

Founder's Region Potomac
Porsche Club of America
20th Anniversary Club Race
Summit Point, WV
October 2011



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Welcome to PCA Potomac, The Founders' Region, 20th Anniversary Summit Point Club Race 1992 - 2011

Welcome to all of the Volunteers, Drivers, Sponsors, PCA Members, and the many other supporters of this, the 20TH Anniversary of the LONGEST CONTINUALLY RUNNING PCA CLUB RACE. As our logo this year states, we are the “birth place of Club Racing” in PCA.

Many of the folks responsible for the founding of the Club Racing program and former racers are our guests for the Sprint Races and the Dinner Saturday night. Among those attending are: Alan Friedman, the Father of Club Racing and a Potomac Member and racing in this event; Dan Dazzo, volunteering on the grid, Emil Blassic; Ivy Derderian; Susan Kimmit; Bill Love; Rich Wojciechowicz; Bob Williams, Dave Coleman, Chuck Fontaine, Gary Hess, David Mann, Chuck Perilli, Fred Phelps, Barry Rudolph; Rasim Tugbert; Anita Sangi; Mike Mount; Ed Nork; and Gil Coshland. They will be wearing yellow wrist bands and if you see them, please say hi, welcome them back.

To celebrate the past 20 years, we have created a new logo. This new logo adorns the trophies; has been made into embroidered patches and also into bumper stickers. At the first Potomac Club Race and at the 1995 race, Potomac gave each driver an engraved pewter Jefferson Cup. We recreated these cups for the 20th anniversary. All racers, volunteers and sponsors will receive a cup, an embroidered patch, and a bumper sticker.

Preparation and execution of a Club Race requires endless hours of work and patience. The months of planning and coordination by the dedicated volunteers who receive no payment for their time and talents should be applauded. So take the time to stop and say “Thank You” to volunteers and sponsors (both local and national). Without their effort and financial support, there would be no club race. Remember to support the sponsors by buying their products and services.

Speaking of Volunteers, if you see folks wearing white, they are more than likely working our event. We would ask, when possible, that you please allow our volunteer workers priority at breakfast and lunch time so they can get back to their stations on time.

We want to recognize our national staff volunteers, Dave Rodenroth, John Cutter, and Tim O'Brien and Jeff Berger. Their expertise and work behind the scenes enables the races to run safely and smoothly. We sincerely thank them for sharing their time and talents at this event. We also want to acknowledge and thank our friends from SCCA whose volunteer support of our race is invaluable. We encourage all of our participants and visitors to “give back” to your local club as well as support national PCA events like Club Racing.

We look forward to some competitive, yet fair and friendly racing, and we hope everyone has a memorable and safe event. We encourage our fellow Potomac Region members to welcome our guests. Please offer whatever assistance and information you can so our guests and fellow PCA members from outside the region will enjoy their visit to Summit Point.

Starla Phelps, Co-Chair and Registrar
Fred Pfeiffer, Co-Chair



How Potomac members drove creation of PCA Club Racing

By Tony Kelly - condensed from the October 2010 article in derVorganger

Alan Friedman, a Potomac member, had the vision and determination to lead the creation of PCA's Club Racing program. Alan joined PCA Potomac in 1975, and elected as President in 1979. He served as DE Chair for two years then Chief Instructor for two years.

Alan was interested in racing, but the reality of SCCA racing was fender rubbing and aggressive tactics and this did not appeal to him. He began racing with SVRA in 1987, and especially enjoyed the camaraderie among the very few Porsche racers he encountered. Since his roots were in PCA, he became convinced that a safe and enjoyable racing program could be created within PCA. When Alan was offered a position as National Safety Chair in late 1989, he said he would accept if the club would also support the development of a proposal for a National Club Racing program. The core concept was to bring safe, affordable, fun racing to PCA members. Translating those objectives into a simple but comprehensive rule set was a major undertaking. The rules needed to provide a path for anyone in DE who wanted to race, a safety package that would allow them to race without major modifications to their cars, and the acceptance of racing coverage under PCA's National Insurance program. Finally, the program had to be financially self-supporting.

Alan's core team included Bob Russo, Dan McChesney, Tom Tauscher, Harry Hall, and Axel Shield. Alan and the team worked tirelessly. There was work on the rules, definition of a safety package that would be acceptable to both the insurance carrier and the majority of racers, and more. There were surveys, presentations and dialog with Zones and Regions across the country, progress meetings with the Executive Committee, and more. Fortunately, PCA President Dennis Thovsen had raced with SCCA and gave his support to the program. The incoming President in 1991, Bert Misevic, also had a racing background.

In 1991, the proposal was adopted and PCA's Club Race program was official. There was little time to celebrate. Alan was duly installed as PCA's first Club Racing Chairman, and the real work began. Bob Russo was named Chief National Scrutineer. Dan McChesney was named National Scrutineer. Tom Tauscher started Club Racing News, and served as Editor for many years. National's Ruth Harte managed Licensing and all administration for the program. Several regions, including Potomac, had expressed interest in holding a race in 1992. The initial plan was for three races; Potomac at Summit Point in June followed by Reisetoter at Pocono in August, and Lime Rock in September which was jointly hosted by three regions; Connecticut Valley, Metro New York, and Northern New Jersey. Rocky Mountain region then snuck under the wire to schedule their race a week before Potomac's Summit Point race. Potomac's first race had over seventy drivers representing 16 PCA regions. There were only a handful of drivers with any prior race experience. This was going to be one big rookie race, which was true for most of the races in the early years. Alan and Bob Russo had assembled a group of experienced racers to act as mentors to this rookie field. The group included John Ashford, Axel Shield, Rasim Tugberk, Kenley Smith, Maury and Ty Hammill and Steven Harth. Potomac's Dan McChesney and Tom Tauscher led a well-prepared team of technical inspectors in a thorough inspection of each car's mechanical preparation and safety equipment. Race control, hot pits and the false grid were expertly managed by Ed Nork and his team of marshals. Timing and Scoring Director Pat Walker led an extremely efficient team of Potomac members ably supported by experienced local SCCA volunteers.

For the record, Potomac's Summit Point race is now the longest running event in the PCA Club Race Calendar. Rocky Mountain Region no longer races at Second Creek, but now has a new track at High Plains Raceway. Alan Friedman served as PCA's Club Race Chairman until 1997, and was National Chief Steward through 2006. Ironically, he was so heavily committed to growing the program that he was not able to do his first PCA club race until 1994. Alan's vision created a strong and growing PCA program. It's a part of Potomac's legacy of which we can be rightfully proud.

Read the full story at http://pcapotomac.org/der%20Vorganger/derVorganger_October2010.pdf



The Jefferson Cup was the memento given to all drivers at the first Potomac Region Club Race on June 13, 1992, representing Virginia. The cup was also given at the 1995 Summit Point Club Race. It is only fitting to present all drivers and volunteers with a Jefferson Cup for the 20th Anniversary of Potomac's Club Race.

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Presidents of Potomac (from left to right) Tuffy VonBreisen, Al Collins, Scott Hunt, Fred Phelps, Dan Dazzo, Diana Love, Phoebe Harper, Rich Wojciechowicz, Betty Church, Jim Loftis, Tom Walker, Lee Fowler, Dan Rowzie, Chuck Fountaine, Tony Kelly, Paul Amico

Note: Scott Hunt, Dan Dazzo, Jim Loftis, Rich Wojciechowicz, Chuck Fountaine, and Tom Walker all drove in the first Potomac Club Race. Tom Walker was President and Fred Phelps was Vice President.



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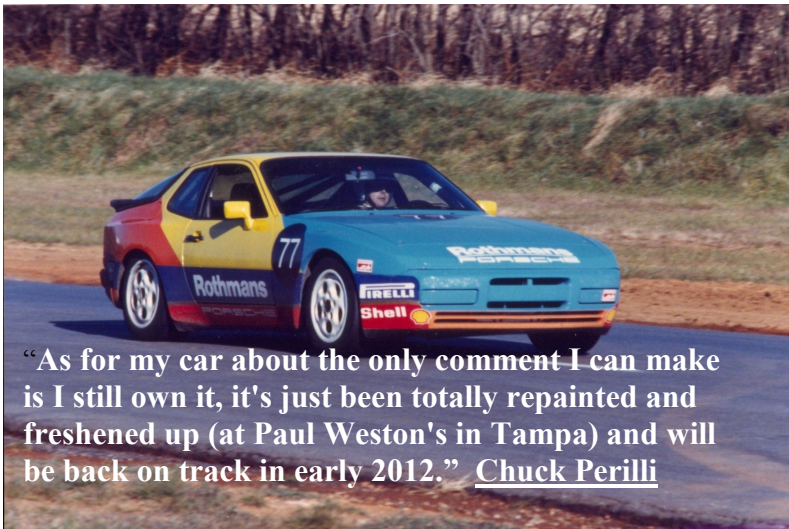
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“As for my car about the only comment I can make is I still own it, it's just been totally repainted and freshened up (at Paul Weston's in Tampa) and will be back on track in early 2012.” Chuck Perilli

WORKERS CHOICE AWARD

“Among the events of that I recall most from that 1st race are my visits to the scrutineer station. Upon arrival at Summit Point, I presented my super-prepared 911 to the team of scrutineers so they could affix the all-important “passed” sticker to my driver’s side roll-bar. All went well until one of the scrutineers asked me to start the engine so he could “kill” it. I did, and when he pulled the kill-switch, that super-tuned engine just kept on running ... , and running ... , and running. I couldn’t breathe! Finally, someone suggested I get some assistance and come back later. Later??!! I still couldn’t breathe, but when I pulled out of the station, what happened in the ensuing minutes is still a blur. I don’t know who, what, when, where, or how; but on the second trip, the super-tuned engine “died” on que. I emerged from my return trip to the scrutineer station with the liberating “passed-to-race” sticker firmly affixed to the rollbar adjacent to my left ear. Joy! I could finally breathe, my heart re-fired, and all was well with the world.”

CHUCK FOUNTAINE

“Before Club Race, 5-6 of us would rent Summit Point periodically and have our own races. SCCA was the only real other option and so the idea and the battle to bring club racing to PCA began. It is amazing that 20 years have gone by. I now do vintage racing.” **RASIM TUGBERT**

(Note: 20 years ago in the first Club Race, Rasim took the pole in his 1986 GTP Light and won Class A. Roger Bratter in his 1979 930



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PCA POTOMAC, THE FOUNDERS' REGION 2011**

TYPE OF SUPPORT	SPONSOR WITH OUR THANKS
<ol style="list-style-type: none"> 1. Contributing to the purchase of the Jefferson Cups 2. Supplying the Pace Car - Panamera 	<u>Porsche of Tysons</u>
<ol style="list-style-type: none"> 1. Providing for the Saturday Night dinner 2. One set of Tires 	<u>Radial Tires</u> <i>Paul Marcone</i>
Providing the dinner for the Volunteers on Friday Night	Euro Pros Collision Center Jack and Derrick Ford
<ol style="list-style-type: none"> 1. Providing the funds to purchase the trophies 2. Providing the supplying beer, wine, and soft drinks on Friday & Saturday Nights Happy Hour 	<u>Intersport</u> <i>Charlie Murphy, Omar Hilmi, and Timothy Tyrrell</i>
Contributing to the Shirts for the Drivers and volunteers	<u>Auto Sportsystems Group (ASG)</u> <i>Ray Plewacki and Geoff Schwarz</i>
Charity Auction of a 50" Plasma TV for the Carol Jean Cancer Foundation	<u>Acoustic Solutions</u> <i>David Mann</i>
<ol style="list-style-type: none"> 1. Contributing to the purchase of the Jefferson cups 2. Assisting in locating the best price to purchase the wine for dinner Saturday night 	<u>ASPEN Wealth Management, LLC</u> <i>Justin Wine</i>
<ol style="list-style-type: none"> 1. Contributing to the purchase of the Jefferson Cups 2. Assisting in required professional support for 3 days 	<u>4th Power Racing</u> <i>Rod Ryan</i>
<ol style="list-style-type: none"> 1. Contributing to the Volunteer Shirts 2. Providing gloves to the volunteers 	<u>OG Racing</u> <i>Bill Love, Mark Francis, Matt Yip</i>
<ol style="list-style-type: none"> 1. Contributing to the Shirts for the Drivers and volunteers 2. Assisting in required professional support for 3 days 	<u>At Speed Motorsports</u> <i>Bob Miller</i>
Contributing to the purchase of the Jefferson Cups	<u>Vein Clinics of America</u> <i>Dr. Susan Kimmit</i>
<ol style="list-style-type: none"> 1. Contributing to the purchase of the Jefferson Cups 2. Providing shamis for the drivers and volunteers 	<u>All State Insurance</u> <i>Scott Bresnahan</i>
Contributing to the purchase of the Jefferson Cups	<u>Hunt Country Homes</u> <i>Hunt McMahon</i>
1. Providing the Scales	<u>Kurt Michelwait</u>
Contributing to the printing of this brochure	<u>Shah and Shah Appraisers & find Jewelers</u> <i>Mike and Faith Shaw</i>
Contributing to the purchase of the Jefferson Cups	<u>Phillips Dental</u> <i>Dr. Tom Phillips</i>
Contributing to the purchase of the embroidered logo patches	<u>Phillips Way</u> <i>Phillip Martien</i>
Contributing to the purchase of the bumper stickers	<i>Jeffery Adams</i>

THANK YOU TO THE PHOTOGRAPHERS FOR USE OF THEIR PHOTOS.
Tony Pagonis, Bob Wilcoff, Willy Straubhaar

RESULTS OF THE POTOMAC REGION DRIVERS IN THE FIRST CLUB RACE EAST OF THE MISSISSIPPI

FOUR 14 LAP RACES

RACE 1 Classes: G, H, I, J, D	Overall Race Winner & Class G – 1 st Place	EMMIL BLASSIC	1989 944S2
	Class G – 2 nd Place	RICK FELDMAN	1979 911SC
	Class H – 1 st Place	MAURY HAMILL	1987 944
	Class I - 1 st Place	TOM WALKER	1973 914/2.0
	Class I – 2 nd Place	FRANK SHAP	1984 944
RACE 2 Classes E & F (ran together)	Class E, F – 1 st Place	BOB WILLIAMS	1986 944 Turbo
	Class E & F – 2 nd Place	JEFF LORD	1987 911 Carrera
	Class E & F – 3rd Place	AXEL SHIELD	1980 911SC
RACE 3 Classes B & C (COMBINED)	Combined Class B&C – 1 st Place	MICHAEL MOUNT	1980 924R
	Combined Class B&C 2nd Place	MATTHEW STANTON	1971 914S
	3rd Place	DAVE COLEMAN	1966 911
RACE 4 - Class A	Class A – 1st Place	RASIM TUGBERT	1986 GTP Light
	Class A – 2nd Place	ROGER BRATTER	1979 930
	Class A – 3rd Place	DON COX	1984 911
Other Potomac members driving in the race included : Bill Love (1978 911 3.4); Chuck Fountaine (1973 911S 3.2), John Acuff (1975 911 3/2); Philip Kalamaros (1979 928) and Andrew Kosovych (1986 944 Turbo)			



Bob Williams won his class by a 4 second Margin over the 2nd and 3rd finishers..



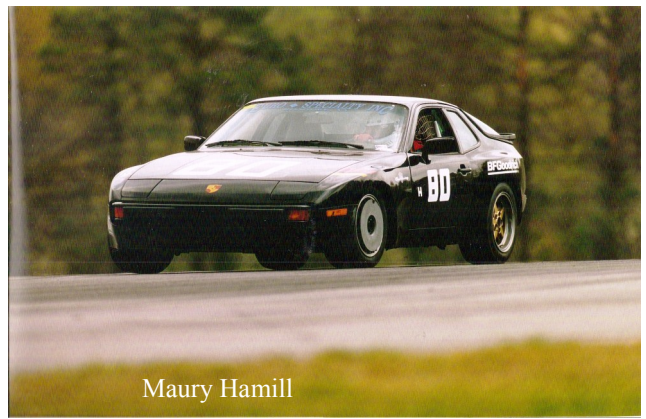
OVERALL WINNER & G CLASS WINNER

“My history with PCA and racing goes way back, years before there was a PCA Racing series. I had just purchased my first 944 in 1982 (after owning a few other Porsches) and joined the Porsche Club. A friend of mine asked me to go to the track with him for drivers ed. I did and was hooked! After a few more Porsches and over 25 drivers ed events, I felt the need for the next step, so in 1987 I joined SCCA , bought a race ready 944 turbo, went to drivers school in November, got my license, and was ready to start my SCCA adventure early the following year. The SCCA races were fun and I had some success but at times I missed the friendships I had established in PCA. Would it be possible to have the fun of door-to-door racing and the camaraderie of the PCA track events? The answer was and is a resounding YES! I was able to drive my 944S2 to the first PCA Potomac Race, have some fun racing with old friends, and drive my race car home. Just as it should be.”

EMIL BLASSIC



Gary Hess



Maury Hamill

“My fondest memory of the first Summit Point Potomac Club Race is of the last lap at turn 10 when I passed John Heckman in his 1972 914/6 by one half a car length for a 0.8 second win in H Class! I was on such a euphoric "high" after the race that I loaded the car and was half way to Roanoke before I felt my butt touched the seat of the Suburban.” **MAURY HAMILL**



Jeffery Adams

Note: *Maury's car was the Brumos-prepared 1985 1/2 944 made famous in 1985 by Innes Ireland & Sterling Moss in the Playboy Series Race (51 hour, 2317 mile*



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Regina Evaugh



“Of course I still have my car. The memories I have of that first race are still close and clear. One of the best weekends ever in my car. I have all but retired from Club racing (never say never) and now I am doing about 1 DE and/or autocross a year with the Delaware region. The car is old, and I don't have the funds to maintain it to Club Race standards.” **Mathew Stanton**



”I always wanted to race cars. Used to watch the Indy 500 every year from when I was a kid. Got my driver's license and promptly got a speeding ticket 4 months later. Years later our insurance company fired us because of my immature behavior behind the wheel (ie: speeding). Driver's ed helped. Then I got my SCCA license, rented a Toyota MR2, and played in their sandbox. My first race with them involved me protesting another driver and a different driver protesting me. I won both. What an introduction to racing! Club Racing was just getting started, Kitty Green and Hobart Jones were selling their race-prepared 944T....well, the rest is history: Lime Rock, Road Atlanta, Sebring, Summit Point, Watkins Glen for the Double Fifty. It was a lot of fun with some great people, but it became a lot less fun when it became more and more about how much money you could pour into your car. The Double Fifty was my last race and a good way to end 4 years of intense play.” **IVY DEDERIAN**





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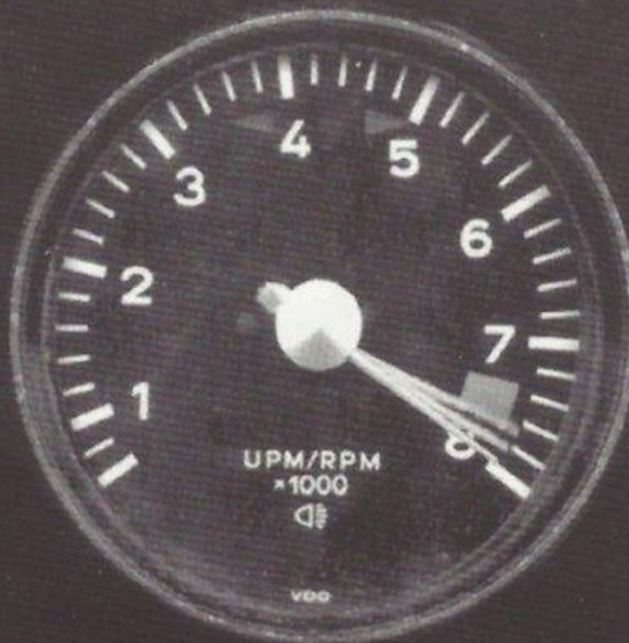


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"Congratulations on the 20th Anniversary of Club Race. We began to sponsor the Race in 1996. For 16 years we have proudly contributed to the shirts for volunteers and drivers and we volunteer our time and expertise to help drivers whose cars need a little 'help'." Geoff Schwartz and Ray Plewacki

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Thursday, September 29, 2011

4:00 PM	RACE OFFICIALS & CERTAIN VOLUNTEERS
4:00 – 5:00 PM	Race Officials/Key Personnel Meeting-end classroom
5:00 – 5:30 PM	Tech/Scrutineers Meeting-end classroom
4:00	Gates Open for Club Racers
5:30 – 7:30 PM	Racer Registration Tech Inspection Opens-tech shed
6:00 – 6:30 PM	Chalk Talk (Open to all Racers)-end classroom
6:30 PM on	Orientation Meeting (will last until all issues are covered).-end classroom. And - Mandatory for rookie and provisional candidates and 13/13s recipients

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**CONGRATULATIONS PCA POTOMAC
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CLUB RACING**

Friday, September 29, 2011

<u>TIME</u>	<u>DE</u>	<u>VOLUNTEERS</u>	<u>SPRINT 1 RED</u>	<u>SPRINT 2 BLACK</u>	<u>SPRINT 3 BLUE</u>
6:30 AM	GATES OPEN				
7:00 – 8:00 AM	Mandatory Inspection & Registration	Volunteers Registration -middle classroom	Registration and Tech Inspection TECH IS OPEN FROM 7:00 – 4:00		
8:00 – 8:30 AM	DE drivers Chez Summit (mandatory)	Volunteers Meeting -Mandatory middle classroom	Race Drivers Meeting (Mandatory)-end classroom		
8:30-8:45AM			Rookie familiarization drives around the track		
8:45-9:10 AM	DE Group, Session 1				
9:10 - 9:35 AM			Sprint 1- RED Practice 1		
9:35 - 10:00 AM				Sprint 2- BLACK Practice 1	
10:00 - 10:25 AM					Sprint 3, BLUE Practice 1
10:25 – 10:50 AM	DE Group, Session 2				
10:50 - 11:15 AM			Sprint 1 - RED Practice 2		
11:15 - 11:40AM				Sprint 2 - BLACK Practice 2	
11:40 - 12:00AM					Sprint 3 - BLUE Practice 2
12:00 - 1:00PM	LUNCH				
12:00 – 1:00 PM	60 minute Porsche Dealer Parade Laps				
1:00 – 1:25 PM			Sprint 1 - RED Practice 3		
1:25- 1:50 PM				Sprint 2 - BLACK Practice-3	
1:50 - 2:15 PM					Sprint 3 - BLUE Practice 3
2:15- 2:40 PM	DE Group, Session 3				
2:15- 2:40 PM			MANDATORY RACE DRIVERS MEETING – Practice starts		
2:40 – 3:10 PM			Sprint 1 - RED Practice starts & Fun Race		
3:10 - 3:40 PM				Sprint 2, - BLACK Practice Starts & Fun Race	
3:40 - 4:10 PM					Sprint 3 – BLUE - Practice Starts & Fun Race
4:10 – 4:40 PM	DE Group, Session 4				
4:40 – 5:40 M	60-minute Porsche Dealers parade laps				
5:10 - 6:10PM	HAPPY HOUR – OPEN TO ALL DRIVERS AND VOLUNTEERS				
6:10 – 8:00 PM	VOLUNTEER DINNER SPONSORED BY EUROPRO- JACK FORD				

SATURDAY, OCTOBER 1, 2011

<u>TIME</u>	<u>DE</u>	<u>VOLUNTEERS</u>	<u>SPRINT 1</u> RED	<u>SPRINT 2</u> BLACK	<u>SPRINT 3</u> BLUE
6:30 AM	GATES OPEN				
7:00 – 8:00 AM 7-4 (racers)	Mandatory Inspection & Registration	Volunteers Registration- middle classroom	Registration and Tech Inspection/Advanced TECH IS OPEN FROM 7:00 – 4:00		
7:45-8:00AM			Rookie Drivers parade laps around the race track		
8:00 – 8:30 AM	DE drivers beside Chez Summit (mandatory)	Volunteers/Workers Meeting (Mandatory)- middle classroom	RACE DRIVERS MANDATORY MEETING end classroom		
8:45-9:10 AM	DE Group, Session 1				
9:10 - 9:35 AM			Sprint 1, RED Qualifying		
9:35 - 10:00 AM				Sprint 2, BLACK Qualifying	
10:00 - 10:25 AM					Sprint 3, BLUE Qualifying
10:25 – 10:50 AM	DE Group, Session 2				
10:50 - 11:15 AM			Sprint 1, RED Sprint Race 1		
11:15 - 11:40AM				Sprint 2, BLACK Sprint Race 1	
11:40 - 12:05AM					Sprint 3, BLUE Sprint Race 1
12:05 - 1:00PM	LUNCH				
12:00 - 1:00 PM	60-minute Porsche Dealers parade laps session, Parade Laps of Invited Former Racers, Founders, Honored Guests, Laps for Charity – Carol Jean Foundation for Children’s Cancer				
1:00 – 1:30 PM	DE Group, Session 3				
1:45- 2:15 PM			Sprint 1 - RED Sprint Race 2		
2:30 – 3:00 PM				Sprint 2 - BLACK Sprint Race 2	
3:15 – 3:45 PM					Sprint 3 - BLUE Sprint Race 2
3:45- 4:15 PM	DE Group, Session 4		ENDURO REGISTRATION AND SIGN UP		
4:30- 5:30 PM	60 minute Porsche Dealers parade laps session				
5:00- 6:00 PM	<u>HAPPY HOUR – OPEN TO ALL DRIVERS AND VOLUNTEERS-</u> <u>SPONSORED BY INTERSPORT</u>				
6:00 - 7:30 PM	<u>DINNER – Racers, Volunteers, DE drivers, Paid Guests, And</u> <u>Special Honored Guest Invitees</u>				



SUNDAY, OCTOBER 2, 2011

<u>TIME</u>	<u>DE</u>	<u>VOLUNTEERS</u>	<u>SPRINT 1</u> RED	<u>SPRINT 2</u> BLACK	<u>SPRINT 3</u> BLUE
6:30 AM	GATES OPEN				
7:00 – 8:00 AM	Mandatory Inspection and Registration	Volunteers <u>Registration-</u> mid classroom	Registration and Tech Inspection TECH IS OPEN FROM 7:00 – ending time		
8:00 – 8:30 AM	DE drivers beside Chez Summit (mandatory)	Volunteers Meeting (Mandatory)- mid classroom			
8:45- 9:15AM	DE Group, Session 1				
9:20 - 9:45AM			Sprint 3 RED Sprint Race 3		
9:55– 10:25AM				Sprint 3, BLACK Sprint Race 3	
10:30- 11:00					Sprint 3, BLUE Sprint Race 3
11:05- 11:35 AM	DE Group, Session 2		ENDURO DRIVERS MANDATORY MEETING		
11:35 – 12:35	LUNCH & SPRINT 3 AWARDS 60-minute Porsche Dealers Parade Laps and LAPS FOR CHARITY				
12:40 1:40 PM			60 MINUTE ENDURO 1 ORANGE		
1:45-2:45			60 MINUTE ENDURO GREEN		
2:50 - 3:30	DE Group, Session 3 40 minute run session		ENDURO AWARDS		



Michael Mount took the pole and ran a strong and steady pace to take first place in Class C.

"PCA expanded my horizon in the world of motorsports; fabulously exciting and somewhat consuming for more than 20 years. DE was the foundation where fundamental skills and friendships were developed. It was and is a fantastic program where we learn so much about the ability of our cars and of ourselves. What could be better? Club Racing, that's what. Bless you Alan for your foresight and your energy! This was a whole new world. It proved to be a natural progression from DE, with outstanding organization, reasonable rules, and intense competition. I raced on a limited budget, and my greatest lesson learned is that success in motorsports is not determined by monetary investment. The more important components are attention to detail, preparation, and focus." Michael Mount



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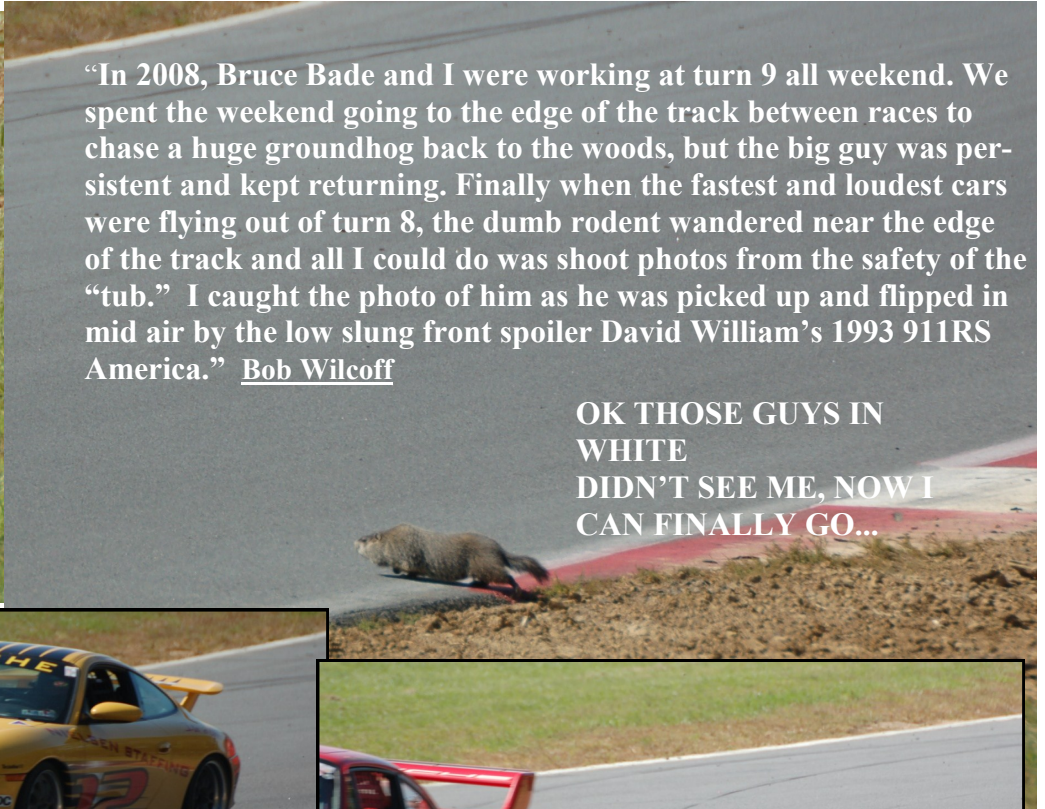
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I WANT TO CROSS THAT TRACK

“In 2008, Bruce Bade and I were working at turn 9 all weekend. We spent the weekend going to the edge of the track between races to chase a huge groundhog back to the woods, but the big guy was persistent and kept returning. Finally when the fastest and loudest cars were flying out of turn 8, the dumb rodent wandered near the edge of the track and all I could do was shoot photos from the safety of the “tub.” I caught the photo of him as he was picked up and flipped in mid air by the low slung front spoiler David William’s 1993 911RS America.” Bob Wilcoff

OK THOSE GUYS IN WHITE DIDN'T SEE ME, NOW I CAN FINALLY GO...



WHERE DID HE COME FROM?

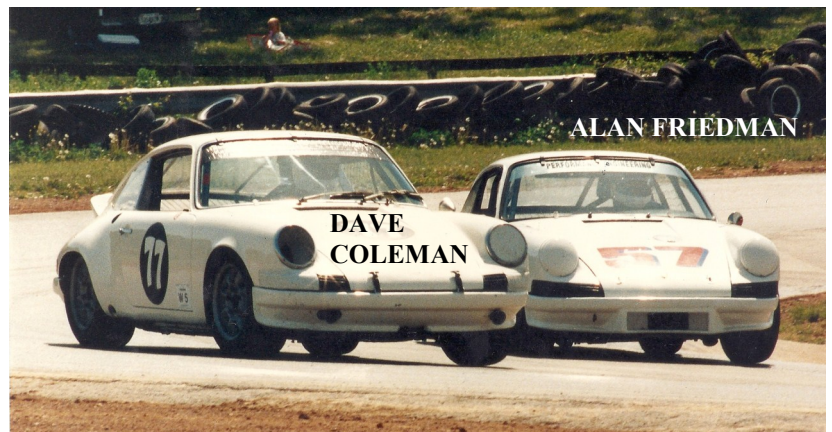


IT PAYS TO PAY ATTENTION TO THOSE GREAT FOLKS IN WHITE ... THE CORNER WORKERS

I built a car for Bill Love and he asked me to drive it. The car has a huge adjustable wing on it and it shaved an amazing 4 seconds off our lap time and the car was faster than the Super Cup Car !! We won 50 races and came in 2nd in the other 10. When I got 2nd place, Bill said, ‘I am not paying you to build a car that comes in second.’” “The 911 I drove in the first race was a combination of a ’86, ’87, ’88, and a ’89. I had been racing in SCCA since 1984. I was building a new 2 litter engine and was not able to make the practices or qualifying for the race which was held on Sunday. I showed up with my car and was put at the back of the group. I took first place in my group and finished 3rd overall.” DAVE COLEMAN

“Dave Coleman started at the back of the pack because he did not get his car done in time, but at the green flag Dave took off and went through the unpaved part of the track and passed 10 or more cars, he wasn’t worried about starting in last place.” BILL LOVE

“I remember that Gil Coshland raced at Limerock and beat Maury Hamill. He was so excited that he ran up and hugged me so hard that I thought he had broken my back. We put a lot of cars on the track for that first race and this year we have about 20.” Charlie Murphy





"One of the constant struggles in the organizing of Club Races is Corner Workers. There are many reasons for this, including the volunteer system of the SCCA workers who normally do most races at a given track. But - to the racers and the National Chief Steward - the Workers are the essential glue that brings it all together in terms of safety and the smooth operations of the event. In this regard - some of my best recollections of the early years were the large number of enthusiastic and experience workers that Potomac Region was able to organize for the annual Club Race. This has continued for the entire 20 years, and, from the perspective of everyone involved, makes the Potomac event noteworthy. One of my hopes in 1992 was that Club Racing would spark a corner worker initiative throughout PCA - at least with the active Regions in Drivers Education - similar to SCCA; with training and licensing for PCA Corner Workers. This was perhaps overly ambitious; however my sense is that the commitment to better Corner Workers was aided with the addition of the Club Racing program. Again- Potomac Region is to be commended for being solidly committed to the importance of the Workers. My personal thanks to the Workers here this weekend, and in prior Potomac Club Races, for your efforts to make it a safe weekend for me and all of the racers!" **Alan Friedman**



Left to Right: Jim Loftis, Paul Weston, Bobby Rahal, Chuck Perilli and the Shap Brothers, Steve and Frank.

"When Alan Friedman approached me about the possibility of PCA sponsoring Club Racing, it wasn't a complete surprise as we had informally discussed whether PCA could/ should do something along the lines of vintage racing. The DE program had grown to be a major activity within the regions and there was an undercurrent push to include within it some form of racing for the advanced drivers. But PCA is a quite conservative organization, so I wasn't sure whether the Executive Council and the Board would go along with a full-blown racing activity. Alan presented the concept to the Executive Council and we agreed with him to proceed with developing a plan. However, the devil is always in the details so the Executive Council wanted to make sure everybody understood what was being proposed. In addition to the myriad details of a Club Race series, the complete plan to be presented to the Board had to include details of the resources (people and money) and organizational structures required both of National PCA and the Regions to put on a Club Race. This was a major undertaking that took Alan, with the help of some key PCA people, more than a year to complete. Alan did a great job in putting together a very complete proposal so the sale to the Council and the Board in 1991 was not too difficult. The Club Racing program was off and running in 1992 and going strong ever since! To say the Club Racing program has been successful is to state the obvious - especially to the PCA Club Racing fraternity. However, like all PCA activities, Club Racing would not be possible without the countless members volunteering their time and sharing their enthusiasm. Please remember them every time you take the checkered flag!" **Dennis Thovson, Past PCA President (1987-1990)**

I am proud to have been a part of the initial planning and execution of PCA Club Racing. Because of my background as an active DE participant, my involvement in professional racing, and the originator of the Porsche Atlantic Time Trial Series (PATTS), Alan contacted me and asked me to write the rules for the Club Race program and create the structure for the car classification system. I acted as chief scrutineer at the inaugural event in Colorado (68 cars participated) and each of the following events for approximately three years. I have continued to follow the events and am glad to be part of this 20 year Anniversary event. My hat is off to Potomac Region for organizing this celebration and as the only Region to have sponsored an event each year for these 20 years, I commend their support of the Club Racing program. - **Bob Russo**

"Club Race was all the 'buzz' up to and during the first year because the only other opportunity for us to race was SCCA. Club Race opened up whole new opportunities for racing." **Mike Levitas**

RED SPRINT

Last Name	First Name	Car #	Description	SPRINT CLASS
Adams	Morgan	123	2005 Porsche 997 GT3 Cup (White)	GT GTC4
Altman	Howard	416	2002 Porsche GT3 Cup (White)	GT GTC3
Benz	Nicholas	993	1995 Porsche 911 (Yellow)	GT GT4S
Conklin	Jeff	550	1995 Porsche 911 (Silver)	GT GT4S
Crawford	Glen	270	1995 Porsche 911 (Silver)	GT GT4S
Curry	Dan	74	2010 Porsche Cayman S (White)	GT GTB1
Friedman	Alan	23	1973 Porsche 911-RSR (Green)	GT GT4S
Healy	Kevin	487	1995 Porsche 993 C2 (Black)	GT GT4S
Ida	Robert	11	1988 Porsche 924S (Green)	GT GT2R
Karras	Christopher	138	2002 Porsche GT3 Cup (white/blue/red/yellow)	GT GTC3
Martien	Phillip	33	2008 Porsche CUP CAR (WHITE)	GT GTA2
McMahon	David	98	1973 Porsche 911 (Yellow)	GT GT4R
McNenly	Hugh	14	2007 Porsche 911 S (black)	GT GTB2
Murphy	Peter	5	2005 Porsche GT3 Cup (White)	GT GTC3
Musante	Christopher	172	1972 Porsche 911 (Yellow)	GT GT3R
Overing	Peter	88	2010 Porsche GT3 Cup (Black)	GT GTA2
Palumbo	Chris	52	1975 Porsche 911 (red)	GT GT4S
Palumbo	Gary	53	1986 Porsche 911 (Grey)	GT GT4S
Ryan	Jonathan	141	2009 Porsche Cayman S (White/Blue)	GT GTB1
Schwarz	Derek	815	1973 Porsche 911 (White)	GT GT3R
Van leen	Sandy	118	1973 Porsche 911 (Blue)	GT GT3S
Widra	Eric	160	2004 Porsche 996 (Black/Blue)	GT GTB1
Williams	Raymond	31	2005 Porsche 997 Cup (Blue)	GT GTC4
Yonker	Daniel	384	1984 Porsche 911 (Green)	GT GT4S

Tony Pagonis and Charlie Murphy work to fix Tony's car & were awarded the "Never Say Die Award" 2010 Summit Club Race



BLACK SPRINT

Last Name	First Name	Car #	Description	SPRINT CLASS
Adams	Jeffery	1	1990 porsche 911 (black)	Prepared H
Alexandre	Paul	124	1997 Porsche Spec Boxster (Silver)	Prepared SPB
Ammidon	Hoyt	83	1997 Porsche 993 (White)	GT GTC2
Asplundh	Scott	115	2004 Porsche GT3 (Gray)	Stock J
Baker	Newsom	49	1987 Porsche 911 (Silver)	Stock F
Beidler	John	410	1999 Porsche 996 (silver/red)	Stock H
Betstadt	Louis	50	1988 Porsche 911 Carrera (White)	Prepared F
Bono	Mike	41	1990 porsche 964 (grey)	Prepared H
Boyd	Ken	117	2005 Porsche GT3 (Red)	Stock J
Breaux	William	420	1996 Porsche 993 (Black)	Stock G
Bresnahan	Scott	9	2002 porsche 996 (blue white yellow)	Stock I
Cherwien	Mark	36	1993 Porsche RS America (Red)	Prepared H
Conceicao	Antonio	632	1990 Porsche 964 C2 (BLACK)	Stock F
Coulter	Bill	412	1999 Porsche 996 (Black)	Stock H
Dean	David	153	1993 Porsche 911 RSA (Red)	Stock G
Dunigan	David	400	2001 Porsche 996 (Black, Orange)	Stock H
Ehm	David	20	1987 Porsche 930 (Black)	Stock H
Embler I	Michael	2	1994 Porsche 993 GTC2 (Yellow)	GT GTC2
Evans	Jim	222	1993 Porsche RSA (Black)	Prepared H
Giannone	John	24	2003 Porsche 996 C2 (Silver)	Stock I
Herren	T. Wade	29	1972 porsche 914 (SILVER)	GT GT5S
Hilmi	Omar	211	1991 Porsche 911 (Black)	Prepared G
Holt	T.S.	331	2004 Porsche GT3 (yellow,black)	Stock K
Incampo	Paolo	58	1987 Porsche 911 (Black)	Prepared F
James	George	711	1974 Porsche 911 Carrera (BLUE)	GT GT5S
Kaye	Walter	391	1987 Porsche 944 turbo (red)	Stock F
Kelly	Tony	111	1989 Porsche 951 (White)	Stock F
Kintzi	Harry	130	1995 Porsche 993 (BLACK)	Prepared H
Kovalevich	Edward	13	2001 Porsche 996 C2 (Silver)	Stock H
Lasberg	Lee	201	1990 Porsche 964 (Linen Grey)	Stock F
Magrab	Ryan	127	1993 Porsche RS America (silver)	Stock G
Martin	Lane	127	1993 Porsche RS America (silver)	Stock G
Mulligan	Bob	151	1990 Porsche 964 EURO CUP (WHITE)	GT GTC1
Nielsen	Kenneth	12	2004 Porsche GT3 (yellow)	Stock J
Nikoomanesh	Sam	518	1995 Porsche 993 (Black)	Stock G
Petchel	Daniel	411	1999 Porsche 996 (Silver)	Stock H
Pryor	Kenneth	818	2004 Porsche 996 gt3 (black)	Stock J
Schenk	David	87	1999 Porsche 996 (black)	Stock H
Slowikowski	William	505	1997 Porsche 993 Cup (Red)	GT GTC2
Tremper	Pete	63	1990 Porsche 964 (BLACK)	Prepared H
Vietz	Michael	458	1993 Porsche RS America (White)	Prepared H

BLUE SPRINT

Last Name	First Name	Car #	Description	SPRINT CLASS
Alexandre	Paul	124	1997 Porsche Spec Boxster (Silver)	Prepared SPB
Ashford	John	6	1981 Porsche 911 Euro SC (Blue)	Stock E
Bong	Russell	777	1988 porsche 911 (red)	Stock E
Boschulte	Joe	8	1987 Porsche 944 (black/grey)	Prepared SP2
Brady	Cris	188	1989 Porsche 944 (Black)	Prepared SP2
Close	Evan	37	1984 Porsche 911 (Yellow)	Stock E
Coleman	David	231	1978 Porsche 911 SC (White)	Stock D
Costa	Tim	19	1999 Porsche Boxster (Arena Red)	Prepared SPB
Derecola	Chris	24	1985 Porsche 944 (Yellow & Blue)	Prepared SP2
Digiovanni	William	90	1985 Porsche 944 (White)	Prepared SP2
Foster	Sean	372	1982 Porsche 911 (Black)	Stock D
Fotouhi	Nadar	91	1991 Porsche 944 S2 (White)	Prepared E
Francis	Mark	46	1998 Porsche Boxster (Silver)	Prepared SPB
Gibson	David	521	1989 Porsche 944 (Black)	Prepared SP2
Hall	Noel	15	1987 porsche 968 (black/silver)	Prepared SP3
Howells	David	131	1985 Porsche 911 (Blue)	Stock E
Jenks	Andrew	4	1998 Porsche Boxster (white)	Prepared SPB
Kaufman	Peter	39	1986 Porsche 911 (Black)	Stock E
Lattimore	Hal	139	1987 Porsche 951 (Red)	Prepared SP3
Leopold	Scott	186	1998 Porsche Boxster (Black)	Prepared SPB
Lynn	Timothy	708	1984 Porsche 911 (Red)	Stock E
Mann	David	72	1986 Porsche 944 (Dark Blue)	Prepared SP2
McMahon	Hunt	611	1999 Porsche 986 (Blue)	Prepared SPB
Moses	Dwayne	64	1983 Porsche 911SC (Green)	Stock E
Needham	Joe	96	1972 Porsche 911 S (White)	Stock E
Page	Robert	76	1987 Porsche 944 (Blue)	Prepared SP2
Pagonis	Anthony	159	1984 Porsche 944 (Red)	Prepared SP2
Perry	Winfield	216	1983 Porsche 944 (Red)	Prepared SP2
Provost	Robert	119	1987 porsche 924s (black)	Prepared SP1
Radocchio	Gary	954	1978 Porsche 911 SC (Black)	Stock D
Randolph	Steve	3	1988 Porsche 944 (White/Red)	Prepared SP2
Rhodes	Patrick	22	1986 Porsche 911 (red)	Stock E
Tyrrell	Timmy	21	1974 Porsche 914 (Red)	GT GT6R
Valentino	Vito	576	1988 Porsche 924S (Blue)	Prepared SP2
Vento	Frank	69	1983 Porsche 911 Euro SC (Signal Green)	Stock E
Wasser	Dennis	112	1989 Porsche 944 S2 (red)	Stock E
Wilder	Lawson	1	1991 porsche RSA (black)	Stock E
Wilson	Steve	215	1989 Porsche 944 Turbo (Black)	Prepared SP3

ORANGE ENDURO

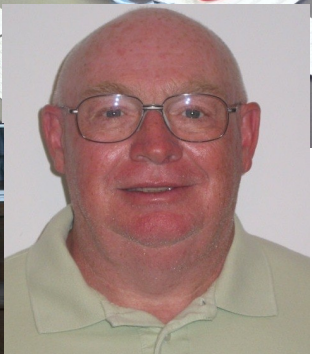
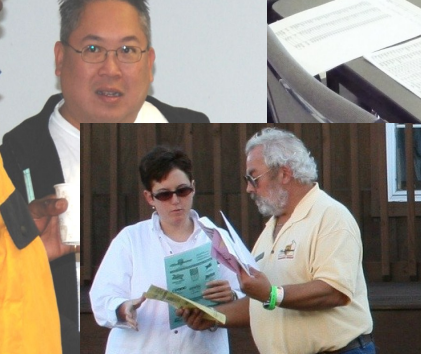
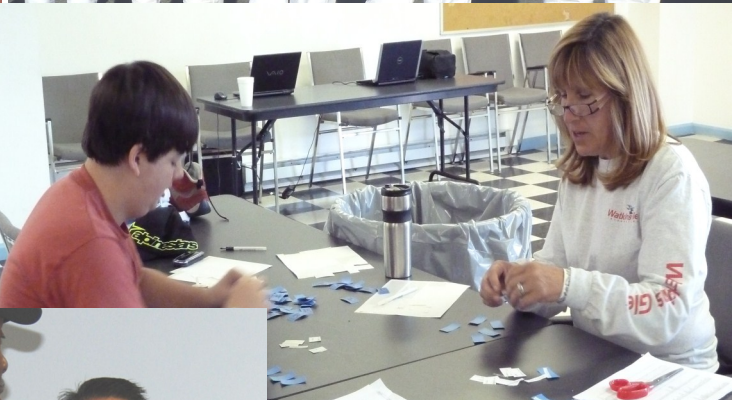
Last Name	First Name	Car #	Description	Enduro Class	Enduro Only
Adams	Morgan	123	2005 Porsche 997 GT3 Cup (White)	GT GTC4	
Altman	Howard	416	2002 Porsche GT3 Cup (White)	GT GTC3	Dawe, Trevor
Ammidon	Hoyt	83	1997 Porsche 993 (White)	GT GTC2	
Asplundh	Scott	115	2004 Porsche GT3 (Gray)	Stock J	
Benz	Nicholas	993	1995 Porsche 911 (Yellow)	GT GT4S	
Curry	Dan	74	2010 Porsche Cayman S (White)	GT GTB1	
Embler	Michael	2	1994 Porsche 993 GTC2 (Yellow)	GT GTC2	
Giannone	John	24	2003 Porsche 996 C2 (Silver)	Stock I	
Healy	Kevin	487	1995 Porsche 993 C2 (Black)	GT GT4S	
Holt	T.S.	331	2004 Porsche GT3 (yellow,black)	Stock K	Holt, Timothy
Karras	Christopher	138	2002 Porsche GT3 Cup (white/blue/red/yellow)	GT GTC3	
Martien	Phillip	33	2008 Porsche CUP CAR (WHITE)	GT GTA2	
McMahon	David	98	1973 Porsche 911 (Yellow)	GT GT4S	
McNenly	Hugh	14	2007 Porsche 911 S (black)	GT GTB2	
Mulligan	Bob	151	1990 Porsche 964 EURO CUP (WHITE)	GT GTC1	
Murphy	Peter	5	2005 Porsche GT3 Cup (White)	GT GTC3	
Musante	Christopher	172	1972 Porsche 911 (Yellow)	GT GT3R	
Nielsen	Kenneth	12	2004 Porsche GT3 (yellow)	Stock J	
Overing	Peter	88	2010 Porsche GT3 Cup (Black)	GT GTA2	Veilleux, Stephane
Ryan	Jonathan	141	2009 Porsche Cayman S (White/Blue)	GT GTB1	
Schenk	David	87	1999 Porsche 996 (black)	Stock H	
Slowikowski	William	505	1997 Porsche 993 Cup (Red)	GT GTC2	
Vietz	Michael	458	1993 Porsche RS America (White)	Prepared H	
Widra	Eric	160	2004 Porsche 996 (Black/Blue)	GT GTB1	Peter Swift
Williams	Raymond	31	2005 Porsche 997 Cup (Blue)	GT GTC4	

GREEN ENDURO

Last Name	First Name	Car #	Description	Enduro Class	Enduro Only
Abruzzo	John	90	1985 Porsche 944 (White)	Prepared SP2	
Ashford, John	John	6	1981 Porsche 911 Euro SC (Blue)	Stock E	
Baker	Newsom	49	1987 Porsche 911 (Silver)	Stock F	
Betstadt	Louis	50	1988 Porsche 911 Carrera (White)	Prepared F	
Bong	Russell	777	1988 porsche 911 (red)	Stock E	
Brady	Cris	188	1989 Porsche 944 (Black)	Prepared SP2	
Breaux	William	420	1996 Porsche 993 (Black)	Stock G	
Close	Evan	37	1984 Porsche 911 (Yellow)	Stock E	
Conceicao	Antonio	632	1990 Porsche 964 C2 (BLACK)	Stock F	Magrab, Ryan
Dean	David	153	1993 Porsche 911 RSA (Red)	Stock G	
Digiovanni	William	90	1985 Porsche 944 (White)	Prepared SP2	
Hilmi	Omar	211	1991 Porsche 911 (Black)	Prepared G	
James	George	711	1974 Porsche 911 Carrera (BLUE)	GT GT5S	
Kaufman	Peter	39	1986 Porsche 911 (Black)	Stock E	
Lasberg	Lee	201	1990 Porsche 964 (Linen Grey)	Stock F	
Lynn	Timothy	708	1984 Porsche 911 (Red)	Stock E	
Martin	Lane	127	1993 Porsche RS America (silver)	Stock G	
McMahon	Hunt	611	1999 Porsche 986 (Blue)	Prepared SPB	
Moses	Dwayne	64	1983 Porsche 911SC (Green)	Stock E	
Needham	Joe	96	1972 Porsche 911 S (White)	Prepared E	
Pagonis	Anthony	159	1984 Porsche 944 (Red)	Prepared SP2	
Perry	Winfield	216	1983 Porsche 944 (Red)	Prepared SP2	
Randolph	Steve	3	1988 Porsche 944 (White/Red)	Prepared SP2	
Rhodes	Patrick	22	1986 Porsche 911 (red)	Stock E	
Tyrrell	Timmy	21	1974 Porsche 914 (Red)	GT GT6R	
Vento	Frank	69	1983 Porsche 911 Euro SC (Signal Green)	Stock E	
Wasser	Dennis	112	1989 Porsche 944 S2 (red)	Stock E	
Wilder	Lawson	1	1991 porsche RSA (black)	Prepared E	
Magrab	Ryan	632	1990 Porsche 964 C2 (BLACK)	Stock F	
Abruzzo	John	90	1985 Porsche 944 (White)	Prepared SP2	

“My goal originally was to race as many times as legendary Baltimore Porsche racer, Bruce Jennings, won = 200 races. I know I am almost finished with PCA log book 4 and have additional NASA and SCCA log books as well, but I have not done the math yet to see where I am with the race count. As long as I keep having fun, learning more and making new friends I am going to keep racing my 944. It may not be F1, but I still would rather be racing than be a spectator, although Bonnie and I did conclude that we could get used to The Paddock Club when we get a chance to go to F1 races with LG.” **David Mann**







**“WHEN THINGS GET HOT
CORNER WORKERS KEEP
COOL”**



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