



NEWS

Volume 12.4

PCA Club Racing Newsletter - Sponsored by Porsche Cars North America





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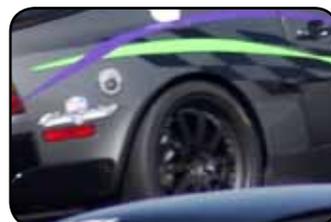
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On the Cover
Ron Palmer (SDO) sits on the grid at
Buttonwillow Raceway Park

Photo by Greg Phillips (SDO)

Deadline for article submission for the next issue is January 25, 2013

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Chairman's

O By Bryan Henderson, Chairman PCA Club Racing

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PCA Club Racing continues to grow. Looking at the third quarter statistics for Club Racing reveals the third consecutive quarter this year of consistent growth. Two of the eight races in the quarter were down slightly. The other six were up for an overall increase of 8.5% over the same quarter last year. New license approvals were up 9.3% for the third quarter.

We will have a few new races in 2013. The Mardi Gras Region in New Orleans has acquired a race date in November at the brand new NOLA Motorsports Park. A coalition of regions is looking at a fall date at the Monticello Motor Club just north of New York City. Three Texas regions are attempting to get a date at the new Circuit of the Americas, the F1 track in Austin Texas. With the merger of ALMS and Grand Am the pro racing scene seems to be in a bit of turmoil. This is impacting dates all over the country. Stay tuned.

We ran into a major issue shipping our equipment to and from Canada for the Canadian Tire Motorsports Park Club Race. It was lost multiple times by the shipper and ended up not getting to the race on time. We borrowed some equipment from the BMW Club. When our equipment was returned to the US it was lost again and we had to use our west equipment boxes for the scheduled east coast race. When we finally received the east equipment it was severely damaged resulting in a replacement cost of over ten thousand dollars.

We have a couple of new stewards and have lost one. Gary Knoblauch, a

long time racer who is from Michigan, has just completed training. Gary has retired a couple of times professionally at a very early age. Allen Shirley from Jacksonville Florida has agreed to join our team. He is an experienced racer and has served as the event chair for the Daytona Club Race for the last six years. Like Gary, Allen has retired at an early age. He will start event training in early 2013. Ron Mistak from San Diego has taken a leave of absence from our steward team.

If you think you already know everything that is going to be said in a drivers meeting, don't bet on it

The traditional year ending club race at Roebing Road has moved to March for 2013. That date will be in lieu of the December 2012 date.

David O'Neal the Zone 12 Representative has taken the lead in planning our celebration of our 2012 National Champions to be held at the Sebring 48 Hours event in January/February 2013. The celebration will take place at the Chateau Elan hotel located at the Sebring International Raceway, Thursday, January 31, during the Sebring Club Race weekend. Thank you David. Look for an email blast explaining the particulars, some of which have not yet been worked out. The blast may have been sent by the time you read this.

There were very few rules changes for 2013. You should have already seen them. If you haven't they appear on page 12 of this edition of CRN.

We try to make our drivers meeting as short and to the point as possible.

Sometimes very important information gets passed to the drivers during these meetings. If you think you already know everything that is going to be said in a drivers meeting, don't bet on it. We have had a couple of meetings recently where important information was given to the drivers and that information was missed for whatever reason by one or two of the drivers. The meetings are mandatory. There is always time for questions and clarification. Missing information that has been delivered in a drivers meeting is not an excuse for anything bad that may happen later as a result of missing that information. Attend all drivers meetings.

A few interesting questions about racing have popped up over the last several weeks. I will try to answer a couple here. During a recent race weekend the field of cars was circulating the track behind the pace car on one of several announced pace laps before the race (weather dictated more than one warm-up/formation lap). During the first formation/pace lap one of the cars pulled out of the formation and onto pit lane.

Question 1: Is the car immediately behind the car that exited the track allowed to move up and fill the space left by the exiting car? This would be an advancement of two positions for the car filling the space. Or should the car in the other two-by-two line, one row back, move over into the opposite line and up a row to fill the space since that car is "technically" the next car in grid order? This would result in a crisscross pattern as everyone moved over and up to fill the space vacated by the car leaving the pace lap.

Technically in PCA Club Racing the open spot should be left open, and the cars behind should hold their position until the green flag drops. If the row moves up it is an advantage to everyone in that row behind the car that dropped out. However I am a racer and

2013 Club Racing Schedule

Dates	Event	Region	Region Contact
Jan 31-Feb 3	Sebring International Raceway*	Gold Coast Suncoast Florida	Dan Smithyman 954.224.4717 DanS911@bellsouth.net
Mar 1-3	Roebing Road Raceway	Florida Crown	Bob Linville 904.272.2998 blinvilleFCR@earthlink.net
Mar 15-17	Texas World Speedway	Lone Star	Haas Fogle clubrace@lsrpca.org
Mar 30-31	Thunderhill Raceway Park*	Golden Gate	Andrew Forrest 650.387.4019 ggracereg@gmail.com
Apr 5-7	Auto Club Speedway*	Zone 8	Vince Knauf 619.287.4334 vvvince@aol.com
Apr 20-21	NOLA Motorsports Park*	Mardi Gras	John Crosby jlcrosby@crosbydevelopment.com
Apr 26-27	Lime Rock Park	Connecticut Valley	TBD
May 25-26	Buttonwillow Raceway Park*	Golden Gate	Andrew Forrest 650.387.4019 ggracereg@gmail.com
May 31-Jun 2	Watkins Glen International*	Zone 1	Jennifer Webb 514.235.0157 jenniferbischhoff@hotmail.com
Jun 1-2	Motorsport Park Hastings	Great Plains	Tom Cooper 402.618.8734 tcooper40@cox.net
Jun 21-23	Kansas Speedway	Kansas City	TBD

* Includes an Enduro event

understand that the open space held for the missing car will not be generous. In fact the starter may not know someone dropped out and will be looking for all the spaces filled and may waive off the start if they are not. Thus, the best course is for the column to move up filling the spaces." The cars should NOT enter into a crisscross reordering.

Continuing on with the above scenario, the car that exited the track onto pit lane during the formation lap continues to the garage area. The race starts without that competitor on the track. A few moments later, the previously exited car returns to the pit lane to enter the race, which is now underway.

Question 2: Is this car allowed to enter the race track late after it had followed the pace car and had returned to the paddock?

Our rule book says in General Requirements 3, "During a qualifying session or race, cars entering the pad-

dock area will be deemed to have retired and not allowed to return to the track." The question is when does the qualifying session or race begin? I think it is obvious that a race begins with the green flag. In qualifying we go out under a green flag. If a car has taken the green flag in a race or gone onto the track in a qualifying session it would seem logical that the session or race has begun for that car and if it enters the paddock after that it will not be allowed to return.

A question was also asked concerning the National Championship points rule that prohibits drivers who have received a 13/13 sanction from winning a championship. Rule XI states, "A 13-13 sanction (probation or suspension) during the calendar year will cause the sanctioned driver to be ineligible for a National Championship. The driver will be dropped from the National Championship points totals." The ques-

tion was does a driver on a 13/13 still receive points?

The 13/13 recipient is treated as any other racer throughout the conclusion of the season. This includes earning points (participation, position, bonus, etc.) as if there were no 13/13 in place. This method does not disrupt the points allocation process for the year or create an overly complex scoring system for each race. Likewise, it does not publicize the imposition of a 13/13 sanction on any racer during the year. The 13/13 impositions are typically personal and not disclosed by the national staff. If the 13/13 recipient wishes to divulge the sanction, that is up to the individual.

At the conclusion of the season, competitors receiving a 13/13 during the year are removed from championship contention. It is at this point racers in lower positions move up appropriately with the elimination of the sanctioned racer.



Lorem Ipsum

By Michael Wingfield, Club Racing News Editor

It's a mad, mad, mad, mad, world. No, this is not a reference to the 1963 comedy film of the same name, but rather an observation of current trends. This year, one of the darkest days in US history was again blackened on the anniversary of that date, all based on as some would say or would have us to believe, some obscure film trailer on a video-sharing website. The reaction, whether real, imagined, or simply an excuse or cover for raucous violent behavior, is simply unbelievable.

I am reminded of another film, a legitimate theater production from 1979, *Monty Python's Life of Brian*. Life of Brian was a comedy film, produced by a comedy troupe, that met with (at that time) unparalleled controversy for poking fun at religion – namely Christianity. The film garnered protests from around the world, was called blasphemy by some, and actually banned in two countries: Ireland and Norway. Not to be stifled, the troupe used the ban to promote the film with the slogan, "So funny it was banned in Norway!" Despite the ban, in 1979 the film was the fourth highest grossing film in the UK, and the highest grossing British film in the US.

A mostly fictional satirical portrayal of the events surrounding the release of Life of Brian, and culminating with a BBC televised debate between two Python members (John Cleese and

Michael Palin) and organized religion "film critics" represented by the Bishop of Southwark and a born-again former broadcaster/satirist, appears in the BBC comedy film *Holy Flying Circus* released in October 2011. The debate was hosted and moderated by Tim Rice, lyricist for the rock opera Jesus Christ Superstar, on a BBC television show titled "Friday Night, Saturday Morning." The entire actual debate may be seen on that same video sharing website by using the search words: life of Brian 1979 debate.

None of this makes any sense to you what so ever, does it?

With the benefit of historical hindsight, this film points out some astute observations that were not so evident in 1979, when the world was less mad. In one scene, the character of Cleese has a discussion with a newspaper street vendor selling papers touting the headline, "Is this the most blasphemous film ever?" The headline and anti-film protests began even before the film was released in the UK.

Cleese: Hasn't even come out yet.

Vendor: Sells papers.

Cleese: Hardly fair reporting, is it?

Vendor: I'm not in the business of fair reporting. I'm in the business of selling papers. I notice you haven't made fun of the Muslims.

Cleese: Why would we make fun of the Muslims?

Vendor: Why not? You afraid of them?

Cleese: It's 1979, no one in this country knows anything about Islam! No one has read the Koran. Have you read the Koran?

Vendor: Yes.

Cleese: Yes? Have you?

Vendor: No.

Cleese: No! And you know why?

Vendor: It don't sell papers.

Cleese: Because this is a Christian country, with a Christian heritage, and we are brought up within a Christian framework.

Vendor: Okay, imagine it's the future now, 2.5 million Muslims living in Britain. Would you make a film about 'em then?

Cleese: No, it would still only be 4% of the population. Assuming of course the population had risen to, lets say, 61.5 million (the screen flashes the text "ACTUAL STATISTICS" presumably from 2011), and I would still doubt given the general decline in standards of education that your average Britain would have read the Koran.

Vendor: That's just a cop out.

Cleese: No it isn't. Christianity stands as a metaphor for all organized religions, and the abuse they're open to.

Vendor: You're just scared of reprisals.

Cleese: Scared of reprisals? Scared of... (The scene ends as Cleese runs off screen only to return a moment later and swats the vendor with what appears to be an olive branch)

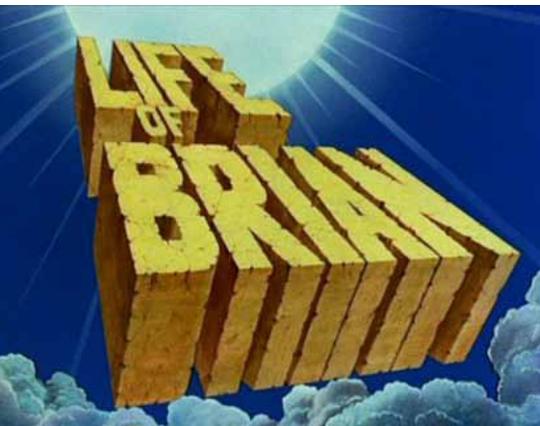
Later in the film, the characters of Cleese and Palin are discussing the impending debate strategies with Cleese acting the part of the Bishop with whom they will debate.

Cleese: Okay, I'm the Bishop.

Palin: Right.

Cleese: Why have you deliberately set out to offend people of faith?

Palin: Ah, well, Bishop it wasn't our intention to deliberately offend Christians or to be blasphemous.





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Cleese: Totally disagree with that.

Palin: Sorry, so is that you in character, or are you talking as you?

Cleese: No, I am talking as me. Talk to Graham [Chapman] about it and ask him what he thinks. He's not that keen on Christians because they are not that keen on homosexuals.

Palin: I don't think we intended to be offensive just for the sake of it.

Cleese: There's nothing wrong with being offensive. It's part of life! If you get offended, so what? In a way it's a good thing. It tells you you're still alive at least.

In the closing scene (spoiler alert), Palin visits God in heaven and gets a brief description of the future.

Palin: Is it over now, this conflict between religious institutions and freedom of speech?

God: Ahm, no.

Palin: Well, won't people get less offended by jokes at least?

God: No, no, no, no, no, no, no, no. You see the trouble is Michael, this doesn't apply to you of course, but a lot of people are not very nice.

Palin: So what happens?

God: Well, where would one begin? Satanic Verses, Jerry Springer: The Opera, Danish cartoons, South Park, Richard Dawkins... None of this makes any sense to you what so ever, does it?

Palin: Not really.



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View from the Tower

By Vicki Earnshaw, Chief National Steward



This has been a busy summer. The stewards met in Dallas in August for review and training. It was a compact two days of discussing procedures and analyzing in car videos of race incidents. Each of the stewards takes this job seriously and our goal is to have consistent procedures at all our events. We are pleased to announce that Gary Knoblauch has joined the steward team. Gary has been racing with us for 15 years. We are glad he is on our team. Welcome him when you see him at your next event.

You may see David Murry, PCA Club Racing Driving Coach, at more PCA race weekends. The sponsorship from Jackson Motorsports Group and Michelin has given us the opportunity to help regions with David's professional coaching. At some events there is the additional opportunity for private coaching with David if Test and Tune is available the day before the PCA club race. You should inquire with the chair of the event to see if there is a PCA Test and Tune option for the event and if the private coaching option is available as there is a limited number of one on one coaching slots. I have heard seasoned racers comment they have lost seconds off their lap times with David's help. During the race weekend David has his SmartyCam available to place in your racecar for a session and he will then review the video/data. The sign up for this option is done at the first drivers meeting and at no charge for the SmartyCam use and review. Another way to use David's expertise is to share your own video/data with him and he will review it and give suggestions or comments. What an opportunity to improve your racing with skills or set up! One of the best ways to improve your lap times is to spend time improving the driver!

As mentioned in many previous articles, video information can be

imperative if you are involved in an incident. From a steward perspective the information we are looking for includes: the rear view mirror, hand positions, and both sides of the car giving us a view of your track position and vicinity to other cars. When you are mounting your cameras take these items into consideration.

David Murry has years of experience using videos. He shared the following with us on what to look for when purchasing a camera, including choosing available options, reliability and data acquisition concerns.

There are so many video cameras and data systems available today, how do I choose one? There are a number of factors to consider:

- Do I want separate video and data systems or do I want them integrated?
- Do I need to be able to move the system from one car to another or will it stay in one car?
- What level driver am I? Video is much more helpful than data until we are getting the last bit of lap time out if you have someone to look at it who can evaluate it.
- Do I value video picture quality over information?
- Data will tell you specific details such as if you are braking to maximum, applying throttle at the correct time, pumping the brake, and if you have another lap from someone faster if your corner speed is as high as possible. The downside is if you overlay a lap with a faster driver you can see there is more speed in the corner but can't see if the line you are driving will allow for that extra speed.

I use the SmartyCam for coaching and here's why - the picture quality is not as good as the GoPro or other HD cameras but it has some data information on the picture including: lap time, speed, and g's. When I watch a video I am looking for the correct line, and g's to tell me if the driver is varying brake pressure or the g's are not linear throughout the corner laterally. I can also scan through the laps to see which was the fastest and critique that lap. With the video I can see if the reason the driver was slow on a corner was due to traffic. The SmartyCam is also quickly interchangeable from car to car since it is totally self contained. If I like I can even download the data into AIM's interpreter to overlay with another lap.

If you have a car that you plan to keep a video/data system in permanently, you have more choices. There are systems designed to use HD cameras and can sync video (even multiple cameras) to data. You can connect leads to throttle position, brake pressure, steering angle, etc. with some of the data systems.

For data evaluating driver performance only, I like to have lap time, rpm, speed, throttle position, and brake pressure inputs. Those can tell you what you need to know. The more inputs you have the more data you have for evaluating driver performance and car performance. On our ALMS car we had a lot of sensors including: throttle, brake pressure (front and rear), steering, rpm, gear, shock movement, load cells, air speed, air pressure, etc. We had almost everything you could think of monitored which gave us information to help setup and develop the car as well as the driver.

Each data system, whether it's Motec, AIM, Traqmate, or other



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system, gives you the basic needs for driver performance. You need to decide what features you want and then how that system works to see if you like it. Watches all tell time, some look nicer and are easier to read than others. It's the same for data systems. Most systems allow you to download their interpreter program for free. Download them and play with them to see which you like.

Good luck. It's like buying a car or nice watch, lots of choices and slightly different options.

David Murry

Let's review two procedures continually addressed with stewards in the tower.

The first procedure is that PCA Club Racing Rules state that when you have contact during any session you are required to report to black flag in the hot pits. Our rules do not offer the options to come in later or to judge

yourself not at fault. The steward will not black flag you to help you follow the rule. Should an incident occur during a race an adjustment of your time is needed. This adjustment of your time will happen after the race. This time adjustment is for all cars involved in the incident. In other words, staying on track will not give you any laps gained but will give you more wear on your car. Your race will stop being scored at the time of the incident regardless of how many additional laps you make on the track.

The second procedure is that you must finish your race (take the checkered flag) on the race track to avoid a DNF on the final results. Be aware and make a good decision. If you are not the leader and the checkered flag is waving consider was that flag given to the leader and do I need to go one more lap? Likewise, you may not receive the checkered flag on pit road. If you receive the checkered flag on pit road, that lap is deleted and you are scored DNF.

It is time to think winter tires here in Colorado. For your information Jackson Motorsports Group has given us the availability to purchase non-performance Michelin tires at a 25% discount to PCA Club Racers. I did the research and this was a benefit for my street car. You need to contact Victoria Hughes at JMG (864) 272-3161 (direct), (864) 272-3040 (fax), or victoria.hughes@jacksonmg.com.

This year was exciting with attendance up at many events - but wait until you see 2013! We have new tracks on the schedule, we will return to some tracks we ran in the past, and there are date changes for a few events. The PCA Club Racing calendar is kept up to date on www.PCA.org/activities/clubracing.

Thank you for making this a great PCA Club Race year.

Vicki 

From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



The Race-Monitor live results program continues to be a hit. If you attended the events at MotorSport Ranch or Buttonwillow Raceway Park, you saw an alternate live results program pilot for Race Tracks Live (RTL). This being the USA, land of opportunity, competition, and free enterprise, when I was contacted by RTL I felt that you should be given the chance to see the product and voice an opinion. The feedback from these two pilots was that you overwhelmingly prefer the Race-Monitor product, so we will continue to use it in 2013.

It is the time of year to say “thank you” to those fellow racers and race shops for transporting the Club Racing equipment around the country in support of our program. It is these individuals and businesses that eliminate

shipping costs to the regions, carefully handles the equipment, and ensures it arrives safely and on-time for the next race weekend.

As Bryan mentioned in his article (Page 4), one set of T&S equipment was lost by a commercial shipper early this year. When the equipment was finally located, it contained some irreparably damaged components. It is incidents such as this that makes us truly appreciate the efforts our community provides by hauling our equipment.

Sometimes, an individual or shop hauls the equipment more than once during the year. This year, Chris Musante transported the equipment four times, and Eurosport hauled the equipment twice. We owe these two an extra “thanks” for their troubles. When you see the persons or organizations listed

below, thank them for their equipment hauling efforts.

Chris Blazer (KSC)
Jim Buckley (MAV)
Chris Dooley (PST)
Mike Courtney (NST)
Keith Fritze (NST)
Adam Jaspers (RMT)
Les Long (INT)
Robert Murillo (GG)
Chris Murry (GG)
Chris Musante (CTV)
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Rules Changes for 2013



By Walt Fricke, Technical & Rules Chair

The rules change process for 2013 was affected by an IT change which disabled the forwarding of proposals and comments to the rules chair. After the rules proposals were winnowed and published electronically, the silence was deafening. I knew from other channels that the Spec Boxster racers had decided points of view on the changes proposed for their class, but I wasn't getting those comments through email. At which point the forwarding problem was discovered, repaired, and a second email blast sent out. Here is what the Rules Committee decided to adopt, along with some clarifications which will avoid rocking well settled boats.

STOCK CARS

1. Engine

E. Amend to read:

The exhaust system is free providing the engine meets any local noise limit requirements. *On turbocharged cars, the manifold and other exhaust piping between the exit of the port on the head and the entrance to the stock turbocharger is part of the exhaust system.*

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

6. Body/Chassis/Interior

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

SPB

2. Engine.

D. Add: *Power steering coolers are allowed*

3. Transmission

D. Amend to read: *Short shift kits are allowed. The shifter console may be raised, but shift cables must remain stock length.* Note: the stock rule will also be amended to allow raising the shift console.

SUPER CLASSES GTC

H. Amend

Include GTC2 in the allowance of aftermarket fiberglass or carbon fiber hoods

GTC

Add: *For tracks where the noise restriction is 103 dBA or below, additional sound muffling systems may be used in order to comply with the restrictions.*

GTC2

Add: *GTC2 motors may use any Porsche rocker arm.*

GTC3

Add: *GTC3 mufflers and associated parts, from the header back, may be replaced with a fabricated or aftermarket exhaust system which results in a car which meets a 103 dBA limit, and meets these additional criteria: the secondary piping may be no larger than 2.25" in outer diameter, must incorporate a muffler, must not be longer than stock, and must exit as two pipes in the stock center location or, for early cars not updated, may exit on each side where the factory system exited.*

Changes to SP1, SP2, SP3, and SP911 will be added when the rules setting bodies for those classes determine what changes, if any, to make for 2013. I thank all who responded, as your views help keep Club Racing on a steady keel.



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Boots on the Ground

By Ray Newman, Chief National Scrutineer



Well gang, another one is in the books. I hope everyone noticed the new methods and practices that were put into place over the year to keep you safe and to level the playing field. While some of the new checks and methods proved quick, easy, and effective, other practices sounded like a good idea in theory but in practice, it sometimes proved to be not so quick and easy. We will continue to work on other items to keep the field level and honest. We recently received some new custom designed tools for checking engine displacement and these will be put in use next year.

Many of us will pull our cars apart in preparation for the upcoming season. I strongly encourage everyone to check all of your safety equipment not only

for age and condition, but the mounting points and direction of belts and especially the mounts of the seats. Sliding rails are a wear item, and they get loose over time with the stresses being

*other practices sounded
like a good idea
in theory...*

applied. Also, check for cracks in the floor pans where the seat mounts. We are seeing failures and cracking in our aging fleet of racecars. And don't forget to make sure your fire equipment is charged and up to date. Throughout this past year, I have mentioned other

items specific to certain cars, so please go back and review those items and take care of them during the down time to prevent a possible incident next season.

I want to take this opportunity to thank all the scrutineers for the time and commitment they give to this program. They use their vacation time and take time away from family to help make this venue what it is, and it could not be done without their help. Please take time to thank them at the next event where you participate.

Have a great holiday season, and we will see you next year around the country. 

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Fun Runs to Club Racing in 18 Months

By Benoit Marcille, PCA Club Racer (Ozark Region)

Photo by Hart-Photography.com

As I sat down to write those lines, I had just “survived” my first ever PCA Club Race. The best part of all, it went very well. No wrecks, no off, no spins, and some fun fights for position on the track. I earned my PCA Club Racing license, and an award too, but we’ll talk about that later. I still have a hard time realizing that it happened. Eighteen months ago, I had never been on a track with a car. So let me tell you the story of how this happened.

It all started in the summer of 2010. I am the proud owner of a 993 C4 Coupe, taking this car out on all the Ozark Region fun runs and events I could join. Driving the Arkansas twisty roads can be so much fun with a Porsche. I had planned for several months to attend my first “Petit Le Mans” at Road Atlanta as a spectator. While there, I met new people from other regions, saw some great races, and ran into Dan Crossett, a fellow Ozark Region member, who was attending the event with his wife and several guys from the Hallett Race Shop. Dan is a racer with a lot of experience and it was great hanging out with him and watching the race as he explained the inside stuff of an endurance race. I think at that moment, I decided I wanted to learn how to drive on a track by joining the PCA Driver’s Education Program (DE).

One evening during that Petit Le Mans race weekend, I was at my hotel browsing the internet, when I came upon the inventory at RAC Performance (RAC) of Dallas, TX. They had a nice 1986 Porsche 944 Turbo track car

for sale at a reasonable price. Luck strikes for the first time.

That same weekend, one of my best buddies, Travis Collyar (OZK), who owns a 944, was in Dallas at RAC having his 993 aligned. I called him and asked him to check that 944 Turbo for

*Driving the Arkansas
twisty roads can be so
much fun with a Porsche*

me. “You’ve got to buy that car,” said Dan. It turned out this car was the personal track car of one RAC owner, it had a fresh engine, was well sorted, and could still be driven on the road. I called RAC and closed the deal, car unseen. Luck strikes a second time.

I had just bought a track car having no tow vehicle and no trailer. So on a nice November Saturday, I flew to Dallas, picked up the 944 Turbo and drove it home on DOT approved “race tires” despite the warnings of RAC personnel. A month later I found a good vehicle to replace my daily driver and tow a trailer. I also found an aluminum welder close to Memphis who was begging for work, and hired him to build a custom lightweight aluminum trailer for the 944 Turbo. I was all setup to hit the track by February 2011.

In order to make my first ever DE experience go well, I asked my best friend Staton Breidenthal (OZK), who is a former SCCA racer, to come along

with me and share the car. He was interested and gladly accepted. We started to look at our schedules to find a DE we could both attend and which was not too far from Little Rock. I have to be honest, we are not exactly blessed in Arkansas with road courses. No track in the state and the first “good” track is over 300 miles away. We settled on joining the Alabama Region for their March 2011 DE at Barber Motorsports Park.

That first track experience with a new car was actually very unsettling. We had lots of rain the first day and cold temperatures. The weather was better the second day but still very cold. I spun many times, made many mistakes, I was awfully slow, but my instructor, Deems Riddle (a racer), remained patient and kept encouraging me.

Staton had a fun time getting back behind the wheel and playing with the faster guys. After that weekend, I was not so sure about what I had done, as I felt I had done terrible despite the good words from my instructor. Nevertheless, I did not give up. I decided to try another DE hoping for better weather. The next month, I headed for MotorSport Ranch (MSR) in Cresson, TX to attend a Maverick Region DE. This time I went alone but my friend Travis knew people attending this DE so he hooked me up with them. I was welcomed by a bunch of guys who ensured I would have a great weekend. Those guys became my “track bros” over time. I also discovered a very well structured DE program by the Maverick Region. I was teamed up with a great instructor named Chris Irby, who was also driving

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a 944 Turbo, and things just somehow clicked. By the end of my second DE weekend, I was promoted from the Beginner group to the Novice group.

The next month, Staton and I decided to go back to his old “stomping ground” and attend a PCA DE in Hallett, Oklahoma. Even better, Dan Crossett, who is an instructor for the Hallett racing school, agreed to be my instructor during that DE. I was excited about this great opportunity and was looking forward to having a great weekend. But after only a few laps, the car decided otherwise as a wheel hub broke and my weekend was finished.

I repaired the car and continued attending DE's with the Maverick Region, alternating at MSR and Eagle's Canyon Raceway (ECR). By September, I was driving solo. After a couple more DE's with Maverick, the season was over until March. The winter of 2011-2012 turned out to be so mild that some of my track bros and I started thinking about hitting the track early in

the winter. What we came up with was a “Private Racing School Day” at the Hallett Motor Racing Circuit. I have to thank Dan for working the deal so three of us could be his race students for a day, have the track to ourselves and rent some Spec Racer Fords. Being able to debrief us quickly after getting off the track and go right back out to try again was priceless. Besides graduating from the Hallett Racing School, the progression I made during this one day was beyond my expectations. After the weekend, I asked Dan what I should do next. Should I do more racing school days at Hallett or attend other racing schools? To my surprise, Dan said, “Go race.” Graduating from Hallett allowed me to be eligible to race at Hallett's own road racing organization, COMMA, renting a Spec Racer Ford (SRF). I did just that in March 2012. To my disappointment, there were only two SRF's racing, and the other guy had more experience and a better prepared car than the Hallett rental SRF. I had no

chance to fight for position. To make matters worse, the SRF's were racing in a group with Formula Atlantic and Formula Fords, much faster cars than SRF, so in the two races I drove, I started in the back and spent my time looking in my mirrors for open wheelers blowing by me. It was not very fun, to say the least, and very expensive overall. I concluded that racing a rented SRF was not for me. I had always preferred GT cars anyway. But it was, nonetheless, a good experience, learning how to “behave” on the track with other faster traffic in a race environment.

After that race experience (or race experiment), I resumed attending DE's with the Maverick region. By April, I was promoted to the Intermediate group. I realized, after studying the PCA Club Racing rules, that I had become eligible to be a Rookie Candidate with PCA Club Racing. It sounded like a crazy challenge but it seemed doable. I already had some of the required driver safety equipment. The

car needed some work to comply with the rules, but was not too far from being an E-stock class car. I started to make a list of what I needed to do to become a Rookie Candidate. I also approached some PCA Club Racers I knew, and talked to them about my project. All of them, without exception, were very encouraging saying I could and should do this. Actually, they were more convinced than me that I could do this. Without their support and encouragement, I don't think I would have pushed the project all the way. I also approached RAC about bringing my car into compliance with the Club Racing rules. They were very encouraging in the process and very helpful. As there was no major roadblock, I decided to aim for the Texas Showdown PCA Club Race at MSR the following October. There were several reasons for that. First, MSR was definitely the track where I had the most experience. Second, a lot of racers attending this race were from the area, meaning I knew them either from being on the track with them during DE's or having them ride with me as instructors during DE's. And finally, for work reasons, I had been temporarily relocated only 70 miles away from MSR, and a friend of mine was hosting my race car at his track garage. It was the perfect environment to get started with PCA Club Racing for me.

At the beginning of the summer of 2012, I started buying all the necessary safety equipment. RAC started modifying the car to comply with the rules and I started gathering the paperwork needed for the application.

By the late summer of 2012 all was ready, except for one thing - an on-track evaluation. When I learned that I was going to get my evaluation with PCA Club Racing Chairman Bryan Henderson, I really got worried. I showed up at the September DE at MSR and got to ride with Bryan. He turned out to be the nicest and calmest instructor I've ever had. He pointed out some things I was doing wrong and helped me to smooth my lines. He also talked to me about the club racing environment and

what to expect and what was going to be expected from me. Actually, it felt more like a great one on one class session than an evaluation, and I thank Bryan for that. The experience was so pleasant that I asked him to ride with me the next day under rainy conditions and again, Bryan gave me some extremely helpful pointers for driving in a race in the wet. By the end of the weekend, Bryan signed me off for Club Racing.

Things were now all in the hands of Susan Shire, the Program Coordinator to approve my application as a Rookie License Candidate. After a phone interview where she reviewed my application, asked me some questions and made sure I had all my ducks in a row, she told me she was approving my application and that I could attend the PCA Club Racing School at MSR in October 2012.

Then it hit me, the race was less than three weeks away. What had I just done? Had I gone nuts? Well, too late to back out now. Too many steps completed and too many people expecting me to race on that weekend. I had to move forward

A couple days after approving me, Susan informed me that I needed to pick another racer attending the event as a mentor. His role would be to help me go through all the steps I had to complete and to remind me what I was supposed to do. That was a superb idea and for me the choice was obvious. My friend Mike Williams (MAV), who was hosting my car in his garage at MSR, was going to enter the race that weekend, so he was the logical choice as a mentor. He kindly accepted the role. A few days later, RAC informed me that they were sending a couple of mechanics to provide track support for Mike, me and another customer racing a Spec Boxster. I was going to have professional track support for my first club race, Yoo-Hoo!

Friday October 26

I arrived at the track in the afternoon. Mike had been there most of the

day getting some practice and fine tuning his car, a Spec996. Bob McAfee from RAC was there too, making sure both cars were ready. I did not plan to go out and practice; the car was ready, new tires were scrubbed a couple of weeks ago and I didn't want to use them more than necessary. I went over the car myself (can't help it, being an engineer, I love to wrench on it), I checked my safety gear and made sure everything was there.

Mike took me to registration. The fun part was that it almost felt like a DE registration as the same people I was used to were there, namely Wendy Shoffit (MAV, race registrar) and Joel Nannis (MAV, race chairman) and of course they were expecting me as I had been "flagged" as a rookie. Joel checked my safety gear. Then it was time to meet the national steward and the national scrutineer with my precious letter from Susan in hand. A quick check of my paperwork (all was well) and I was sent to tech inspection with my car as it is a first time inspection and I needed to obtain a logbook.

The tech inspection went well, until the car got on the scales and I realized the car was light, very light, too close to the minimum authorized weight for comfort. I had removed a lot of "stuff" from the car over the winter, but I had not expected it to be that light. Back in the garage, Bob and I devised a plan. We put a spare wheel in the spare wheel compartment in the back, which was a legal, to increase the car weight. Back at the scales, the weight was much better. Now I could race without fear of finishing under the minimum weight.

The day was not over yet though. I had meetings to attend as part of my Club Racing School. I attended the Chalk Talk (not required) and the Orientation meeting (required) during which the national steward met all the Rookie Candidates. To my surprise, I found out during this meeting that the other Rookies had some racing experience, sometimes extended racing experience. I was the only one with no racing

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Benoit displays his Rookie "X" with bright yellow tape

experience, no racing starts etc. This would be interesting on the track. As a rookie, I planned to send a clear message to the other drivers from the back of my car after buying some yellow duct tapes. Judge for yourself.

Saturday October 27

After a sleepless night, I arrived at the track early for the drivers meeting. I saw my DE buddies having their drivers meeting but this time I went to the other meeting, the Club Race meeting. It felt weird. Mike was with me, guiding

me, and I am grateful for that, otherwise I would have felt lost. I listened to the briefing and it becomes obvious that everyone's fear was driving through Rattlesnake during starts. Chaos was predicted. Not a

good spot to be for a rookie. My goal was simply to survive the weekend, survive the starts and races. Before long, I was out for my first practice session. It was just a warm up as I was reminded by the guys from RAC. Don't push, don't force, just warm up the car, see how it feels and get in the groove. I went out and got ready to pass and be passed in turns, which was new to me as DE's don't allow that. But all went well, and my times were actually not that bad as I did not push much.

me, and I am grateful for that, otherwise I would have felt lost. I listened to the briefing and it becomes obvious that everyone's fear was driving through Rattlesnake during starts. Chaos was predicted. Not a

A little later it was time for the second practice session. After a few laps, I felt a vibration in the front right of the car under heavy load. I didn't like it, especially having experienced suspension failures in the past during DE's (a hub at Hallett and a spindle at MSR). I stopped my session and pull into the garage. Bob checked the car and the hub was okay but the bearing was a little loose, an easy fix.

Next was the qualifying session, but I treated it as another practice session. I went out to first check if the vibration was gone, and it was. I didn't try to make a "hot lap" I just tried to make a long run to get a good feel for the car. I qualified close to the end of the pack but I didn't care. I was racing for the experience and to obtain my license, not to win.

The afternoon session was the one I feared the most, the Fun Race with three practice starts. As I arrived on the grid, I was notified by the scrutineer



Photo by Les Linenschmidt (MAV)

Benoit receives his Club Racing license from Steward John Crosby

that he wanted me to go to impound after the race for a turbo boost check. I had to remember that in case I missed the sign coming off the track. As I qualified poorly, I was in the back of the pack, which actually was not a bad thing for the practice starts. Less cars around me than if I was in the middle of the pack, so I got to better see how it goes while still playing with a few cars in the back of the pack. All three starts went well; I just went along with the pack, avoided contact and maintained my position. I had a few battles on track with other cars, more experience gained. At the end of the race, I went to impound. To my surprise, I learned my car was low on boost by quite a bit. I was not getting all the power I was supposed to have. Back in the garage, the guys from RAC looked for the problem. There was a leak somewhere. They managed to get some power back, but not all. I'll have to live with it.

Finally, it was time for the first sprint race - my first ever points event PCA Club Race. I reminded myself of my goals: finish and stay out of trouble. The start this time was definitely more "brutal" as drivers were much more aggressive and I decided to back off, losing spots.

As I came to Rattlesnake chaos broke loose in front of me, with tire smoke, cars checking up and even a car sideways. Survival instinct kicked in and I decided to drive off track on the right to avoid the mess. I rejoined the track in the middle of Rattlesnake and to my surprise I regained the spots I had

lost at the start plus a few more. As I've heard before, you can't win a race in the first turn, but you sure can lose it.

After that excitement, I paid attention to hitting my marks, ran consistent laps, watched my mirrors. Quickly, some of the faster cars that were involved in the mess caught up with me. I held my line, not making any desperate moves or blocking to keep my position and they managed to go around me cleanly. After a while I found myself alone on the track. I could see a group of cars a few seconds ahead of me and another group a few seconds behind me, but for me it was like peace on earth. I just completed lap after lap, trying to stay where I was. After the half-way point of the race, I saw the leaders coming from behind to lap me. I kept my line but left the door wide open in order to avoid slowing them down. As expected, they went around me. Before long it was the checkered flag and I told to myself, "Good Job!" I finished, gained some spots from my starting position and did not get involved in any incident (and there were several in the race). I survived my first day of PCA Club Racing and I got congratulated by all my friends who watched me. What a day!

Sunday October 28

I slept a little better than the night before, so I was more relaxed when I arrived at the track. The morning started by going over the car, where all seemed in order. Next was a morning warm up session, so I went out and just made some easy laps, to make sure the care felt right - it did. During the drivers meeting, I had the pleasure of officially receiving my PCA Racing License in front of everyone. It was a big moment, my heart pounded as I felt I had joined a new family as the more experienced drivers applauded.

But the day was only starting. I still have to enter two races, including a one hour Enduro. I was worried that I had enough "fuel" left in me after burning so much adrenaline all weekend long.

The second sprint race went well. I once again used a very prudent start, not fighting hard for position. The pack went through Rattlesnake easier than during the first sprint race. Quickly, I settled into a rhythm and I tried to run consistent laps and stay on the track. Doing so, I managed to gain six spots during the race, starting 29th and finishing 23rd. The big difference between this sprint race and the first one was that I felt more relaxed, and it showed on the timing sheets. Where my best lap of the first sprint race was a 1:29, I managed a 1:27.9 in the second sprint race, with a car still low on boost. Smooth was fast. How many times had I heard that from my instructors?



Photo by Les Linenschmidt (MAV)

Brandon Piper of RAC Performance assists Benoit during the Enduro



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What I liked about Sunday compared to Saturday was that there were fewer on track sessions and more time for breaks. I got to watch the other races with my friends from the stands and cheer for my mentor Mike when he was on track, and watch the Cup Cars screaming down the straights like rockets. I also saw some nasty accidents involving Cup Cars, and one of them was scary for a moment but fortunately, no one was hurt but a couple of cars were damaged. It reminded me that racing can be dangerous and that anything can happen. That's why safety should always be the first concern of a racer.

Then the time for the Enduro arrived. My shoulders hurt, as did my wrists, ankles etc. But I had to suck it up and go. For the Enduro, I had a mandatory five minute pit stop. Fortunately, I had RAC as track support, the guys would be there in the pit lane to wait on me, check the car and hand me water to drink so I wouldn't have to get out of the car. They would time my stop. They

reminded me that I didn't have to push it if I didn't feel well. If I didn't feel right, I would pull in and call it a day. Our plan was once again to start easy, go through the first lap without incident, then settle down in what I call "DE mode", not going crazy, pacing myself so I could go the distance, and complete my first ever pit stop under race condition.

The Enduro start went as planned, and again I passed cars going off in the first lap. Then I settled into my rhythm. I kept an eye on my stop watch in the car as I planned to pit about halfway through the race. After about 30 minutes, the rear tires started feeling greasy, a perfect time to pit. Brandon Piper from RAC was waiting for me and showed me where to stop. He asked me how the car was doing and I told him perfect, except the tire pressure was probably too high. He went around the car and dropped a couple pounds of air in the tires as indeed they were too high.

I drank some water and tried to relax and breathe for a little while. Then Brandon gave me the one minute warning and it was time to get ready again. With about 10 seconds left for the pit stop, I started the car and pulled out of my pit box. We timed this stop pretty close to five minutes, but I got held another 10 seconds at pit out before rejoining the track due to traffic; a bit of bad luck.

I went out cautiously on my out lap and then I started getting back in the rhythm. The car felt great, so I keep pushing and pushing in the spots I felt I could go faster – and I did. To my surprise, I saw several cars in front of me slowing down and I passed them easily. Either the drivers were tired or their tires were not working well. In the distance I saw the pink 944 I had been playing with quite a bit all weekend. It was obvious I was catching up with him. With 15 minutes remaining, I

Continued on page 23



Double

Crown Pictorial

Photos by Greg Phillips, Region President (San Diego Region)



Fun Runs to Club Racing

Continued from page 21



Photo by Wendy Shoffit (MAV)

Benoit receives the Rookie Award from Steward John Crosby (L) and Race Chairman Joel Nannis (R)

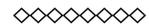
thought perhaps I could get a late pass. But no, there was not enough time left in the race. I finished 10 seconds behind him, the same 10 seconds I was held at pit out, but that's racing. Again I gained some spots during the race from start to finish and I completed a race weekend without incident, without a spin or off, except for the intentional drive off dur-

ing the first race to avoid a mess in Rattlesnake, but that does not count. Once the results of the Enduro were out, I had the pleasure of seeing that I had again improved my best lap of the weekend - a 1:27.3 that was achieved after the pit stop. I was still improving.

At this point, I believed the racing weekend was over and I started putting things away and packing up. There was one official event left on the schedule, the awards ceremony. I decided to go to cheer the winners and watch the podiums. Suddenly, I heard my name called by the national steward saying I had won the PCA Rookie Award. I couldn't believe it. I had to have my friend Les Linenschmidt

(MAV) who was with me pinch me to realize it was real. The weekend had gone perfectly, better than expected and now I was receiving the Rookie Award, with a great prize, a nice discount on a set of new Forgeline wheels. It couldn't happen at a better time since I needed some bigger wheels to have more rubber on the ground! Icing on the cake? You bet.

Now I have the winter the go over my car, fix a few issues, make it safer, better and faster. I will be back for more PCA Club Racing in 2013. I don't know where and when yet, but I will be back. I will also continue driving DE's as they are a great opportunity to get used to tracks I don't know as well as MSR. See you on the track in 2013. 



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PODIUMS



Photos by David O'Neal, Zone 12 Representative (Spacecoast Region)



Eric Boueilh (UPC) GTC4
1st - Sprint 1, 3rd - Sprint 2

Normand Houle (REN) GTC5
3rd - Sprint 1, 2nd - Sprint 2



Josh Norman (SFL) GTC5
1st - Sprint 1 & Sprint 2



Peter Collins (GCT) GTC4
1st - Sprint 2



Enduro winners

TEXAS SHOWDOWN

Photos by Wendy Shoffit (Maverick Region)

GTC3



Sprint 1
1st - Corey Harbold, MAV (center)
2nd - Mark Kemp, COB (right)
3rd - Toby Pennycuff, MAV (left)

GTC4



Sprint 1
1st - Denis Boule, MAV (center)
2nd - CJ Lett, WIC (right)
3rd - Kristin Treager, CIM (left)

GTC5



Sprint 1
1st - Mike Vess, WIC



Sprint 2
1st - Corey Harbold, MAV (center)
2nd - Mark Kemp, COB (right)
3rd - Toby Pennycuff, MAV (left)



Sprint 2
1st - Russell Walker, MAV (not shown)
2nd - Doug Bielefeld, MAV (right)
3rd - Kristin Treager, CIM (left)

Where Have All the Flowers Gone

By Joe McGlohen, PCA Club Racer (Maverick Region)



My first PCA Club Race was the first annual Lone Star Region PCA Club Race, June 13-14, 1997, on the short course at Texas World Speedway (TWS) in College Station, Texas. Alan Friedman (father of PCA Club Racing¹) was the steward of the event and taught my novice introduction class. What an honor that was; I even got his autograph on my log book. Well, that was a weekend of many lessons. So there I was, a bright eyed and bushy tailed 51 year old “kid”

1 See CRN 11.1

re-entering a racing career about 30 years after my first school, race and regional in 1967 at Phoenix International Raceway.

I had about 310,000 miles of commuting in a 1974 914 (PCA Club Racing class J at that time) and several fairly successful local PCA autocross and time trial seasons under my belt. I also had a lot of DE

time in the bank. I was really looking to the venue to provide a weekend of racing that was enjoyable and safer than I had encountered in other venues in the 1960's and 1970's. In this regard I was not disappointed. From my viewpoint the 1997 TWS club race ran like a well oiled machine. It was incident free. What a



Photo by Digital Race Photography

Joe makes an inside pass on Steve Cleverly (#15) in the carousel at Texas World Speedway in 2003

wonderful experience. What a wonderful venue! Safety first, then let's have fun!

Initially I was not as successful in my class as I had hoped. That year and the next two years Pat Steiger and Tad Hass gave me some very good lessons in driving a 914 on track, both at the club races and at the Lone Star DE's at TWS. They were always ready to help in the car or in the paddock. Sadly, they both gradually moved away from the sport. Tad moved from the area and Pat decided family time was more important. Other stock 914 J-class drivers came into the program, and we had many good races. Rick Kassel, also in Maverick region, came in a while later. I met John Cotter at Road America and



Photo by Hart-Photography.com

Joe pilots his '74 914 "Dragon" at MotorSport Ranch in 2005



Joe has one car between him and fellow class competitor John Cotter (#14) at Road America in 2002

“reunion” weekends. We could hang out together, make burnt offerings, abuse frosty adult beverages, have great fun, and I’m sure the time together is worth the effort! I am open to suggestions on which races would be the best for our A/B cars, but I recommend Sebring, TWS, VIRginia International Raceway, Road

we raced there a few times, as well as Hallett Motor Racing Circuit (Hallett), and No Problem Raceway Park (NPR, now Circuit Grand Bayou). John came through the Dallas/Fort Worth area and left his camper and trailer at Rick Kassel’s place. Rick and I helped John work on his car at Rick’s place before we headed to NPR in Louisiana. At NPR, Rick had electrical problems. I also had problems for one race, but John Cotter and Rusty Tilton and I had some great fun during the other races.

I have had some great fun at TWS, Texas Motor Speedway, NPR, Road America, Hallett, MotorSport Ranch, and Sebring International Raceway. I have had some great fun racing with Pat, Tad, John, Rusty (now driving GT5), Rick (now driving A improved), Bill Jacobi (sold his car), Steve Cleverly, and Mike Freidman (who spanked me at Sebring in 2002).

In 2008, the stock class letter designations in PCA Club Racing flipped. This flip in classes meant that the former class-J cars are now class-A cars, and class-I cars are now class-B cars. I researched the currently posted club race results for years 2010 through 2012 and found that there were no class A (formerly J) entrants for the period. In class B there were 12 competitors in 2010, two in 2011, and four in 2012 who actually competed during those years.

Watching your mirrors throughout a weekend if you are the only car in the slowest class(es) is no fun. Watching your mirrors because someone in your class (probably me) is closing on you and dealing with THAT is fun.

I would like to see five or six of the A/B class cars at the same event four or five times a year – a resurrection of the classes so to speak for some

America, and Hallett. I realize that is a lot of right coast stuff but left coast suggestions are more than welcome. Feel



Photo by Patricia Benson (MAV)

Joe, Rusty Tilton (#25), and Bill Jacobi (#60) on the grid at Hallett Motor Racing Circuit in 2003

free to contact me via email at retread@ix.netcom.com, or call 817.366.1678. If your email message subject is “Class A” or Class B” then I will get the message and clear you into my world through my spam blocker.

I hope to hear from many of you. If I don’t hear from you I will go try to steal your lap records - I promise! Let’s go race and have fun! 



Photo by ProShots

Joe gives chase to Mike Friedman (#40), who went on the “spank” Joe at Sebring in 2002



Photo by Hart-Photography.com

Bill Jacobi (#60) drives the banks of Texas Motor Speedway and Joe cruises the apron during the 2002 Maverick Region Club Race

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>
Brainerd International Raceway							
Doug Scovanner	NST	H	S 08 CAYMAN S	34	19	15	Carousel Porsche *
Alan E Benjamin	RMT	B	S 73 911 T	44	29	15	Carousel Porsche *
Henry Luft	PNW	GT4R	GT 70 914	33	24	9	Maplewood Imports
Shannon Ivey	NST	D	S 82 911 SC	25	6	19	Enduro
High Plains Raceway							
Bruce Mcgrath	RMT	GT4S	GT 73 911 RSR	18	13	5	Green Race #1
Michael Hemingway	RMT	GT4S	GT 74 914-6	13	10	3	Green Race #2 *
Bruce Busby	HCT	GT3S	GT 93 911 RSA	16	13	3	Green Race #2 *
John Byram	KSC	D	S 83 911 SC	31	24	7	Yellow Race #1
Laurence Jitts	LHN	SPB	P 98 BOXSTER	19	15	4	Yellow Race #2 *
Chester Bailey	WIC	E	P 75 911	25	21	4	Yellow Race #2 *
Dale Tuety	RMT	SP1	P 83 944	29	25	4	Yellow Race #2 *
Gridding error prevents proper calculation				0	0	0	Enduro
Mid-Ohio Sports Car Course							
Keith Cooper	CHO	GTC3	GT 03 GT3 CUP	17	10	7	Blue Race #1 *
H Roger Funk	CTV	GT4R	GT 76 911	29	22	7	Blue Race #1 *
Joseph Fawsitt	NOO	H	P 93 RSA	36	29	7	Blue Race #1 *
Spencer Maggard	PST	GT3S	GT 80 811	18	12	6	Blue Race #2 *
William Slowikowski	CNY	GTC2	GT 97 993 CUP	22	16	6	Blue Race #2 *
Lenny Stann	FST	E	S 81 911 SC	20	10	10	Red Race #1
Stacy Freeman	PST	SP2	P 83 944	35	24	11	Red Race #2 *
Tim Meyer	LV	SP1	P 88 944	39	28	11	Red Race #2 *
Hunter Allen	BRI	E	S 88 911	18	2	16	White Enduro
H Roger Funk	CTV	GT4R	GT 76 911	15	4	11	Yellow Enduro
NJMP Thunderbolt Raceway							
Joe Needham	SCH	E	P 72 911 S	18	8	10	Blue Sprint #1
Frank Osborn	NE	E	S 86 951	20	9	11	Blue Sprint #2
James Clemens	NNJ	E	S 99 BOXSTER	29	20	9	Blue Sprint #3
Tim Holt Jr	RTR	K	P 04 GT3	12	6	6	Red Sprint #1
Christopher Karras	RTR	GTC3	GT 02 GT3 CUP	15	3	12	Red Sprint #2
Michael Ferra	CTV	GTC3	GT 01 996 CUP	9	6	3	Red Sprint #3 *
C W Skillman	NE	GTA1	GT 00 996 CUP	14	11	3	Red Sprint #3 *
Salvatore Strocchia	NNJ	GTB1	GT 03 996 C4 S	27	16	11	Yellow Sprint #1
David Felker	RTR	GTB1	GT 99 996	25	11	14	Yellow Sprint #2
Lucas Catania	CNY	F	S 03 BOXSTER S	22	13	9	Yellow Sprint #3
Philip Kim	JSH	F	S 01 BOXSTER S	25	6	19	Enduro

<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
Road America							
Joseph Fawsitt	NOO	H	P 93 RSA	34	20	14	Blue Sprint #1
Gary Yee	NST	GTB1	GT 10 CAYMAN S	23	11	12	Blue Sprint #2
Mike Ollmann	MIL	SP3	P 91 944 S2	36	20	16	Green Sprint #1 *
Bob Danko	CHO	E	S 82 911 SC EURO	44	28	16	Green Sprint #1 *
Mark Weber	MIL	SP3	P 89 944 S2	19	10	9	Green Sprint #2 *
Mike Ollmann	MIL	SP3	P 91 944 S2	25	16	9	Green Sprint #2 *
Mark Llano	GCT	GTC5	GT 12 GT3 CUP	47	29	18	Red Sprint #1
Laurent Verstreken	CHO	GTC4	GT 06 CUP	30	21	9	Red Sprint #2 *
Rick Fischer	CHO	GT3S	GT 82 911	32	23	9	Red Sprint #2 *
Mike Ollmann	MIL	SP3	P 91 944 S2	41	23	18	Purple Enduro *
John Glueckert	CHO	E	S 91 944 C2	44	26	18	Purple Enduro *
Jim Norman	SFL	GTC5	GT 11 GT3 CUP	10	1	9	Yellow Enduro
Summit Point Motorsports Park							
Roger Johnson	MSO	GT5S	GT 72 911 ST	10	5	5	Black Race 1 *
Bob Mulligan	POT	GTC1	GT 90 964 EURO CUP	15	10	5	Black Race 1 *
Craig Estey	POT	G	S 90 C2	31	26	5	Black Race 1 *
Jeffrey Adams	POT	H	P 90 964	14	8	6	Black Race 2
Craig Estey	POT	G	S 90 C2	30	21	9	Black Race 3
Scott Belles	RTR	SPB	P 99 BOXSTER	18	15	3	Green Race 1
Frank Vento	POT	E	S 83 911 SC	19	14	5	Green Race 2
Jim Sherman	NNJ	E	S 86 951	10	5	5	Green Race 3
James Stanislaw	CAR	K	S 02 996 TT	27	22	5	Red Race 1
Andy Hansen	CAR	J	S 04 GT3	14	7	7	Red Race 2 *
Carl Tallardy	RTR	I	S 02 996	18	11	7	Red Race 2 *
Brent Asplundh	RTR	J	S 04 GT3	19	12	7	Red Race 2 *
Kenneth Boyd	RTR	J	S 05 GT3	26	19	7	Red Race 2 *
H Roger Funk	CTV	GT4R	GT 76 911	16	10	6	Red Race 3
Craig Estey	POT	G	S 90 C2	15	9	6	Blue Enduro
David Dunigan	SCH	H	S 01 996	22	14	8	Orange Enduro
Hallett Motor Racing Circuit							
Bill Bernick	MAV	E	S 88 911	20	13	7	Blue Race #1 *
Chris Blazer	KSC	SP1	P 86 944	25	18	7	Blue Race #1 *
Chester Bailey	WIC	E	P 75 911	22	17	5	Blue Race #2
Brian Young	HCT	E	S 86 951	12	9	3	Blue Race #3
Chuck Cole	MAV	GTC4	GT 09 GT3 CUP	6	3	3	Red Race #1
Larry Mozdyn	MAV	SP996	P 99 996 CARRERA	20	18	2	Red Race #2
Guy Danielson	MAV	GTA1	GT 03 91 CUP	21	14	7	Red Race #3
Carl Amond	MAV	SPB	P 98 BOXSTER	20	11	9	Yellow Race #1
Carl Amond	MAV	SPB	P 98 BOXSTER	18	14	4	Yellow Race #2 *
Dean Johnson	RMT	SPB	P 99 BOXSTER	21	17	4	Yellow Race #2 *
Brian Amond	MAV	SPB	P 89 BOXSTER	9	6	3	Yellow Race #3

<u>Name</u>	<u>Region</u>	<u>Class</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>	<u>Index</u>	<u>Race</u>
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Daytona International Speedway

Rodrigo Herrera	REN	SP2	P 85 944	34	11	23	Blue Sprint 1
Rob Hale	MSO	D	S 74 911	22	8	14	Blue Sprint 2
Eric Boueilh	UPC	GTC4	GT 07 997 CUP	8	6	2	Red Sprint 1 *
Richard Zahn	FLC	GTA2	GT 08 GT3 CUP	4	2	2	Red Sprint 1 *
Chris Musante	CTV	GTA2	GT 09 997 GT3 CUP	5	3	2	Red Sprint 1 *
John Goetz	CTV	GTC4	GT 07 GT3 CUP	7	4	3	Red Sprint 2 *
Andrew Zalasin	MNY	GTA2	GT 07 GT3 RSR	11	8	3	Red Sprint 2 *
Mixed 90/180 Enduro field prohibits calculation				0	0	0	90/180 Enduro

MotorSport Ranch

Terry Morris	WIC	SP1	P 84 944	25	20	5	Red Devils Sprint 1 *
Benoit Marcille	OZK	E	S 86 951	29	24	5	Red Devils Sprint 1 *
Lee Wilkins	MAV	F	S 73 911 RS	20	12	8	Red Devils Sprint 2
Brian St Denis	KSC	E	S 81 911 SC EURO	11	3	8	Red Devils Enduro
Toby Pennycuff	MAV	GTC3	GT 01 GT3 CUP	15	6	9	White Ghosts Sprint 1 *
David Hodges	LST	SP996	P 02 996	22	13	9	White Ghosts Sprint 1 *
Brooke Van Horn	WB	H	P 90 911 CARRERA 2	26	17	9	White Ghosts Sprint 1 *
Dennis Johnson	LHN	GT4S	GT 79 911 SC	28	19	9	White Ghosts Sprint 1 *
Kristin Treager	CIM	GTC4	GT 07 997 CUP	11	7	4	White Ghosts Sprint 2 *
Toby Pennycuff	MAV	GTC3	GT 01 GT3 CUP	13	9	4	White Ghosts Sprint 2 *
Bruce Busby	HCT	GT3S	GT 93 911 RSA	18	14	4	White Ghosts Sprint 2 *
Brooke Van Horn	WB	H	P 90 911 CARRERA 2	19	15	4	White Ghosts Sprint 2 *
Michael Williams	MAV	SP996	P 00 911	20	16	4	White Ghosts Sprint 2 *
Rafael Serralta	MAV	GT4S	GT 90 964	21	17	4	White Ghosts Sprint 2 *
Mark Gohlke	MAV	GT4R	GT 72 914-6	22	18	4	White Ghosts Sprint 2 *
Bryan Bell	MAV	SP996	P 99 996 C2	8	4	4	White Ghosts Enduro

Carolina Motorsports Park

Walter Dennis	CAR	GT3S	GT 74 911	19	11	8	Purple Feature
Ken Laborde	MG	GTC3	GT 02 GT3 SUPERCUP	9	2	7	Purple Championship
Kim Estep	CTV	GTB1	GT 11 CAYMAN	23	16	7	Purple Championship
Fred Beasley	FLC	SP2	P 89 944	19	14	5	Yellow Feature
Brandon Sick	CAR	SP3	P 90 944 S2	19	11	8	Yellow Championship
Gene Kendrick	CAR	SP1	P 83 944	43	35	8	Championship Enduro

Buttonwillow Raceway Park

Tim Meyer	LV	SP1	P 87 944	18	14	4	Sprint 1 *
Vince Knauf	SDO	F	S 89 951 S	21	17	4	Sprint 1 *
Tony Mazzagatti	LV	SP911	P 82 911 SC	17	11	6	Sprint 2
Tony Mazzagatti	LV	SP911	P 82 911 SC	15	8	7	Sprint 3
Doug Turnquist	INT	SP3	P 88 951	8	5	3	Enduro

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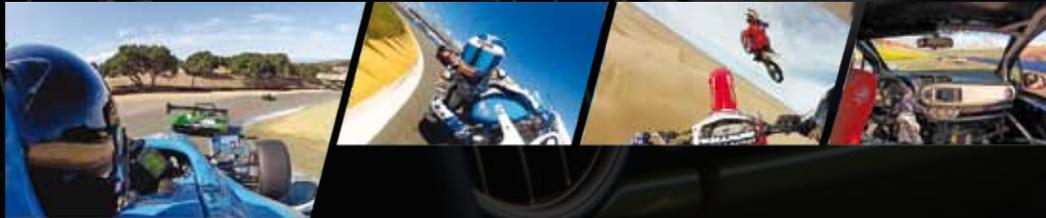
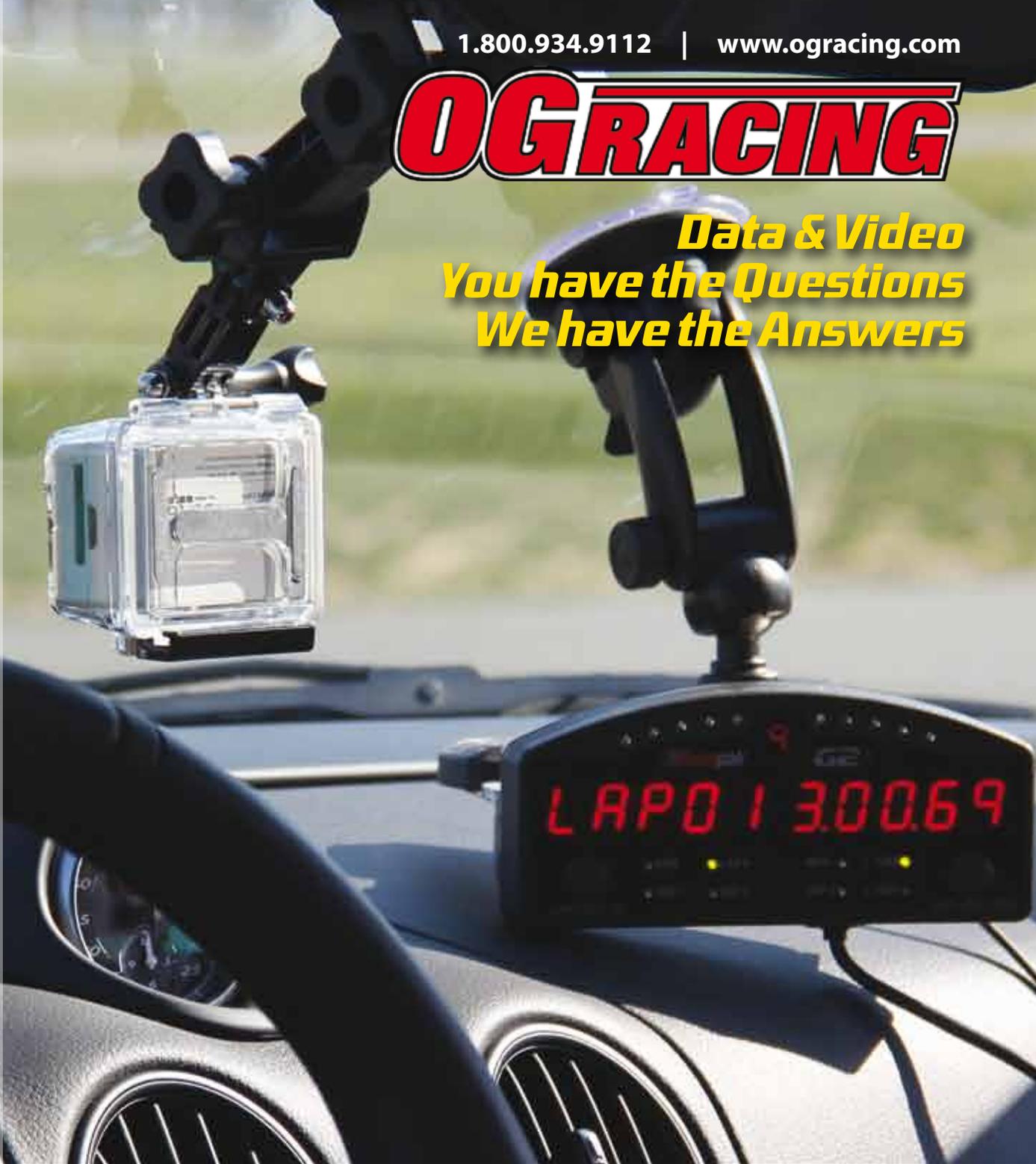
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