

PCA Club Racing

NEWS

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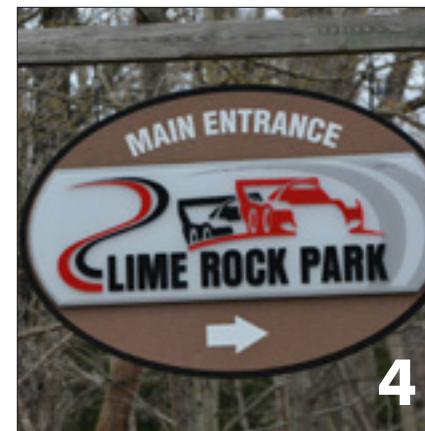


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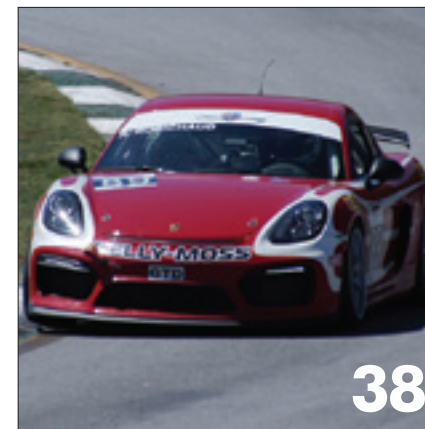
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On the Cover: Cover photography by Geoff Baltz, 944 Cup Cars at the Gateway Motorsport Park Club Race last April. They look like they are about to swarm all over that lead 2016 Cup Car

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Club Race group in left hander

25 YEARS AGO CONNECTICUT VALLEY REGION'S FIRST CLUB RACE

STORY & PHOTOS BY WALT HYJEK

25 years ago, in the Northeast United States, a PCA region had their first PCA Club Race at Lime Rock in Lakeville, CT.

The Connecticut Valley Region (CVR) of the Porsche Club of America began in 1959. In 1992 CVR held its first club race with Prescott Kelly as the director. Now in its 57th year, CVR is celebrating the 25th anniversary of both PCA Club Racing and its own first club race as a region with Peter Clark as the event director, assisted by Steve Clooney.

The event on Friday and Saturday, April 22-23 was made possible with the assistance of more than a hundred great volunteers. For the weeks leading to the event the locality had enjoyed warm, comfortable weather with some light showers late in the day; but on this particular Friday the weather was hot and humid! Driver education groups were run with race practice, practice starts and fun races. Finally on Saturday... relief — the track showed party cloudy skies with a high of 67. Spectators and racers alike were grateful for the mild weather and

none of the rain that had been predicted. Saturday had race warm-up followed with four groups of Connecticut Valley Sprints and four groups of the Lime Rock Sprints.



The event was attended by over 130 club racers including CVRs own Zone 1 and Zones 2, 4, 12 and 13 [New Zone 1 and Zones 2, 4, 12 and 13 (New Jersey to Florida to Chicago)]. We had representatives from Northern New Jersey, Metro New York, Northeast, Schattenbaum, Hudson Valley, North Country, Central NY, Hudson Champ-lain, Niagara, Jersey Shore, Finger Lakes, Riesentoter, Central PA and Chesapeake regions.

Many do not realize that driving on the track is an extension of the sharing the road we drive on going to the track and back home. On the track, like on the road, we kindly respect each other, we let another pass when needed, and we welcome each and help others when needed.

Being a member of this region for 25 years, I spoke with a few of my friends about CVRs 25th anniversary CVR club race — Roger Funk, past president of this region, started his 11th year club racing. He participates in at least four each year. He does it “for the thrill of driving and the friends that you associate with.”

Dick Strahota, who has run the driver education program and is our current club racing director, is region Executive President. Dick started driving DE in 1989 which prepared him for 16 years of club racing.

I also spoke with Spencer Cox of Speed Sport Tuning. He was at that first race and has participated in all twenty-five since. He also drove at the 50th 24 hours of Daytona along with other club members like Jim Newton of Automobile Associates, Dan Jacobs of Hairy Dog Garage and Chris Musante of Musante Motorsports. These guys have participated in many of our club races and have helped with sponsorship over the years along with many other local sponsors.



2016 CVC Club Race #623 Atilio Albank Jr and #3 Manny Martinez Jr

Club Race group before bridge



Roger Funk at Big Bend



From the Chair

VICKI EARNSHAW • PCA CLUB RACING CHAIR

The 2016 PCA race season continues to have outstanding competitive racing with a low incident rate. We have also witnessed more cameras being used to review incidents giving us accurate information. If you are still racing without a camera, I recommend making that your 2016 initiative.

We have completed two of the six GT4 Cayman Clubsport races. The core group of this series; Bryan Henderson, Allen Shirley and myself are pleased with our progress in the development and execution of the series. Consequentially, many of those developments have trickled to the PCA Club Racing program. I want to share some of those perspectives because, even though this series has taken an immense amount of time in this development, the total club racing program still remains our foremost concern.

Reevaluating the reporting after an incident procedure for a 13/13 stemmed from thinking about how we would serve penalties in the Clubsport Series. The Clubsport drivers have avoidable and unavoidable contact penalties which require penalties to be enforced in their next race grid position. When we started to review the existing penalties for Club Racing, it was decided to recommend the change of reporting at the end of a session if the car was still safe, just as it is applied in the Clubsport series.

Our Clubsport pro advisor is David Murry. David is with the event Steward in control when the Clubsport cars are on track. David is available to all of our racers for coaching when he is not working with Clubsport. There is no expense to the region or club racer for this service. It is a perk for attending the event. I would encourage you to bring your videos to David; many will tell you how he has improved their track times.

We also are pleased to have Joe Hullett with Motec at all the Clubsport races. At NOLA he offered a data acquisition clinic and he is planning more sessions through the year. Joe is very willing to help all the racers at these events and I would encourage you to use his vast knowledge. If you need to reach him at an event, contact Allen, Bryan or me.

The Clubsport series has hired a marketing company. LST Marketing has race marketing experience with IMSA and other racing series. From their knowledge we have become aware of the need and potential for Club Racing to develop a better social media platform and a user friendly website. We would like to have current race pictures go out in press releases right after the event. We can also reach out to racers PCA Region's newsletters with articles and pictures so your PCA community can read about your racing

experience. We have talked about videos being a possibility in this distribution also.

The Clubsport series is a spec series that requires equipment for scrutineering. The purchase of an MK platform, digital scales, ride height equipment, camber and shim equipment to allow accurate scrutineering is in place. Bob Barker is the Clubsport tech coordinator who helps manage the equipment setup, coordinates the scrutineering, and confirms racers are given appropriate information. Eventually this equipment will be used for other classes.

If you were at the Road Atlanta race you may have noticed Porsche AG, PMNA and PCNA taking an active part in the paddock with racers. We are proud to have a commitment from PMNA and PCNA to attend all the Clubsport races with their skilled techs.

The first two races in the Clubsport series have proven to have had an increase in the registration for the regions, compared to their previous event numbers. More racers mean more competition and more fun.

As you look at this list you may question how these items were purchased. I will assure you that all this equipment and personnel cost are from the budget and sponsorship acquired through Clubsport. The advantage for PCA Club Racing is

that we have benefited in many ways by having this new series in our racing program.

There are a few items on our 2016 agenda we would like to improve. One issue is the website. We are committed to making it easier to maneuver with easy to find race results and championship points and a link to facebook. Another suggestion is that can we open communication to fellow competitors maybe from the same group or class before the event. We would like to have press releases to the PCA membership with a recap of the weekend that include pictures and possibly an interview with a racer and recognition for our sponsors. We have the eblasts that go out to racers, but we would like to reach out to all PCA members. Our goal is generating interest in the PCA membership to attend races and experience the racing program even as a spectator.

We completed our training sessions early in 2016 for the Stewards, Timing Techs and Scrutineers. We are welcoming Rory Savage and Bruce McPherson to the timing program. Pat Heptig, Keith Fritze, Dan Thompson and Franklin Pray have joined the "boots on the ground". We are pleased to have Kathy Fricke as our Scrutineer Coordinator. We welcome back Bob Barker who is a previous Steward and now the Clubsport tech coordinator. I want to acknowledge every one of our volunteers for the time and expertise they donate to Porsche Club Racing. We are pleased to report a healthy growth in your PCA Club Racing membership. We thank you for racing with PCA.

May you have your fastest lap in 2016!

Vicki

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View From the Tower

BRYAN HENDERSEN • CHIEF STEWARD

WE CAN NOW EASILY CHECK GEAR RATIOS!

The 2016 racing season is off to a great start. We have had several very successful races with a new theme for 2016 of great racing and very low incident rates.

We have had a few situations this year that were created by racers simply not knowing the rules. For example, we have had several issues created when drivers have not installed the simple plugs required in the 2016 rules that allow our data equipment to easily collect data. We have had several protest of the correct National Championship Points allotment because the drivers did not read the complete section on these rules. It is hard to compete if we don't know the rules we are competing under.

The Porsche Cayman GT4 Clubsport Trophy East series is off to a great start. The series provides several items that are very beneficial to all classes in PCA Club Racing. The broader financial base allows us to invest in many things that benefit the program as a whole (like more and better equipment and more scrutineering personnel at all races). Vicki has more on this in her column.

You may have noticed more new scrutineering equipment being used successfully in races this year. Walt

Fricke has designed and built a computerized gear checker that basically needs only a reliable rpm source in the car. The car is placed on Jack stands with both rear wheels off the ground. A piece of white tape is placed on each rear wheel, then the car is started and run through the gears at low RPM. Optical sensors placed behind the rear wheels count the wheel rpm. The device uses engine rpm and wheel rpm to accurately compute the gear ratios. Walt has found a significant number of gear sets that are not spec for the class involved. These are classes where many thought we would not have the capability to accurately check gear ratios. Part of our job is to make sure the playing field is as level as possible for all racers. We are working hard to accomplish that.

Knock wood. The incident rate for 2016 is running way below what it has been in the past. This is after several years of low incident rates after the points system became part of our racing — a very good thing. I just wish we knew the reason so we could encourage what is working.

I know in my personal driving (at the point where I thought I would get slower due to my age) a strange thing happened, I became a little faster and started finishing much better. The only things I can think

of that created that increase in performance was being more relaxed in the car and having a bit more patience. We have had the opportunity this year to see some good video and at NOLA, where you can basically see the whole track, see some complete races for several drivers first hand. In video I have noticed some impatient moves that have and could have cost the racer dearly.

In one situation a driver running 2nd in class was approaching lapped traffic with about a lap and a half left in the race. He was not going to catch the leader and the car running 3rd was not going to catch him if he just drove smoothly and efficiently and brought it in safely. As he came up to lap a car, the driver ahead saw him coming, saw the blue flags and moved over in the corner to give him the inside line. The passing driver entered the corner on the inside with too much speed to hold the inside line and complete the pass exiting the corner. The passing car slid into the car giving him the corner and made contact. There was no need to go that fast through this corner and risk contact. A moderate speed through the corner would have resulted in an easy, safe pass and a 2nd place in class finish. As it was the driver was at fault in an incident.

In another race, late in the race, a driver came up on two cars dicing for position entering a twisty section. They were approaching a right-left combination with the right being fairly fast and only about 45 degrees, and the left being a moderate speed round turn of more than 90 degrees. Those turns led immediately to a couple of right hand turns. The car in the middle of the three made a good move to pass the leader of this group on the inside. The lead car saw him coming and went a bit deep in the corner giving racing room on the inside but slowing to prevent running off the track. Both cars bobbed a bit. In the meantime the 3rd car in the group tried to pass them both basically in the same corner. Now, I am not a fan of passing two cars in the same corner in most cases since the front car usually doesn't know the 3rd car is coming and the second car is likely focused on the pass in close quarters. However, in this case it would have worked except that the 2nd car established himself on the inside as they entered the left with lots of overlap. The original 3rd car (who was now slightly in the lead) just needed to leave racing room on the inside and enjoy his advantage in the next corner which was a tighter right putting him on the inside and giving him control of turn in etc. But, he was impatient and wanted to complete the pass right now rather than just coexist for a few seconds and complete the pass for a two position upgrade. He turned into the curb, hitting the car he was trying to pass on the way.

On a very positive note at NOLA, we were able to watch two drivers who were in different classes dueling for an overall win for most of the weekend in one group. In the last sprint the car in the lower class started on the pole but did not win the drag race with the higher class car who started in P2 to turn 1. The lower class car (who was clearly

faster in the corners but slower on the straights) patiently stuck his nose in about 30 times over the next ten laps, always leaving an out and not attempting anything stupid.

As they approached traffic for the first time it was evident that the lower class car was keeping himself in a tight position to be able to use the traffic to his advantage if the opportunity arose. They came up on two cars who were in trail about 30 feet apart as they approached a very fast left bend that led to a slower right. The lower class car carried max speed out of the fast left and pulled alongside the faster car who was already setting up to follow the two slower cars through the right turn ahead as they caught the traffic. The first of the lapped cars provided a nice pick to keep the faster car from fully accelerating. The lower class car passed both before the entry to the next turn. The lapped car ahead saw him coming and gave him the inside for the right and he completed a third pass before the apex. This was entering a twisty section and, by the time they were back to the straight, the lower class car had too much lead for the straight speed to overcome and the race was basically over from that point. This was a very nice patiently driven win.

Another area I think winning drivers need to excel in is situational awareness. In this instance I mean *where they are in the race. What position am I in? Where is my competition? The car ahead? The car behind? How many laps are left? Do I need to make this next pass?*

A few years ago I was racing at Road America. It was an enduro. We had a qualifying session in which, because I did not tighten a nipple on the brake caliper correctly, I had brake issues and only took a couple of laps (resulting in a lousy time). I started the race well, got into a rhythm and drove as quickly as I

could. After the pit stop I was clueless as to where I was except for the time remaining. I had not been paying attention to where I was in the race. I was just trying to pass every E car I could find. With less than three minutes remaining, I saw one more E car ahead. I went as hard as I could, catching him in Canada Corner. I carried to much speed in on hot tires and went into the gravel trap. I came to a complete stop, saw one E car pass, then reentered. I did not catch that E car. I was shocked when I discovered that I was second and the car that passed me in the trap won the race. It was worse when I found out that the car I was working so hard to catch was a car that I was lapping.

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FOR MORE INFO: wcs@pca.org



WHAT PART OF PORSCHE RACING DID YOU THINK WOULD BE CHEAP? (THE "PORSCHE" PART OR THE "RACING" PART)

THE STORY OF SNICKERS

STORY & PHOTOS BY PAUL D. YOUNG

I heard that the Porsche factory builds each car to be a race car because they don't know which ones are going to be raced. That's certainly part of the appeal and draw for these wonderful machines. But what is a Porsche enthusiast with modest means to do when the racing bug bites?

I would love to have a late-model GT3 Cup or RSR, the stacker transporter, a crew of six, and fresh, new racing slicks for every run session. Unfortunately, I'm closer to the other end of the PCA Club Racing spectrum. I am driver, mechanic, inspector, tow vehicle operator, trailer manager and loader, and team secretary. With a modest

budget I still manage to race, and have a truly wonderful time at it.

In 2002 I had four Porsches, two of which were track cars, and two of which were supposed to be reliable (at that time I didn't expect the track cars to be reliable). I did all the maintenance and repair work – it saved money and was a lot of fun. Not being an expert Porsche mechanic, I shouldn't have been surprised when the "reliable" cars started to not be. Besides, they were getting old – I had them for decades! So, I pushed the reset button – Sold all four, and started over. I wanted a fun reliable track car, and a very reliable street Porsche. I had seen many other

competitors over the years with 911SCs. I considered the 911SC as a sort of "Sweet Spot" in the 911 lineage – not too old or frail, and not too modern or plush. I had done some research through sources in PCA and determined that, as a track car, the 911SC should be fairly reliable.

The highest priority on my shopping list was patience. I would not buy the first 911SC I found. While there weren't a plethora of examples available, there seemed to be a steady stream (and at varying price-points). My plan was to get the car and run it bone-stock for a year or two while gathering information on what modifications to eventually (or

gradually) do. I was looking for was a reasonably straight, complete car that needed to be sound, or at least with issues that I could take care of myself. I wanted straight bodywork, which in California is difficult, since many cars get whored out with Turbo bodies, wings, strakes, after-market body parts, weird wheels, etc. The interior was less important.

At this point I'd like to address the notion of buying a race car versus building one. Some are of the school that it is best to buy an existing race car, one that has been already developed, and has at least some of the bugs ironed out. There is some logic to this, and a number of benefits. It will usually cost less than the sum of the parts if one were to build the same car. A proven track record indicates that many issues have already been dealt with and could mean a more reliable car. I have done it both ways and usually prefer to start with a non-race car for several reasons. True, the cost of the race modifications and preparation (both performance and safety) will cost more if you start from scratch. But often the modifications or accessories aren't what I would have liked. For example, was the roll cage installed the way I would have done it? What about suspension parts (sway bars, springs, shocks)? Does the race seat fit me? There are many aspects of fit to consider. For example, once I bought

a 911 that had a lower ratio Ring & Pinion installed. While it was really quick off the start, the modification placed the car in a much higher class and offered no benefit on a real race track. In fact, on a couple of tracks it would redline in 5th gear! Sometimes a built race car might be optimized for a class or organization where you won't be competing.

Also, while many of the teething problems with a track car have been sorted out, an existing race car will still have many unknown issues and weaknesses. Some of these are caused by racing, and others by improper maintenance or preparation (exacerbated by track use). Even maintenance records and receipts are no guarantee that the work was properly done or that other impending problems are about to surface. With a non-race car there are still likely to be hidden issues, but at least one's expectation is to sort all those out as the car is developed and raced.

For a Spec-class car we have a fairly specific rule-set which limits the choices on modifications, so it could make sense to start with an already-built race car. Still, while some of the modifications will be the same as one would add to a stock car, many of the other components might not be what the driver wants. Consider things like safety equipment, harness, seats, steering

wheel (which might not fit the new driver). An existing race car might not necessarily be "ready to race". On the other hand, it might be very close to what you want and be a good choice. In any case, once you get a car, you'll get to know its problems, idiosyncrasies, and other details soon enough! Personally, I enjoy the process of conceiving the entire project of a race car and building it from a stock Porsche.

Back to 2002 and the search for my 911SC. I had been looking for nearly a year, using various resources. On E-Bay, I found a straight car in one of the colors I liked (Black Metallic), straight unmolested bodywork, and complete. It was a late 1979 (one of my preferred years), decent condition outside, a few rough spots inside, plus some electrical issues (which I thought I could repair myself). It had 160,000 miles, original engine and gearbox, and the original 16" Fuchs wheels. Location; just 95 miles from home! Of course prices of 911s have increased perhaps just a bit in the last dozen or so years, but I took that car home for \$8600, a pretty good deal compared to the \$13k-16k most were going for at the time.

First order of business was to sort out the electrical issues, which turned out to not be very bad – a new battery and rebuilt alternator, plus some fuse and wiring cleanup. Next, I performed all



Paul Young senior and Junior

the regular maintenance (plugs, plug wires, valve adjust, oil and filter, gear oil). New high performance brake pads and wheel bearing pack rounded out the maintenance. Then I had four new high performance street-stock tires mounted on the Fuchs and set the alignment. Bolt in a 10-BC fire extinguisher and the 911SC was ready to drive in Autocross, DE, and Time Trial events!

For almost two years I compiled a list of modifications I wanted to perform. I looked over the rules for various organizations and events I planned to drive. I figured out the various classes, and looked for a car build that would be reasonably competitive in these various classes. For instance, in Autocross or Time Trials, a certain upgrade might be “free”, but it would bump me in a Club Racing class. I also studied the rules for all the safety equipment needed in Club Racing. A lot of my input came from talking to various shops and mechanics, but an even greater source came from drivers of similar cars. I asked what they found worked for them, and what didn't. I weighed the drivers' data with their driving style, performance, and results.

In the meantime, I was acquiring a lot of seat-time in this somewhat new (to me) platform. As opportunities arose, I rode in or even drove other folks' similar Porsches. The somewhat loose original concept was solidifying into a real plan, and minor adjustments and changes were made as more information was gathered. During this phase of learning and listening, the engine broke due to the combination of an over-rev and inoperative rev limiter. It was a significant financial impact, but at least the car had a fresh engine. I kept the engine stock, as this was the intended classification structure for the car. However, I did take the opportunity to add stiffer valve springs to help protect the engine from damage due to a missed shift. I also changed from the electronic rev-limiter to the type built into the distributor rotor, as these are more reliable.



SNICKERS — Less than a year after getting the car, our dear, sweet cat of 21 years passed away. I had never named any of my previous cars, but we missed that cat so much I decided to name the 911SC in his honor. Having a name associated with the car made me somewhat protective of it, which is probably a good thing (I didn't want to hurt poor Snickers). It also started a bit of a trend. We began naming our other Porsches after dearly departed pets. A few friends picked up on this so, together we formed a casual team; Dead Pets Racing (www.deadpetsracing.com). Kind of an edgy name, but actually a

fitting tribute to our pets.

After two years of driving Snickers in the bone-stock configuration, it was time to make him truly race-ready, to perform the planned upgrades and modifications. First, safety features. The welded-in roll bar was converted to a full cage with padding in potential contact points (when the bar was installed, it was planned for upgrade to a full cage). A pair of Recaro racing shell seats were installed with a seat-back brace and six-point harnesses (a nice halo seat on the driver side, and a simpler one on the right). I installed an

ignition kill switch, front and rear tow points, a window net, a wide-angle interior rear-view mirror, and a racing steering wheel with quick-release hub.

While we're on the topic of interior modifications and safety gear, I'd like to emphasize the benefits of driver ergonomics. Having the driver in a safe, comfortable seating position with good support, visibility and ease of control operation will greatly improve performance. I spent a lot of time adjusting, and readjusting the driver's seat to get just the right length, height, and tilt for my legs operating the pedals. I adjusted the padding in the seat for a comfortable and supportive fit. Then I used the correct shims and spacers on the steering wheel to place it where my arms were in the ideal position. I carefully adjusted the six-point harness to fit perfectly. Performing heel-and-toe was difficult, so I screwed a 1x3 strip of wood onto the accelerator pedal to put it in proper position to the brake pedal. I covered all the pedal surfaces with non-slip adhesive stair strips to help ensure not slipping off the pedals.

Snickers was intended to be a basically stock weight 911SC with stock drivetrain other than decent exhaust. Suspension would retain the torsion bars but would employ stiffer rates, sway bars, and shocks to work with that setup, plus high-performance bushings. I had a mechanic perform the suspension installation and setup. Getting the shocks valved correctly is an art. Also, the corner balancing and alignment requires specialized tools and experience. To go with the nice suspension setup I started getting sets of 15-inch wheels in 7, 8, and 9-inch widths. The 15-inch tires are generally smaller diameter than 16-inch or larger, and also tend to cost less per tire. Some claim that the smaller diameter affords better acceleration. While this is true right off the line, it can be better or worse than larger diameter tires depending on the track. On some courses, I need to shift into fourth briefly (or bounce off the rev-limiter in third), whereas larger tires would not

necessitate that extra pair of shifts. On other sections the “gearing” effect of the smaller tires works out just right. It just depends on the specific track. The net result is that there is overall no benefit for acceleration. What I do like is that the smaller diameter gets the car lower, which is a good thing for cornering. Plus they weigh a bit less than larger tires. They do tend to scrub more than larger tires, so again there's a tradeoff. Lower cost per tire breaks the tie for me! By being patient and continuously searching, I was able to get 8x15 Fuchs for \$175 each, and 9x15 BBS or Gotti wheels for \$200 (these are average prices). Nearly all of these wheels were found on E-Bay.

Along the way, I made a number of other modifications, mainly for reliability. I have two large oil coolers, one in the front of each wheel well. These are plumbed in series with high quality stainless braided hose with threaded AN fittings (no clamps!), I fabricated steel cages around each cooler to protect them from rocks and road debris. I have ducting from the front to each front brake rotor to try and get a bit of cooling to the brakes. While the brakes are stock 911SC, I use high quality brake fluid, and change it often (bleed before every event weekend). The original rubber brake lines were replaced with stainless braided versions. An aftermarket shifter (Wevo) was fitted to help minimize missed shifts. I purchased a spare rear deck lid with the Weissach wing (from a 1980 911SC), and added the matching front lip spoiler. At some tracks the aero package does make it a wee bit faster.

I also invested in a decent data acquisition recorder with dashboard (Race-Pak IQ3). While not inexpensive, it really helps me optimize the car setup, and most importantly, improve my driving! Another beneficial addition was a cool-shirt system, since I do a number of hour-plus enduro races, and many races in hot weather.

For personal safety gear you don't need to spend a lot, but don't skimp either. A

helmet that fits comfortably is essential. A light, flexible driving suit will help you perform better, and if you buy the previous year's model, you can usually save. Making sure your racing shoes are comfortable – you'd be surprised at how important this is!

Snickers has had a few minor adjustments, improvements, and changes over the past decade-plus, but remains a stock-body, stock-weight, stock-drive-train 911SC with moderate suspension enhancements and a full complement of safety features and equipment. He gets driven hard and often, sometimes logging 5,000 track miles in a year. Yet Snickers has set dozens of track records, earned hundreds of class wins, numerous podiums, many season championships, and even some overall victories!

So let's consider the cost to build a decent PCA Club Race car. This is based on a 911SC, but would be similar for any 911 from 1974-1989 (not including cost of a decently running car);

Roll Cage	2500
Seat(s)	1500
Harness	300
Net, Tow Points	200
Kill Switch	100
Suspension Parts	2500
Suspension Work	1000
Racing Wheels (2 sets)	1800

This \$10k adder to the price of the car may seem steep, but it translates into a racing Porsche that is built exactly the way I want it. Although Snickers is not nearly as developed as some of the recent Spec 911 cars, he runs nearly as fast, and costs about a tenth of what those cars can set you back!

With all air-cooled 911s appreciating in price, let's take a brief look at some other Porsche models as race car candidates;

944 (Stock or Spec Class); Ample support and donor parts, inexpensive. There is a lot of development and knowledge out there on racing these Porsches. Fun to race with other 944s.

Decent Spec 944 Spec cars ready to race can be had for \$7k - \$15k (less if your lucky!).

Boxster (Stock or Spec); Some engine issues, but manageable. More expensive than 944, but higher performance. Again, ongoing knowledge and development for racing. Same fun-factor when racing against other Boxsters. A turnkey Boxster Spec racer will usually cost \$20k or so.

996; Same notes as Boxster. More power, but alas fewer competitors. GT3 variant better suited to racing, but costlier.

997 Similar to 996; More money still, but a bit better platform.

Mind you, most of the preparation and modification costs will be proportionately higher for these models (though the same or less for the 944).

It might be tempting to try getting the most powerful car, so as to go faster, but I have found a great deal of satisfaction driving a slow car fast. Also, when getting into racing, it's best to not bite off too much, especially with budgetary concerns. The expenses of operating a race car need to be considered too. For example, I was surprised to learn that windshields are wear items. I need to get mine replaced every year or so due to chips, cracks, and generally looking like a frosted shower door after driving thousands of miles in close race traffic!

So let's look at what I have found to be typical operating expenses for my 911SC track cars.

Entry Fee	500
Tires	1000
Hotel	200
Fuel (incl Towing)	300
Brakes	100
Maintenance	100
Repairs	300

This \$2500 per event expense is just a rough estimate – your mileage may vary! I generally can make a set of \$1400 tires last a weekend or two,



depending on the track, the number of laps, and how tidy my driving is.

Brake costs include fluid for bleeding, pads rotors, and caliper rebuilds (or new calipers), all of which have varying intervals of repair or replacement (Front rotors, 5-6 events, rears about 12, e.g.). Maintenance includes non-brake items such as oil and filter, transmission and other fluids, tune-up items, replacement numbers and markings, etc. Repairs are inevitable, and include replacement windshields, things that break (like sway bar mounts or front spoilers), amortized cost of a gearbox rebuild, and similar items. Entry fees vary a bit, and fuel can be more or less depending on distance traveled. And if your budget allows, you can upgrade to more tires per weekend, and fancier hotels (or even a motor-home to camp at the track).

While I have done every maintenance or repair on a car other than upholstery, there are some tasks which I don't do anymore, leaving that to those who are much more efficient and skilled. Preparation for a race can take a number of hours and require a few special tools, but can be easily done. Having a checklist helps, and will be updated and

refined over time. I try to get my car ready at least several days (preferably a week) before the event. That way, if there are any parts that need ordering or extra repairs to be done, I am not scrambling at the last minute. I enjoy preparing my car for a race; it gives me satisfaction and pride, I KNOW everything is done properly, plus I am more connected to the car.

In summary, here are a few key things to keep in mind;

You can go Porsche racing in PCA Club Racing without spending a fortune!

Set your sights on a fun, quality Porsche, not necessarily a fast one.

Study, do research, talk to a lot of other racers, gain knowledge, become an expert.

Be patient in your search – you'll know when it's the right car.

So, have fun, and we will see you on the track soon!



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2016 Club Racing Schedule

DATES	EVENT	REGION	REGION CONTACT	PHONE	E-MAIL
Jun 4-5	Motorsports Park Hastings	Great Plains	Tom Cooper	402.779.2261	tcooper40@cox.net
Jun 3-5	Watkins Glen*	Zone 1	Pete Tremper	856.881.7049	tremper9146@aol.com
Jun 24-26	VIR*	Zone 2	Brian Minkin	215.519.4140	bminkin1@comcast.net
Jul 8-10	Monticello Motor Club*	Riesentöter	Chris Karras	215.850.4040	RTR-RaceChair@nazg.com
Jul 22-24	Mazda Raceway Laguna Seca	Golden Gate	Richard French	950.995.6136	rf@richardfren.ch
Jul 23-24	Brainerd International	Nord Stern	Doug Anderson	507.273.5346	argosy@cluemail.com
Aug 5 - 7	Canadian Tire Motorsports Park (Mosport)*	Upper Canada	Mick Oliveira	416.702.4408	aapo@sympatico.ca
Aug 19 - 21	NJMP*	Schattenbaum	Dan Petchel	609.298.2277	carsinc@comcast.net
Sep 3 - 4	Thunderhill	Golden Gate	Richard French	950.995.6136	rf@richardfren.ch
Sep 3 - 5	Road America*	Chicago	Keith Clark	630.514.5937	kc_design@sbeglobal.net
Sep 10 - 11	High Plains Raceway*	Rocky Mountain	Brian Leary	rmrclubrace.com	beleary36@yahoo.com
Sep 17 - 18	Utah Motorsports Campus* (Miller)	Intermountain	Otto Silva	801.889.3511	otto@databaseguru.ne
Sep 23 - 25	Summit Point*	Potomac	Fred Pfeiffer	301.729.2407	clubrace@pcapotomac.org
Oct 1 - 2	Hallett Motor Racing Circuit	Cimarron	Jon Jones	918.740.7951	Jjone20@aol.com
Oct 21 - 23	Daytona International Speedway*	Zone 12	Steve Williamsosn	407.435.0344	steve@stevewilliamson.com
Nov 12 - 13	Buttonwillow*	San Diego	Greg Phillips	619.395.7506	phigreg@gmail.com
Nov 12-13	Motorsports Ranch*	Maverick	Pat Heptig	214.649.7909	pheptig@heptiglaw.com

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A WIDE VARIETY OF INFORMATION

I think you will find quite a variety of information in this issue of Club Racing News. We've covered the first race of our new GT4 Clubsport Trophy Series East (at Road Atlanta), and from the reports I've heard, it was a great success (even with some frustration having to figure out some stuff on the fly during the event). But these things will get worked out and, overall, people seemed quite pleased with the way it is going.

A NEW TOOL TO CHECK GEAR RATIOS

Our Scruits have a new tool that makes it easy for them to check gear ratios. Bryan Henderson speaks to that in his column... Something we should be aware of.

HOW TO BUILD A RACE CAR – CHEAP

Our friend, Paul Young, recounts his experiences figuring out how to buy and develop a club racing car “on the cheap.” This is a very insightful article for someone looking to get into PCA Club Racing without spending a small fortune (I know lots of people like that).

BLOCKING

David Murry's column talks about what constitutes blocking, a subject we have all been involved in at one time or another. He makes some

good points.

OPTIMIZING SHIFT POINTS

Our friend Chris Brown, author of “Making Sense of Squiggly Lines and owner of Christopher Brown Racing, has contributed a section of his book on Optimizing Shift Points. If you are someone who thinks that data acquisition and analysis is important, you probably already know about the book.

OUTSTANDING DRIVER AWARDS

OG Racing has posted their Outstanding Driver Awards. Congratulations to all of us to made that one.

FATHER / SON DUOS

There are a couple of personal interest stories as well. Zone 5 Rep, Lynn Friedman noticed at NOLA that there were four father/son teams in attendance. She managed to get photos and information on these four pairs. How cool is that!

SECOND CREEK — HIGH PLAINS

We all know that this is the 25th Anniversary of PCA Club Racing. Many of us don't know that the first ever PCA Club Race happened at the Second Creek facility in Denver. We've got a story about Second Creek and how it evolved into the current High Plains Raceway... An

interesting bit of history.

I WANT YOUR STORY

I'm on the looking for personal stories for CRN. There are a lot of interesting stories out there. I'd love to hear from you and possibly run an article here. I have several in the works, but am always looking for more.

The other personal story is about the PCA Club Race that happened 25 years ago with the Connecticut Valley Region.

THREE WEEKENDS CLUB RACING

There is a unique opportunity (at least, on the west side of the country) to compete in three consecutive club racing weekends without having to crisscross the country. These three September events start with Thunderhill, then to High Plains, and finally to Miller.

Several of us are planning to pick up two or three of these events. I'm working on High Plains and Miller (still thinking about Thunderhill). Suesan and I plan to drive to Denver, do the High Plains event, then take a nice four days to make the 600 mile drive to Miller. It should be pretty scenic and a nice time of year to make that trip.

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MAKING SENSE OF SQUIGGLY LINES

3.4 OPTIMIZING SHIFT POINTS

FROM THE BOOK "MAKING SENSE OF SQUIGGLY LINES"

BY CHRIS BROWN (REPRINTED WITH PERMISSION)
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What's the best engine RPM to shift at? If maximizing acceleration is your goal, then the answer to your question can be found with a little calculation. The method outlined in this article should take less than an hour and only require you to know your gear ratios and horsepower curve. So it's a quick check for everyone to go through.

There is a more complex method which involves gear ratios and engine torque, calculating where the two gears cross at and the shift point is chosen to remain in the highest possible torque. If you want to go down that road, there is a wonderful app you can download from the folks at Veracity Racing (www.veracitydata.com/shift-rpm-app) which can do the calculations for you once you enter the engine torque curve and gear ratios.

Most modern street car engines have an RPM limit placed just after maximum horsepower. In these situations it is best to simply shift at the RPM limit. But for older cars or racing engines, often the horsepower drops off before reaching the RPM limit, so it might be best to shift before the RPM limit.

Warning: The goal is not to shift at maximum horsepower, maximum torque or the RPM limit. Rather it is to shift in a way that maximizes the engine's running time at its highest possible horsepower.

Engine horsepower climbs up slowly, and falls off more quickly after the maximum. Peak torque occurs at a lower engine RPM. Torque and horsepower are mathematically linked together by engine RPM through the following equation:

$$\text{Power} = \text{Torque} * \text{RPM} / 5252$$

Optimum shifting is done to maximize the amount of power or tire torque put out by the engine for any given speed. Gear ratios are selected to maximize the area or time spent under the power curve. Since horsepower is calculated from torque and RPM, it doesn't matter which one you use. But finding the optimal shift points via horsepower is easier as it saves one calculation step. Applied torque through the tires change when going through each gear in the gearbox, but power output doesn't. So when using torque values, the torque curve must be multiplied by the gear ratios to determine the torque out of the transmission and ultimately through the tires at the given speeds.

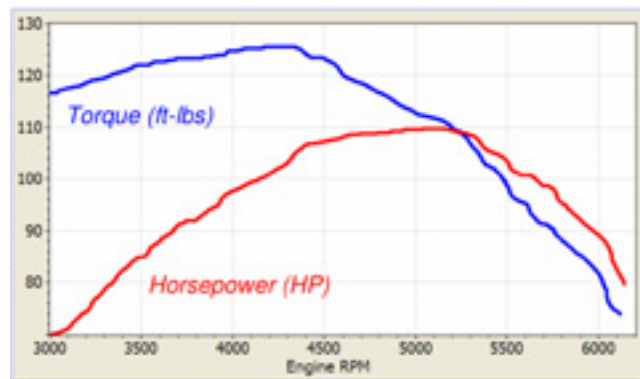


Figure 3.12 Engine curves for the Spec Racer Ford.

Picking Shift Points by Horsepower Curve

First create the X-Y plot of speed & RPM, using the gear ratios and tire circumference to calculate speed for each engine RPM. This chart is used to determine the engine RPM drop for each gear shift. Many different software programs for selecting gear ratios are available to create charts like this, or use a

spreadsheet program with the following equation:

$$\text{Speed(mph)} = \text{RPM} * 60(\text{min/hr}) * \text{tire circ. (in)} / 63360(\text{in/mile}) / \text{Gear Ratio}$$

Starting with the first shift, assume the shift occurred at the RPM limit. Find the RPM drop to the next gear by drawing a vertical line on the X-Y plot of speed & RPM. Then compare the horsepower at both engine RPMs. If the power in the next gear is less, then the shift point should be higher. If the power in the next gear is more, then the shift point should be lower. Continue this cycle until the two RPM points straddle the horsepower curve at the highest section possible for that gear change. This insures maximum time is spent in the largest area of engine power. Do this for each shift through the gears.

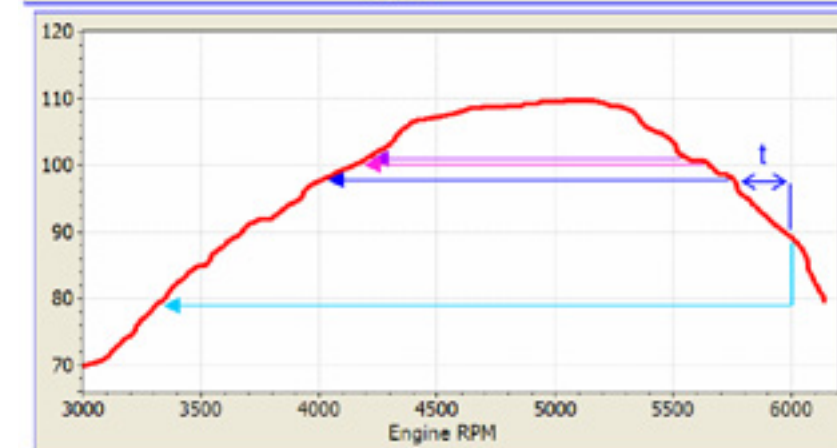
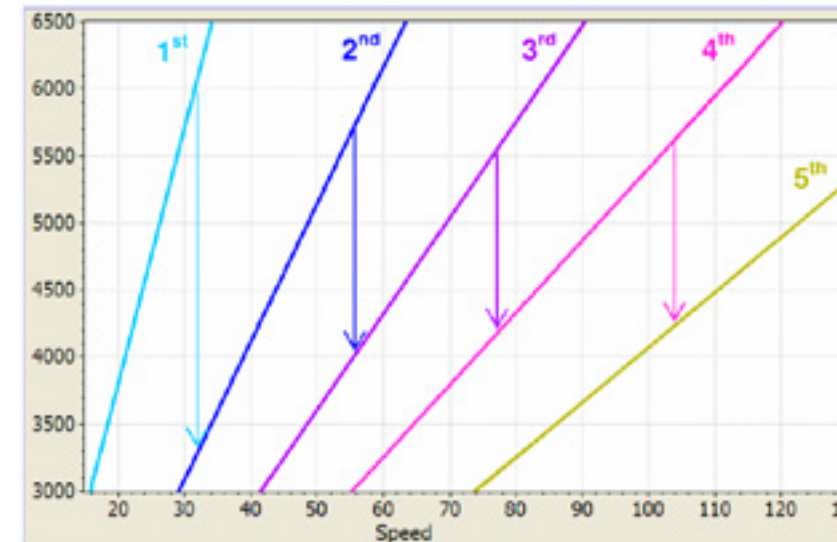


Figure 3.13 Gear and power curves used to find optimal shift points for the SCCA Spec Racer Ford.

The following example is from a SCCA Spec Racer Ford (SRF). For this class the gear ratios are fixed and cannot be changed. The ideal shift point from 1st to 2nd would

Gear ratios for SRF	
Diff	- 3.62
1 st	- 3.42
2 nd	- 1.84
3 rd	- 1.29
4 th	- 0.97
5 th	- 0.73

have been 6100, but the engine's RPM limit is only 6000 so that value is chosen. This is the largest RPM drop due to the gear ratios being farther apart, which often means shifting at the limit is best.

For 2nd to 3rd the ideal shift point is 5750 which drops the engine down to 4000 and both engine speeds give 97 HP. If the driver had shifted at 6000, then the amount of time spent accelerating from 5750 to 6000 would have

been with the engine making less than 97 HP (shown in Figure 3.13 as "t"). Shifting at 5750 keeps the engine power always above 97 HP.

Ideal shift points for SRF			
Shift	RPM	Drop RPM	Power HP
1 st to 2 nd	6000	3300	89 to 78
2 nd to 3 rd	5750	4000	97
3 rd to 4 th	5600	4200	100
4 th to 5 th	5700	4150	101

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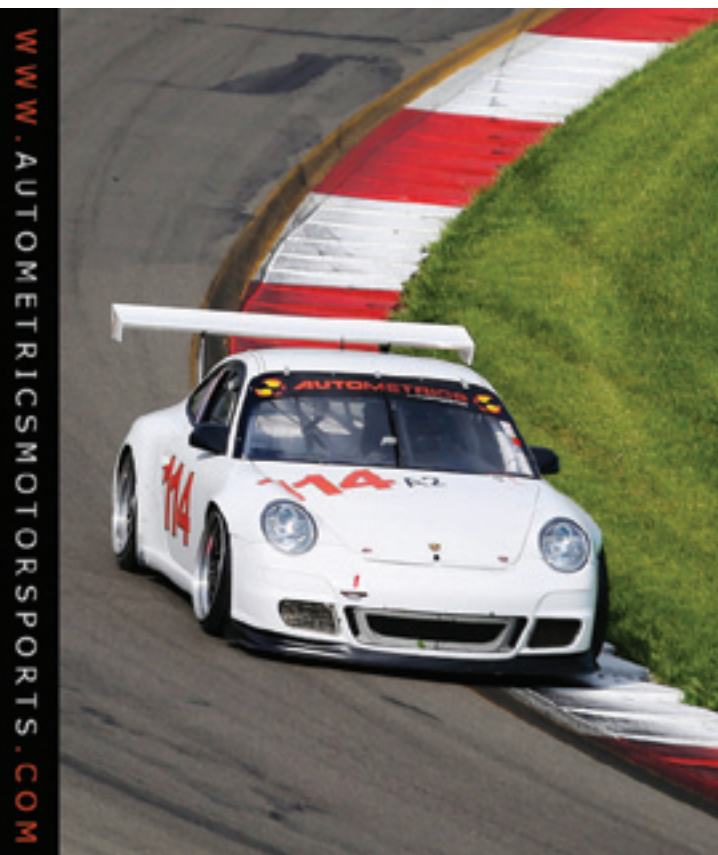
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Thinking About Rules

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RULE CHANGE COMMENT PUBLICATION

Historically, the annual rules change cycle has used CRN as the official instrument for change, publishing proposals for comment, and then rule changes based on the thoughts provoked by the comments. But the schedule of CRN, and the lead time required by its editor to produce a high quality issue prevents timely use of it for this purpose. Last year the proposals for comment arrived in racer's mailboxes after the comment period had closed. So this year proposals for comment will only go out by e-mail and will be posted on the club racing website. If you don't use the internet you will need to get help from someone who does.

Final rules decisions will come out in the final CRN for the year, but will go out by e-mail and be posted on the website when reached.

STOCK MEANS STOCK

Most PCA Club Racing classes are based upon many of the performance affecting components being "stock." Stock means that they are the Porsche parts for the model involved or, in many cases, after market equivalents which provide no performance enhancement. Perhaps the most important performance components are the engine and the transmission. The old hot rodder's phrase still holds true: *the cheapest way to increase horsepower is to install lower gears.* Of course, actual

horsepower does not increase, but torque delivered to the rear wheels increases as the gear ratio is lowered. So, it should hardly be a surprise that scrutineers have always done some checking to verify that cars have the right gears for their class and model. At first this was done by a scrut riding in the car, having the driver upshift and noting the RPM drop. Also in the scrut box was a digital level. This allowed (where manual turning of the crankshaft was convenient) noting the angle a rear wheel or wheels turned for one crankshaft revolution in a given gear. It is easy to construct tables showing what the result should be with gears meeting the factory spec for tooth counts.

Our current scrut box has a different kind of gear checker. A microprocessor receives counts from a connection to the tach (or a suitable substitute) and from infrared sensors pointed at each rear wheel (with the rear of the car jacked up) to read a strip of tape as it

passes by. The driver engages the different gears, the counters count for 30 seconds in 2nd, and 15 seconds in higher gears, and the results appear on a computer spreadsheet. The spreadsheet has a data sheet with the proper gears for each model entered, and with the ratios of engine turns to wheel turns computed. The spreadsheet compares the measured ratio with the calculated ratio. If the right gears are present, the ratios will be equal within 1%. Longer counting periods would produce tighter results, but are not necessary.

Here is what this looks like for a compliant Spec Boxster. Because limited slip differentials are not allowed in this class, the right and left wheel counts are different due to residual brake or other drag, but since they are averaged, this does not matter — SEE TABLE 1

In 2015 about 50 SPBs were checked. Some tests didn't work because of alterations to the OBD port wiring (so

the 2016 rules require a fully functioning OBD port on cars which came with them (GT excepted) as they can have any gears the driver can afford). An E Boxster was found to have the 2.5 liter Boxster transmission. Because of an engine swap to a later, larger motor, the new owner registered in the proper class for the engine but not for the transmission. One SPB had the 2000 transmission made for the later, more powerful, models due to a misunderstanding on the part of the junkyard supplier. This hurt performance rather than helping it. Otherwise, all SPBs checked out.

2016 also saw the rule requiring a data plug in all pre-OBD cars, so now those cars are being checked. SCs are showing up with non-compliant gears. An SP1 was found to have a later (and slightly taller) gear box. And an SPB (not a front runner) showed up with a short 5th gear, which took some doing as Porsche never used such a gear. Here is what a short 4th and 5th looks like in an SC — SEE TABLE 2

What happens at a race if you have the wrong gears? The rules require that you have the right gear ratios, and you attested to that (among other things) by signing the annual compliance forms. Cars found to be non-compliant have their finishing position taken away and, if the issue can't be corrected, must be re-classed. Two SPBs with the wrong gearbox changed to the right one overnight at the track, but that doesn't seem like a suitable strategy in the long term. If the run groups allow it, the steward may approve a change to the appropriate GT class. PCA CR Program Rule 16 authorizes the steward to issue a 13 for flagrant technical violations.

Where do the calculated ratios come from? For a start, the Parade Competition Rules have long had an extensive appendix of gears. The scrut box has a full set of the *little white spec books* Porsche put out, though those only go through the 993s. Most of the Porsche parts manuals give the tooth counts for the various gears, though one must be

careful not to mistake, for instance, a gear specific to cars delivered in Switzerland for USA stock where that is called for.

There are other Porsche documents which may have this information, and there are a number of private sources which are authoritative. Errors are always possible, and the PCRs had one which would affect the 3.6 liter SP996s, were it not for the fact that those guys knew their stuff. The scrut doing the testing may not know all the possible wrinkles, like the fact that the SP1s are, by rule, allowed a particular shorter 5th gear. Nobody memorizes gear ratios recreationally, but having them written down or otherwise handy can be useful.

Well, say you just bought a used PCA race car and have no direct knowledge of what gears are in that gearbox? As to what it should have, if research does not reveal the ratios, I can look them up, but only after you explain your efforts to find out (I'm not Wikipedia or a personal chat forum, and the PCRs are a good start for just about every model short of factory race cars).

But how to check? Obviously, if you have the box rebuilt someone can just count the teeth. But that's too easy, so what next? Porsche gear boxes have type numbers/letters cast or stamped on them, along with serial numbers. These can help, but with 20 year old models that have been rebuilt an unknown number of times, the gears could have been changed.

Next is measuring. It is not hard on the 944 and the 911s to use the *jack it up rotate the engine one exact revolution, and measure wheel angle change* method. If you decide to do that, I may be able to provide you with a document showing what the proper angles are, along with some instructions (there are lots of gears and splined and CV joints in the drive train, each with some slop, so you have to compensate for that). With care, this could be done on a transmission sitting on the garage floor as well.

Those with sophisticated data systems may, with careful tire measurement (or ABS data) be able to turn RPM and speed in a particular gear into a ratio. It may also be possible on a chassis dyno. You compare this to the calculated ratio. These may be the most practical methods for the mid-engine cars where turning the crank one exact revolution is difficult. The same ratios are involved with all these methods (except the open it up and count teeth approach).

Gears are not always listed by the same convention, so sometimes it is drive followed by driven (like an 8/31 ring and pinion), but sometimes the opposite (like a 3.875 ring and pinion). If you use the same convention and multiply the particular gear by the ring and pinion, you will get an overall ratio. If it is greater than one, take the inverse (divide one by that number). This will tell you what fraction of a turn your drive axle turns for one crank revolution, and even in the tallest 7th gear on a new Turbo it is always less than one.

Table 1

Seb 2-15 986 Box 1997-99 128											
Track	Date	Car Model (Dr Car Class)	Car Nr.	Model Year							
Seb	2-15	986 Box 1997-99	128								
gear	Measured Ratio	Calculated Ratio	% difference	TRUE/FALSE	actual rev	spar rev	rev pulse count	wheel count	wheel count	seconds	ave RPM
1st	#DIV/0!	0.073469388	#DIV/0!	#DIV/0!			3				
2d	0.121518987	0.121428571	0.07%	TRUE	395.0	3	1185	63	33	30 Sec.β	48 790
3d	0.179140127	0.18	0.48%	TRUE	209.3	3	628	38	37	15 Sec.β	37.5 837
4th	0.251677852	0.249795918	0.75%	TRUE	198.7	3	596	56	44	15 Sec.β	50 795
5th	0.325542571	0.325714286	0.05%	TRUE	199.7	3	599	67	63	15 Sec.β	65 799
6th	#DIV/0!	#REF!	#DIV/0!	#DIV/0!	0.0	3					
7th	#DIV/0!	#REF!	#DIV/0!	#DIV/0!	0.0	3					

Table 2

And here is a short ring and pinion (along with an offsetting taller 2d gear):											
gear	Measured Ratio	Calculated Ratio	% difference	TRUE/FALSE	actual rev	spar rev	rev pulse count	wheel count	wheel count	seconds	ave RPM
1st	#DIV/0!	0.081105993	#DIV/0!	#DIV/0!			0	3			0 0
2d	0.145215445	0.145161229	0.04%	TRUE	595.67	3	1787	168	5	30 Sec.β	86.5 1191
3d	0.205172434	0.204671858	0.24%	TRUE	290	3	870	113	6	15 Sec.β	59.5 1160
4th	0.250584117	0.25004516	2.90%	FALSE	285.33	3	856	140	3	15 Sec.β	71.5 1141
5th	0.290380048	0.314165498	7.57%	FALSE	280.67	3	842	161	2	15 Sec.β	81.5 1123
1st	#DIV/0!	0.081105993	#DIV/0!	#DIV/0!			0	3			0 0
2d	0.145770846	0.14072463	3.56%	FALSE	555.67	3	1667	81	81	30 Sec.β	81 1111
3d	0.181467181	0.204671858	11.34%	FALSE	259	3	777	47	47	15 Sec.β	47 1036
4th	0.229571984	0.25004516	11.04%	FALSE	257	3	771	59	59	15 Sec.β	59 1028
5th	0.279527559	0.314165498	11.89%	FALSE	254	3	762	71	71	15 Sec.β	71 1016

EVENT ADS

PAGE	EVENT	DATE
11	2016 West Coast Series	
31	Nord Stern Loonacy Club Race, Brainerd	July 22-24
25	Mosport Can-Am Challenge	August 5-7
7	Shattenbaum Showdown, New Jersey Motorsport Park	August 19-21
29	The Road America Challenge	September 3-5
48	Rocky Mountain Thunder, High Plains Raceway	September 10-11
29	Utah Motorsports Campus (Miller Motorsports Park)	September 16-18
48	Summit Point Motorsports Park	September 23-25

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

HPDE Chairs - de@irpca.org
Jeff Bogaard & Greg Troester

Registrar - Kay Koellner
koelhunt@gmail.com
(801) 870 0463



Coaching Perspective

DAVID MURRY • CLUB RACING DRIVING COACH

BLOCKING OR DEFENSIVE LINE?

We find ourselves racing hard with someone. We want to pass them, but they don't want us to (imagine that?). Why? Because we both want to win or finish as high as we can. In this scenario it is difficult to pass because both cars make about the same power.

Let's look at what is acceptable from the driver in front and what is not and considered blocking.

The driver in front (C1) can be *pro-active* in their move but can't be *re-active*. Let's say that there is a right turn leading onto a straight (T1) followed by a right turn at the end of the straight (T2). The front car (C1) would exit on the left side of the track as the normal driving line would be. C1 can drive to the right side of the track and run that line all the way down the straight, entering T2 from the right. After all, there is no specified driving line, you can drive where you like. Once C1 chooses that line and C2 (us) starts to pass on the left, if C1 moves back left in front of C2 (2 moves), it is blocking.

However, C1 cannot be *re-active* in the decision to move right. If C1 waits until C2 starts passing to the right, and as C2 pulls up on C1's right to go pass, if C1 pulls in front of C2 causing us to slow down, it could be construed as blocking.



This is a bit of a grey area — deciding how late and aggressive the move is will be determined by the race steward. If C1 runs us off the track as C2 goes by, it will almost always be determined blocking (and not giving racing room) provided C2 is going by when squeezed off.

Remember, you want to race your competitors as you would have them race you. It sounds like the Golden Rule, but the difference is that you will race against your competitors again. They won't forget how you raced them and will treat you accordingly in the future. The race steward doesn't always see blocks, but you can bet your competitor does.

Sometimes we don't even know we are blocking. I showed a video to someone where they clearly made 3 moves blocking the car trying to pass them. They were in disbelief when they saw the video. In the heat of the racing moment we don't always see things as they truly are. Be aware of what you are doing from an objective point of view.


Think about the big picture and evaluate the risk/reward of a pass before you attempt it. We hear it all the time but maybe don't absorb it — you don't have to pass everyone on the first turn, first lap, or even 5 laps. Sometimes we just can't make a

pass at all. Just because we are faster than the car in front and we catch them doesn't mean we can get by them. Don't force something that just can't happen. You need to plan your passes and strategy so you end up as far up the field as you can by then end of the race. Be patient and be realistic. Don't let your emotions get the best of you and make decisions that just can't happen without a negative consequence.

Cimarron Region
Porsche Club of America
 Announces the Original and 15th Annual
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Presented by Jackie Cooper Porsche



October 1-2, 2016

5th Annual BOXSTER CHALLENGE

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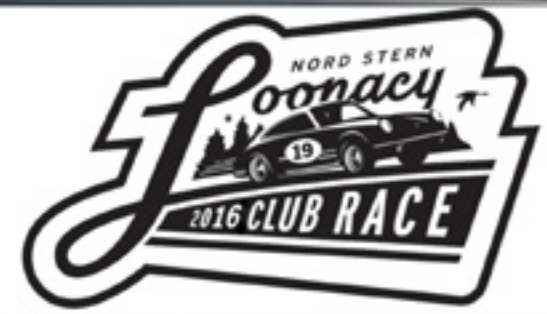
Registration opens Monday, August 15th at 9:00 pm at <http://register.pca.org>

Contacts: Race Chair Jon Jones at 918 740-7951 or jjone20@aol.com

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



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- 3-day solo DE



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From Start to Finish

MICHAEL WINGFIELD • CHIEF OF TIMING & SCORING

ENDURO PROTOCOLS

When was the last time you read the PCA Club Racing Enduro Protocols? If you have not read them lately, and you plan to race in an Enduro, it might be wise to give the protocols another read. If a recent Enduro at Circuit of the Americas (COTA) is any indication, many drivers could use a refresher on the rules for participation in an Enduro.

Specifically, Timing & Scoring (T&S) has an interest in protocol #1, which constitutes the bulk of T&S work during an Enduro. This one item contains several critical components to successfully completing an Enduro, and some of those components appear here for your convenience:

- A. All required pit stops shall be for a minimum time of five (5) minutes.
- B. Required pit stops cannot be made within the first fifteen (15) minutes of the race.
- C. Required pit stops must start before the last ten (10) minutes of the announced race length.
- D. Drivers who do not stay in the pits for the minimum five (5) minute stop will be Black Flagged and assessed a stop and go penalty with the stop time

being equivalent to the time that the pit stop was short.

- E. If a stop and go penalty for a short stop cannot occur during the race, a 1-lap penalty will be added to the results.
- F. Car must be running ON track when checkered is given to the leader and crosses the s/f loop on track or hot pits to avoid a DNF.

Of the six items listed above, the Red Group Enduro violated five of the items and the Blue Group Enduro pushed the last item to the limit. Let's review the above six items individually.

First, all pit stops must be for a minimum of five minutes (Item A). This is the rule I suspect most Enduro drivers know. However, of the 36 competitors in the aforementioned Enduro, three failed to make a stop of at least five minutes, which is a failure rate of over 5.5% of the field. I know that many drivers push the boundary of the five minutes, opting to get as close as possible. However, one competitor shorted his pit stop by 1:48, which is excessive. One would suspect this competitor made a computational error.

Meanwhile, the other two competitors violating this rule shorted their stops by eight and three and a half seconds. These short stops cost the competitors a minimum of 44 seconds each, which was the average time required to drive the length of pit road at pit road speed (35 MPH).

Pit stops cannot begin during the first 15 minutes of the race (Item B). If, during the first 15 minutes of the race, a competitor has a mechanical issue, that competitor may enter pit road to service the vehicle. However, if the service time for the vehicle passes beyond the 15-minute elapsed race time, the competitor may not then begin timing a pit stop. That competitor must exit the pit lane, circulate the track, and re-enter pit lane under a green flag after the 15-minute elapsed race time in order to begin a pit stop.

This scenario also played out in the Red Group Enduro when a competitor made two separate trips down pit road before 15 minutes had elapsed, and had to rejoin the race after the 15-minute elapsed race time in order to score a valid pit stop.

One of the protocol violations that will earn a competitor a disqualification (DQ) is failure to make a pit stop, or failure to start the pit stop prior to the last 10 minutes of the

announced race length (Item C). It is obvious that a competitor who fails to make a pit stop will receive a DQ. What is not so obvious is the competitor who enters the pit lane for a pit stop with less than 10 minutes remaining in the race has also effectively failed to make a valid pit stop and will receive a DQ. This scenario played out at COTA when one competitor chose to make his pit stop 54 minutes into the announced 60-minute Enduro. While the competitor had time to complete the required stop and re-enter the race, his pit entry time was four minutes after the valid pit stop window closed. This competitor should have made the pit stop three laps earlier in order to have an open valid pit stop window of opportunity and thus not receive a DQ.

Failure to make a single pit stop of five minutes results in a black flag pit stop (Item D) to serve the remaining pit stop time. T&S records pit stop times using the same scoring system that times a racer's laps. Thus, we can determine a racer's pit stop time with the same MM:SS.sss (minutes, seconds, thousandths of a second) accuracy. Thus, a pit stop time of 4:59.999 is a violation of the minimum five-minute (Item A) rule. As noted above, three competitors had short pit stops and thus were obligated to make a trip to black flag and serve the remaining pit stop time.

However, three competitors queued in race control for black flags takes time to enforce on the racetrack. Combine this race control penalty queue with two violations for speeding on pit road and we have five racers who must be black-flagged to serve penalties. The penalty queue works via first in, first out order. Thus, in the COTA scenario we had two competitors to black flag for short pit stops, two different competitors to black flag for pit road speeding, and finally one more black flag for a short pit

stop violation. Unfortunately, the time required to process the penalty queue (it would be quicker if competitors saw, acknowledged, and obeyed the black flag the first time it was presented) ran longer than the race time length. Consequently, the last competitor in the queue to have a short pit stop time did not have the opportunity to serve his penalty stop during the race, and this competitor fell victim to Enduro protocol Item E. Had this competitor made a valid pit stop, the competitor would not have been in the penalty queue. As such, there is no recourse for the competitor to protest that the penalty stop time would have been less than a one-lap penalty. This may be true; however, the race clock expired before the competitor could serve the time penalty and thus Item E becomes the rule.

Finally, Item F came into play for one savvy racer in the Red Group. Clearly, the competitor had problems with his car, as he made a pit stop before the official pit stop window (Item B) opened. Thus, after sitting on pit road for over 20 minutes, the competitor circulated the track to enter pit road during the pit stop window becoming eligible to serve a valid pit stop. Here, the competitor remained on pit road until the "one to go" signal displayed to the overall race leader. At that time the competitor re-entered the race, thus putting the struggling competitor back on the racetrack so that he would be "ON track when checkered is given to the leader," as required by Item F. This astute action by the racer and crew allowed the competitor to have a valid pit stop (over 28 minutes), and complete the race avoiding both a DQ and DNF. Evidently, this driver and team had spent time studying the Enduro protocols and used them correctly to finish the race and earn valuable championship points.

ON THE COVER

PCA Club Racing NEWS



This photo from the April Gateway Motorsport Park Club Race depicts a nate like group of 944 Cup Series cars about to swarm all over that 966 Cup Car.

This is indicative of how fast the 944 Cup Series cars are getting.

Cover photo from Geoff Baltz



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ROAD ATLANTA

PCA CLUB RACING SERIES COMPLETES SUCCESSFUL FIRST EVENT

STORY & PHOTOS BY PCA CLUB RACING

BRASELTON, Ga. (April 3, 2016)

The PCA Club Racing Porsche Cayman GT4 Clubsport Trophy East series debuted at Road Atlanta this weekend. This series highlights the spirit of PCA Club Racing and the skills of its drivers at major road racing venues east of the Rocky Mountains. This semi-professional series provides a bridge for racers to climb to the professional ranks.

Drivers compete in the new track-only Cayman GT4 Clubsport car. The 385-horsepower, mid-engine racer, featuring a sealed engine and transmission and a spec tire, is

developed by Porsche Motorsport North America and based on the street-legal Cayman GT4. Drivers are awarded a podium at the end of every points race, and an individual champion will be crowned at the end of the season. A Masters Championship also is conducted.

At Road Atlanta there were nineteen new Clubsports, three races and one new series. It added up to a successful first event for the new series.

The first three races, two sprints and one endurance race, of the inaugural 18-race championship season were completed this weekend at Road Atlanta. Frank Selldorff (PCA

Northeast region) and his co-driver, Andrew Davis, took the victory in the final race, an 80-minute endurance, in the #65 Porsche Cayman GT4 Clubsport on Sunday.

The Kelly-Moss Road and Race duo took a 38.433-second victory over Jason Hart in the #47 NOLA sport Porsche after recovering from a rough start and dominating the second stint.

"I didn't start out great," Selldorff said. "I got swamped at the start, but thankfully the yellow came out and let me bunch it back up. At that point I focused on just staying on the tails of the guys in front of me."

Hart, who won both sprint races Saturday, started the race from pole position. He led the majority of the first half of the race but was unable to pull away from the field as in his dominant victories. He lost time in the pits, falling to sixth, and was forced to work his way back. But Hart couldn't catch Davis, who had taken over the car from Selldorff at the mandatory five-minute pit stop.

"Frank did an awesome job in his first stint," Davis said. "We did a great job with our pit stop. And then my GT4 Clubsport was great when I got out there. I'm really proud of the effort from Frank and Kelly-Moss. I'm also really happy for PCA. They've done an awesome job for the first event with this Clubsport class, and I think this is the start of something really big."

Rene Robichaud (Ohio Valley region) rounded out the overall podium with his third third-place finish of the weekend in the #89 Kelly-Moss GT4 Clubsport. Robichaud, whose daughter, Nicole, also competed this weekend, was also the winner in the Masters class, completing his weekend sweep with three top-step finishes.

"It was an absolutely fantastic weekend," Robichaud said. "You have to thank a lot of people to get this far. My Kelly-Moss team was great. They gave me a car that you could run real hard; the setup was perfect. I want to thank the Porsche Club, Porsche Motorsport and Porsche Cars. My daughter, Nicole, has really grown this weekend in the sport. She was just flying in this last race. "It's an absolutely fantastic package. When you're with 18 or 19 great guys and gals all driving the same car, there's nothing better."

Roger Halvorsen (Connecticut Valley region) earned a second-place finish in Masters. The runner up result was Halvorsen's third Masters podium finish of the weekend in the



Overall podium finishers (from left) Jason Hart, Frank Selldorff, Andrew Davis and Rene Robichaud



Top left: Frank Selldorff and Andrew Davis won the Trophy East Enduro in the #65 car; Top right: #65 car approaching the esses; Bottom: Jason Hart in the #47 car in second place

#23 Musante Motorsports Porsche Cayman GT4 Clubsport. The father-son duo of David and Russell Walker, both representing the Maverick region, rounded out the Masters podium with a third-place finish in the #28 TOPP Racing Porsche Cayman GT4.

The inaugural event was the culmination of work between the PCA, Porsche Motorsport North America and Porsche Cars North America. The debut of the Porsche Cayman GT4 Clubsport in a one-make series marked a new beginning for PCA Racing as the

first series of this kind and a bridge for drivers before going pro.

"We have enjoyed a tremendous first weekend," said Vicki Earnshaw, PCA Club Racing chair. "From the terrific new race car to all of our fantastic drivers, our series is off to a great start."

"This car has opened doors for PCA Club Racing and drivers wishing to take the next step. This strong opening event is the result of a lot of hard work and collaboration. We're very excited for the rest of the season and the future."



THE BEGINNING SECOND CREEK RACEWAY AND TODAY: HIGH PLAINS RACEWAY

STORY & PHOTOS BY BRIAN LEARY & WALT FRICKE

As some PCA racers sometimes forget, the first ever PCA Club Race was held in June, 1992 at Second Creek Raceway, within the corporate limits of the Denver suburb of Commerce City, sandwiched between the Rocky Mountain Arsenal, the area garbage dump and Denver International Airport (then under construction). What follows is how Second Creek ties into High Plains Raceway.

In 1994 a group of car and motorcycle clubs got together, formed an

organization, rented part of the abandoned Stapleton airport and made a race track. It ran from 1995 through 1997 before Denver sold the property to developers. In 1997 the lessee of Second Creek said he was tired of it all and was going to walk away if he was not bought out. The same organization of car and motorcycle clubs raised money, paid him off, took over the lease and operated the track very successfully, starting in 1998, accomplishing improvements, a complete repaving, and accumulating a substantial

reserve, which became the seed money for High Plains Raceway.

However, the writing was on the wall when a nearby suburb (which had annexed all the way out to and including Second Creek Raceway) began issuing subdivision permits and houses started to creep over a nearby hill. Next to Second Creek was a dirt oval on which 700 horsepower unmuffled World of Outlaws cars ran under the lights on summer nights. The new neighbors didn't know Second Creek existed,

but they sure knew about the dirt track and were vocal about it, which had a huge effect because both tracks operated on a special use permit that ended in 2004. Renewal was not forthcoming, although both tracks were given a one year extension through 2005, so the clubs had two "last runs" at Second Creek.

Finding a Replacement Track:

Knowing that this would likely eliminate the track, in 2003 the clubs started looking for land. After failed attempts searching a 30 mile radius from the intersection of I-25 and I-70, they expanded their search to 60 miles and promptly found the High Plains property. The clubs went through a lengthy process to have a race track category added to county zoning ordinances and obtain a permit (perpetual as long as conditions are met).

In spite of the inauspicious financial situation in 2008, the seed money, voluntary donations and loans came together in time to buy the land, sign contracts and construct the track. Volunteers made the tire stacks that winter, and we opened to a snow storm in April 2009. This left SCCA open wheel cars sitting in snow drifts in the paddock, but it has been uphill ever since.

This is the only track in the country owned by a consortium of clubs. The SCCA owns (or partners with investors) in at least three tracks, but

HPR LLC has five members, the Rocky Mountain Region of PCA being one of them.

Today

High Plains Raceway was completed in 2009 and we were committed to develop one of the finest tracks in the region. It is over 2.5 miles long and the rolling terrain provides over 70 feet of elevation changes.

The facility offers RV hookups, covered reserved parking for race cars, camping areas, bathrooms, showers and food. Weather, as we all know from living in Colorado, is nothing short of fantastic, with a dry climate and only the occasional afternoon shower to cool things off.

This September 10-11 will be Rocky Mountain Region's eighth club race at High Plains, and we expect it to be the best ever with two sprint races, a 60 minute enduro, a fun race, and our fantastic *Rolling Thunder* Solo DE. Friday night's *Brats, Brews and Blues* party includes complimentary food and drink and a live blues band (Austin Young). Our Saturday night dinner has become a hit with the racers. There is a non-club sponsored test and tune held on the Friday before, which is a great opportunity to get familiar with the track, facilities and catch up with fellow racers.

Last year, we had over 70 club racers and almost 60 advanced DE drivers



The old Second Creek Raceway track where the first PCA Club Race was held in 1992 (Ron Mistak being the overall winner)

from all over the country. We expect an even larger field for 2016. RMR reminds racers to register early to guarantee a spot in this very competitive field of drivers.

The RMR Club Race website will provide all the information necessary to get you registered, (rmclubrace.com) but if you have any questions, contact our Club Race and DE chairs: Brian Leary (beleary36@yahoo.com) or Rob Lorentz (roblorentz@hotmail.com).

A Three Weekend Club Race Opportunity

ED: For those of you who might be interested in a fairly efficient three weekend driving loop, consider the weekend before High Plains with Golden Gate region's club race at Thunderhill, and four days after High Plains is the Intermountain club race at Miller (now known as the Utah Motorsports Campus).

This is a great opportunity to drive two or three really nice tracks.



High Plains Raceway — 2.55 mile, longest straight 2838', tightest turn 80' radius, 160 degrees (1.5% off camber), banking 1.5% common - 4.0% steepest, steepest climb 10%, 300+ feet cumulative elevation change



LIKE FATHERS, LIKE SONS

FATHER AND SON DUOS TAKE TO THE TRACK AT MARDI GRAS PCA CLUB RACE

STORY & PHOTOS BY LYNN FRIEDMAN, ZONE 5 REPRESENTATIVE

Among the competitors at the Mardi Gras PCA Club Race were four father and son duos. The race was held at NOLA Motorsports Park, New Orleans, Louisiana on April 16-17.

Brian and Matthew Evans

Brian and Matthew are from the Lone Star Region, The Evans are a Boxster family, with Brian competing in a 2000 Boxster S and Matthew in a 2000. This duo was not alone, as Brian's wife (Matthew's mom) Jackie was there doing everything from acquiring new trailer tires to working in the hot pits.



Brian (left) and Mathew (right) Evans show their winning medals at the Awards Dinner



Neils (left) and Sigi (right) Meissner



Sigi and Niels Meissner

Sigi and Niels, also from the Lone Star Region, each compete in their own E class cars. Both chose '79 911 Euro SCs for their racecars. Sigi competes in #760.

Terry and Eon Simon

The local favorites from Mardi Gras Region are Terry and Eon. Although both are racers, Terry now devotes his time as crew and coach for Eon.

Terry Simon (right) and Eon (in car)



David and Russell Walker

And from the Maverick Region, competing in the newest group in PCA racing, are David and Russell Walker. They currently share a GT4 Clubsport and compete as part of the GT4 Clubsport Trophy East Series. This father - son duo took another Masters podium finish at the Mardi Gras Club Race.



David (left) and Russell (right) Walker

Top photo on opposite page, David and Russell Walker posing with their GT4 Clubsport

OUTSTANDING DRIVER AWARD

OG Racing announces the OG Racing Outstanding Driver Award that is proudly presented to those select racers who raced respectfully and safely for a minimum of five incident-free events in 2015. It's great to see many familiar names from last year and new ones this year. Each recipient will receive the following:



- A certificate good for 15% off your favorite racing brake pads from OG Racing for the rest of the year and first quarter of 2017! Discount is taken off of our retail prices and include free UPS Ground shipping with you order.
- When you call to redeem your special pricing, make sure to ask for your Custom Award Sticker and Suit Patches recognizing your accomplishments. When you call we can also provide each eligible racer with a special Outstanding Driver code to obtain your special pricing on online orders.

We hope that the 2015 winners remain an OG Racing Outstanding Driver Award winner for many years to come. This is our way of saying "Thank You" for actively participating in PCA Club Racing and helping us in "Making Racing Safer." We hope to see even more names on the list next year!

KEN	AGENA	SCOTT	BELLES
JOHN	ALLEN	CHARLES	BELLUARDO
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BRIAN	ANDERSON	TOM	BLOOM
STEVEN	ANDERSON	BRUCE	BOEDER
WADE	ANDRES	RAMEZ	BOTROS
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SCOTT	ASPLUNDH	DENIS	BOULLE
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LITKO	CHAN
JIM	CHILD
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ALLAN	COHEN
JOHN	COLLIER
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2016 HARD CHARGERS

BY MICHAEL WINGFIELD, CHIEF OF NATIONAL TIMING & SCORING

Name	Region	Class	Description	Start	Finish	Index	Race
AUTO CLUB SPEEDWAY							
BRANIMIR KOVAC	SGB	SPB	P 99 BOXSTER	33	23	10	BLUE SPRINT 1
BEN MERRIMAN	NST	GT5	GT 72 911	33	21	12	BLUE SPRINT 2
SOHAIB KURESHI	SDO	GTA1	GT 01 GT3 CUP	27	14	13	GREEN SPRINT 1
RON PALMER	SDO	GT3	GT 78 911	26	17	9	GREEN SPRINT 2
VALI PREDESCU	RIV	SPB	P 99 BOXSTER	16	8	8	BLUE GREEN SPRINT 3
BEN MERRIMAN	NST	GT5	GT 72 911	28	19	9	WHITE ENDURO 60
TIM MEYER	LV	SP1	P 88 944	31	22	9	WHITE ENDURO 60
RANDY BERGUM	AZ	SP1	P 88 944	37	28	9	WHITE ENDURO 60
BUTTONWILLOW RACEWAY PARK							
GEORGE TAYLOR	SDO	SP1	P 84 944	29	20	9	SPRINT 1
MICHAEL TSANG	GG	SPB	P 97 BOXSTER	23	19	4	SPRINT 2
TRYGVE ISAACSON	GG	SPB	P 98 BOXSTER	26	22	4	SPRINT 2
BRIAN LYNCH	GG	SP911	P 84 911 CARRERA	24	19	5	SPRINT 3
CIRCUIT OF THE AMERICAS							
KEN TUBMAN	LST	GT3	GT 07 CAYMAN S	34	18	16	BLUE SPRINT 1
MAURICE SMITH	MSO	GT4	GT 86 911	24	17	7	BLUE SPRINT 2
RAMON LLANO	SDO	GT5	GT 64 912	32	21	11	RED SPRINT 1
REY PAGAN	LST	I	P 86 930	18	6	12	RED SPRINT 2
ERIC BOUELIH	UPS	GTA2	GT 12 997 CUP	10	1	9	BLUE ENDURO
MICHAEL HSU	HCT	SPB	P 99 BOXSTER	19	8	11	RED ENDURO
GATEWAY MOTORSPORTS PARK							
NEWSOM BAKER	SMT	SP3	P 94 968	9	6	3	SPRINT RACE 1
KEN MATHENY	STL	SP3	GT 93 968	10	7	3	SPRINT RACE 1
DAVID VARWIG	CHO	GTD	16 GT4CS	12	7	5	SPRINT RACE 2
DAVID VARWIG	CHO	GTD	16 GT4CS	12	7	5	ENDURO
LIME ROCK PARK							
FRANK OSBORN	NE	E	P 04 BOXSTER	7	6	1	WHITE SPRINT RACE 1
TIMOTHY LYNN	CTV	E	S 84 911	6	3	3	WHITE SPRINT RACE 2
SAM MAMMANO	NIA	F	S 01 BOXSTER	23	14	9	GREEN SPRINT RACE 1
ROBERT GIULIANTE	MNY	SPB	P 97 BOXSTER	25	18	7	GREEN SPRINT RACE 2
TOM HASSETT	NNJ	J	S 03 996 CARRERA	22	15	7	YELLOW SPRINT RACE 1
ROBERT SMITH	CTV	GTB1	GT 12 CAYMAN S	8	4	4	YELLOW SPRINT RACE 2
PETER DONOHOE	NE	H	S 01 996	8	4	4	YELLOW SPRINT RACE 2
JOHN KIM	NNJ	J	P 06 997 CARRERA	20	16	4	YELLOW SPRINT RACE 2
ANDRES LEON	SCH	GTC	GT 04 GT3 CUP	18	10	8	ORANGE SPRINT RACE 1
JOHN FRANK	CTV	GT3	GT 09 CARREERA S	16	11	5	ORANGE SPRINT RACE 2
MID OHIO SPORTS CAR COURSE							
MATT DISTEFANO	UPS	SPC	P 07 CAYMAN S	19	10	9	PURPLE SPRINT 1
CHED CROUSE	BGS	SP996	P 99 CARRERA COUPE	22	13	9	PURPLE SPRINT 1
DUKE LARDON	CTV	GTC3	GT 05 GT3 CUP	17	9	8	PURPLE SPRINT 2

DENIS BOULLE	MAV	SPB	P 99 BOXSTER	19	5	14	RED SPRINT 1
RANDY ALEXANDER	CHO	E	S 82 911SC	14	3	11	RED SPRINT 2
DENNIS HIFFMAN	CHO	SP3	P 95 968 FIREHAWK	21	10	11	RED SPRINT 2
MARK STEINGAS	NST	GTC3	GT 05 GT3 CUP	20	4	16	BLACK ENDURO
JACK STRIFLING	BGS	E	S 87 911	25	7	18	ORANGE ENDURO

NOLA MOTORSPORTS PARK							
CHRISTIAN BRIGGS	HCT	GTC5	12 GT3 CUP	6	2	4	GROUP A POINTS RACE
GEOFF ISRINGHAUSEN	CHO	GTB1	12 CAYMAN	14	10	4	GROUP A SPRINT RACE 1
DENNIS PAUL	MG	GT3	92 964 RS AMERICA	16	12	4	GROUP A SPRINT RACE 1
MAX GEORGE	WHB	GT5	GT 89 944	9	8	1	GROUP B POINTS RACE
SIGGI MEISSNER	LST	E	S 79 911 EURO SC	11	10	1	GROUP B POINTS RACE
ROB HALE	MSO	D	S 74 911	5	4	1	GROUP B POINTS RACE
DAVID BRUMFIEL	MSO	D	S 7 911SC	12	11	1	GROUP B POINTS RACE
M HAMZA/E SIMON	WHB	SP3	P 89 944 S2	31	19	12	ENDURO

ROAD ATLANTA							
JOHN GLADWILL	MAV	SPB	P 97 BOXSTER	5	3	2	RED SPRINT RACE 2
KEITH DAVIS	MSO	D	S 81 911SC	45	37	8	BLUE SPRINT RACE 1
ANGUS ROGERS	SFL	GT4	GT 73 911RSR	9	5	4	BLUE SPRINT RACE 2
GREG PICKERAL	CAR	1	S 02 996	20	16	4	BLUE SPRINT RACE 2
BOB KLASKIN	CHO	GTC	GT 07 997 GT3 CUP	34	28	6	GREEN SPRINT RACE 1
ANTON DIAS PERERA	MSO	GTC3	GT 03 GT3 CUP	34	28	6	GREEN SPRINT RACE 2
FRED WICKS	SFL	SP3	P 89 951	40	16	24	YELLOW ENDURO 90
A PERERA/D CLARKE	MSO	GTC3	GT 03 GT3 CUP	23	10	13	GOLD ENDURO 90

THUNDERHILL RACEWAY PARK							
SCOTT FISHER		SPB	P 97 BOXSTER	9	4	3	SPRINT RACE 1
SCOTT FISHER		SPB	P 97 BOXSTER	7	5	2	SPRINT RACE 2
DOUG BOCCIGNONE		SPB	P 97 BOXSTER	17	13	4	SPRINT RACE 3

TEXAS WORLD SPEEDWAY							
MIKE HAMZA	WHB	SP3	P 89 944	32	20	12	BLUE SPRINT RACE 1
PHILIP HANSON	MAV	SP1	P 83 944	31	23	8	BLUE SPRINT RACE 2
DALE TUETY	RMT	SP1	P 83 944	32	24	8	BLUE SPRINT RACE 2
JEFF STRIMEL	MAV	SPB	P 98 BOXSTER	30	17	13	BLUE SPRINT RACE 3
TOBY PENNYCUFF	MAV	GTC3	GT 01 GT3 CUP	24	14	10	RED SPRINT RACE 1
JAMES SHOFFIT	MAV	E	S 78 911SC	33	23	10	RED SPRINT RACE 1
KEITH JENSEN	MAV	GTB1	GT 07 CAYMAN	19	12	7	RED SPRINT RACE 2
JAMES SHOFFIT	MAV	E	S 78 911SC	28	26	2	RED SPRINT RACE 3
STAN WENGER	GCT	SPB	P 98 BOXSTER	29	23	6	COMBINED SPRINT RACE

WILLOW SPRINGS INTERNATIONAL RACEWAY							
ISABELLA BUSALACCHI	SDO	SP1	P 84 944	23	14	9	SPRINT RACE 1
ROBERT MURILLO	GG	SP911	GT 97 993	22	14	8	SPRINT RACE 2
BRANIMIR KOVAC	SGB	SPB	P 99 BOXSTER	9	7	2	SPRINT RACE 3

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- "Brats, Brews & Blues" party Friday night (9/9) featuring The Austin Young Band
- Hosted dinner Saturday evening (9/10)
- Registration will open July 25th through ClubRegistration.net (<http://register.pca.org>)

ROCKY MOUNTAIN THUNDER
HIGH PLAINS RACEWAY
SEPTEMBER 10 & 11
2016

Visit the race website and our facebook page to stay updated on the race details
www.rmclubrace.com

The Classifieds

BUY, SELL AND BROWSE

2011 CAYMAN S GTB1 CLUB RACER

December 2015 build date, only 2 races on car, multiple podium finishes, 997 front end, JRZ 2 ways, Fabspeed muffler, Cargraphic header, OS Gken diff with cooler, Aasco LWF, Cup control arms with Tarett parts, and much more. For more details: www.987Part.com. Asking \$95,000 OBO (16.4)

Contact: Sebastien Juneau (844) 987-7278 or sales@987Part.com



2011 CAYMAN S GTB1 CLUB RACER

January 2015 build date, Brand new 2015 JRZ 2 ways, Fabspeed muffler, Cargraphic header, OS Gken diff with cooler, RSS control arms with Tarett parts, Cup power steering pump, GT3 brakes, RS wing and much more. For more details: www.987Part.com. Asking \$99,000 OBO (16.4)

Contact: Sebastien Juneau (844) 987-7278 or sales@987Part.com



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Gary Willard
gary.willard@marcusmillichap.com

650.477.7039
(16.3)

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