CTV	SPB	P 99 BOXSTER	8	6	2	Green Sprint 1 *
Matt Distefano	UCR	SPB	P 98 BOXSTER	10	8	2	Green Sprint 1 *
No advancement among eligible competitors						0	Green Sprint 2
Scott Daiger	PNW	GTC3	GT 03 CUP	37	22	15	Red Sprint 1
Frank Selldorff	NE	GTC5	GT 10 GT3 CUP	19	8	11	Red Sprint 2 *
Mac McGehee	FCR	GTC4	GT 06 GT3 CUP	31	20	11	Red Sprint 2 *
Clas Olsson	HCT	H	P 93 911 RS AMERICA	51	40	11	Yellow Sprint 1
Rich Winne	NNJ	H	P 92 911	51	38	13	Yellow Sprint 2
Peter N Kaufman	POT	E	S 86 911	26	7	19	Orange Enduro
Alain Goulet	REN	G	88 944 T	27	13	14	Purple Enduro
M McGehee / C Friedman	FCR	GTC4	GT 06 GT3 CUP	10	2	8	White Enduro *
Greg Pickeral	CAR	I	S 02 996	18	10	8	White Enduro *
Motorsports Park Hastings							
Chester Bailey	WIC	E	S 75 911	15	11	4	Blue Race 1
Randal Cassling	GPL	GTC2	GT 97 SUPERCUP	11	8	3	Red Race 1 *
Ben Merriman	NST	SP911	P 72 911	16	13	3	Red Race 1 *
David Connally	STL	GT4S	GT 90 CARRERA	33	26	7	Combined Race 2
Steve Coomes	MAV	SP1	P 86 944	26	21	5	Combined Race 3
Miller Motorsports Park							
Roger Lai	SDO	GT4R	GT 80 911 SC	20	7	13	Sprint 1
Steve Coomes	MAV	SP1	P 86 944	20	14	6	Sprint 2
Steve Coomes	MAV	SP1	P 86 944	23	16	7	Enduro

Photo this page and opposite by www.fandsenterprises.com

<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
GingerMan Raceway							
John Glueckert	CHO	E	S 91 944 C2	24	17	7	Blue Sprint 1 *
Cal Sharp	RSP	SP3	P 89 951 S	25	18	7	Blue Sprint 1 *
David Ellis	CHO	E	S 89 911	26	19	7	Blue Sprint 1 *
Eric Snyder	RMT	SP1	P 85 944	27	20	7	Blue Sprint 1 *
Mike Ollmann	MIL	SP3	P 91 944 S2	25	14	11	Blue Sprint 2
Robert Stander	WMI	GT4S	GT 86 911 CARRERA	6	1	5	Green Sprint 1
Rick Fischer	CHO	GT3S	GT 82 911	7	4	3	Green Sprint 2 *
Gary Boss	CHO	GT4R	GT 80 911	8	5	3	Green Sprint 2 *
Cal Sharp	RSP	SP3	P 89 951 S	41	24	17	Pink Enduro
Portland International Raceway							
Carl Van Austen	OR	SP911	P 71 911	11	8	3	Sprint 1 *
Val Korry	PNW	I	S 96 993 RS CS	15	12	3	Sprint 1 *
Jim Bushnell	PNW	SP911	GT 79 911 SC EURO	16	13	3	Sprint 1 *
Jonathan Greenleaf	OR	SP911	GT 72 911	17	14	3	Sprint 1 *
Pete Altmann	SVR	GTC3	GT 04 GT3 CUP	20	17	3	Sprint 1 *
Pete Altmann	SVR	GTC3	GT 04 GT3 CUP	17	14	3	Sprint 2
VIRginia International Raceway							
Phil Gilsdorf	PST	GTC3	GT 05 996 CUP	8	4	4	Black Race 1 *
Greg Pickeral	CAR	I	S 02 996	23	19	4	Black Race 1 *
Charles Bray	MAV	SP996	P 99 996	38	34	4	Black Race 1 *
Patrick Rhodes	POT	E	S 86 911	21	13	8	Black Race 2
Bruce Hansen	CAR	G	S 95 993	27	18	9	Red Race 1
Jack Gilsdorf	PST	GTC2	GT 94 993 CUP	31	22	9	Red Race 2 *
Charles Price	CAR	H	S 91 964 RSA	36	27	9	Red Race 2 *
P Kaufman / D Moses	POT	E	S 86 911	18	8	10	Black Enduro
Mark Schuster	MOH	I	P 10 CAYMAN S	30	12	18	Red Enduro
Canadian Tire Motorsport Park							
Jean Audet	REN	GTC4	GT 09 CUP	10	5	5	Red Race 1
James Sutherland	UPC	GT4R	GT 84 911	15	11	4	Red Race 2
Robert Linder	UPC	E	S 92 968	10	5	5	Yellow Race 1
Matt Distefano	UCR	SPB	P 98 BOXSTER	8	4	4	Yellow Race 2
R Tietjen / J Paton	NNJ	G	P 87 951	36	16	20	Enduro
Putnam Park Road Course							
Bob Klaskin	CHO	GTC4	GT 07 997 GT3 CUP	14	8	6	Blue Race #1
Mike Courtney	NST	GTC1	GT 92 964	19	13	6	Blue Race #2
Rob Hale	MSO	D	S 74 911	25	13	12	Red Race #1
Bob Danko	CHO	E	S 82 911 SC EURO	22	16	6	Red Race #2 *
Philip Mason	CHO	E	S 94 968	23	17	6	Red Race #2 *
Claudio Kaempf	WMI	GT4S	GT 70 911	6	2	4	White Enduro *
Craig Smid	CHO	F	S 88 951 S	11	7	4	White Enduro *
Bob Danko	CHO	E	S 82 911 SC EURO	18	11	7	Yellow Enduro

* Indicates a tie

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1987 951

Built & maintained by Autometrics. Radios, cool shirt. Big Reds, Motons, special springs, fully adjustable suspension. Front, rear fenders & track widened 3" with custom metal work. Custom front bumper & splitter, rear wing, graphics. Louvered hood. Workers choice. Consistent podium finisher Watkins Glen, Road America, Sebring, Road Atlanta. Roebing Road track record. Spares & trailer \$27,500

Tory Herring 205.837.8822

Tory@leadershippartners.net

(1)

2001 996 Twin Turbo Racecar

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mt.arborculture@gmail.com

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Richard (561) 470-6201

RGranofsky@bellsouth.net

(1)

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Don Mayer 316.644.4943

Dmayer1@cox.net

(2)



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Hank 719.661.8911

phyllisg911@earthlink.net

(2)

911

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Colin 214.455.6242
colin.graidage@live.com (1)

968

1995 968 Euro Club Sport (CS)

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“X” MARKS THE SPOT



Photo by Jim Condon (SHN)

Rookie scrutineer Ken Mack (L) and rookie steward Gary Knoblauch (R) proudly display their rookie “X” at VIR



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